



Outlaw Truck and Tractor Pulling Association  
www.outlawpulling.com

DATE: 11/15/16

TO: OTTPA Diesel Super Stock competitors

FROM: Doug Roberts, OTTPA CEO

With our banquet coming up this weekend this class needs to look at the future of the Diesel Super Stock class in OTTPA. The numbers were bad for many different reasons this year and this may have been a fluke year after 3 straight years of growth, but the future doesn't look good. If you look at the Diesel Super Stock class in NTPA you can see problems coming up for years to come if no rules are implemented to put horsepower limits on this class. We see this with NTPA the last 5 years and especially the last 3 years as the numbers are terrible with this increase in horsepower. I cannot sell this class if our numbers go that direction. Without horsepower limits the breakage and maintenance is going to be high and lead to low numbers of vehicles at events. When you look at OTTPA rules for fair competition and to keep the cost down in other classes it has worked and made our classes healthy with multiple winners and good numbers in those classes. I looked at different ways to limit the horsepower and the best I could come up with was restrictor plates and there is so much uncertainty as to if it would work or just open it up to more money spent on turbo changes and designs, turbo failures, etc. We had an OTTPA competitor come up with what I think is a better idea to just put a size limit on the top 2 turbos and make them smooth bore only. This way there is no worry about turbo failure and with it being smooth bore, not much room for improved turbos to make a difference. When I talked to different turbo builders all agreed once the turbo is made smooth bore everyone's turbo is about equal. No matter how you design the fins, amount of fins, etc. there is not going to be a 100 horsepower difference in turbos. The reason we want smooth bore is what we have seen in the 2.6 Diesel Truck class that started out with a 2.6 MAP turbo without rules and everyone cheated the turbo MAP ring until the horsepower went from 650 to 1600. Everyone broke engines and drivelines until the numbers of vehicles went down to an all-time low in 2015. Now about every association has went to a 3.0 smooth bore turbo to keep the competition fair as the 2.6 turbos without rules were making 200 horsepower more than the 3.0 smooth bore turbos.

Some have suggested just hooking the Diesel Super Stock class a dozen times or less since they are high maintenance. First of all, I would hate to think I built a tractor I could only hook a dozen times a year because of cost and maintenance to keep it on the track. Second, that is not fair to our other classes to take up the slack with more hooks to take care of our promoters wanting more vehicles. I had a good conversation with Jim Schaendorf about 6 weeks ago as I was wanting to know why he dropped out of the Diesel Super Stock class. I hope everything he

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told me I remember right. He had 3.9 top turbos on top and the older Hypermax cast sigma pump, with smaller cubes and on the dyno had 3090 horsepower. He upgraded the engine and heads, cubes, billet pump and turbos to 4.25 turbos and didn't dyno again but thought it had about 3500 horsepower. When he came out after spending all that money he was farther behind than before. Plus with the increase in horsepower and tire speed he didn't have enough front end weight and was looking at needing a new lighter component frame.

I really do not feel that comfortable talking about what NTPA should do but since it effects tractors that cross over between our associations and I was hoping they would put a limit on this class. To not do nothing and table it for a year is not going to solve the problem. Now some have went to even bigger 4.8 turbos making another 500 horsepower and these engines are over 4500 horsepower. With better turbos and other technology it is not going to stop. Soon it will be 5 inch turbos and more horsepower and the few tractors they have left will be separated more as less people willing to spend the money or wanting to work on them all the time. All this leads to less vehicles! One thing that NTPA does have going for them is an Open Super Stock class and both that class and the Diesel Super Stock have very few vehicles and should be put together to make a class with some numbers in it. They can then charge a better and deeper purse for that class and run at premier events. Then if they would put limits on the Grand National Diesel Super Stock class at about 4.3 which seems to be a popular size and should be about 3500 to 4000 horsepower that has a good chance of keeping these vehicles on the track. That class will grow and they can also pickup more regional tractors that are in that area as they have a chance to compete. I predict most of the diesel tractors in the open class will come back to this class within two years.

When it comes to OTTPA it is up to the competitors to figure it out. After talking with our competitors we had only one tractor with 4.3 turbos and most were either 4.1 or 4.25 turbos. We had only one tractor come pull with us this year that had bigger turbos and it won Rock Valley, IA by about 10 feet and Wisner, NE by about 35 feet. So with that said you can see what is coming, either put a turbo limit on it and keep the spending down and tractors on the track or open it up. Your choice!

Attached is drawings of three turbos. The 2.6 turbo #1 drawing is a stock cover with MAP ring from factory. The 2.6 turbo #2 drawing is a modified cover MAP ring for more performance but legal. The 2.6 turbo #3 drawing is a modified cover that the MAP ring is just a spacer causing a little restriction for a 3.7 turbo. You see this causing problems in other associations that have single turbo classes. This is why all OTTPA classes are either smooth bore or box turbos with MAP rings that are all the same.

Thanks, Doug