



Outlaw Truck and Tractor Pulling Association
www.outlawpulling.com

DATE: 2/6/17

TO: Outlaw Light Super Stock Competitors

SUBJECT: Light Super Stock Meeting

FROM: Doug Roberts, OTTPA CEO

Glad to see a good turnout for the Light Super Stock meeting this Saturday. I would guess between 50 to 75 people and many different associations represented. I would like to thank Steve Cowger, Spring River Salvage, Ruscha Tractor Salvage, Walt's Tractor Salvage and Don's Tractor Salvage for all the OEM Cast housings I brought to the meeting. Also for Derek Sartin for helping take some of them apart. We had the rear end, clutch, transmission and axle housings from all seven brands that pull with Outlaws for everyone to look at.

After all the trouble we had last year with some running with the cast removed, we had to really look at making even more rules on this cast and also enforcing the ones we have. This was discussed at our fall meetings and everyone knew then what they could do as far as no external holes in the cast housings. This was so everyone that had to replace housings could get a start on this then. We still had some issues with little external pieces of cast that could be cut off here and there but this was the main thing. It was also decided that all factory opening could be machined out to the original gasket on that opening. All other factory cast that you could see from the outside could not be machined. The only exception was removal of cast for an aftermarket reverse box, transmission, clutch shaft, etc. Something related to a mechanical issue, not just to cut weight. We have a 3 panel team to make those small decisions and you just have to call and have that panel look at your issue to be approved or not approved. The other thing at the fall rules meeting was to help even up the diesel and alcohol powered vehicles it was made 400 lbs. difference instead of the 300 lbs. with alcohol at 6,000 lbs. and diesel at 6,400 lbs. it had been 200 lbs. 5 years ago with alcohol 6,000 lbs. and diesel at 6,200. With all the alcohol technology that horsepower gap had widened and needed adjusted again.

I knew this wouldn't fix all the problems in this cast class but it would let everyone get to machining and working on these cast housings while I had time to research and look at ways to fix this cast housing class. I look at trends in all the classes every year and try to stay ahead of problems and fix them before the class numbers go down. It is a lot harder to bring a class back than to fix it now before it gets to that point. We have to have fair competition in these classes to keep them healthy and keep the numbers up. In this class that is all brands having enough front end weight to run a 20 inch drawbar. With the design of the cast housings in different brands some could not. My goal was to get everyone to 3,200 lbs. on front axle. Last year the International, Ford and White could. The Deutz with work can, but the Allis Chalmers, John Deere and Case could not.

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With the rules we made and passed in November I had a base to work off of with all the different brands doing the same externally to each brand. You can only tech what you can see, so the no external holes rule would help keep the competitors with the same brand close to the same on amount of cast they could remove. I then had time to do the research necessary to try to get this class fair competition with all the different housing weight, length, and removing cast availability, aftermarket reversers or transmissions, etc. with these different brands. I weighed and measured them all. Weighed the engines in some brands. These attached information are all the conclusions and recommendations I came up with. The people at the meeting looked everything over and gave some brands like John Deere and Allis Chalmers more than I recommended. This is a starting point and the rules have been locked in for 3 years to try to encourage some to stay in the class and maybe others to build for this class. This meeting was only about evening up the front end weight so everyone with different brands could have a chance to get to the same weight of 3,200 lbs. on front axle.

Some wanted to bring up and give different weight for different super stock engines like if I have a cast head on alcohol I get 300 lbs. more or if I have just one turbo on alcohol I want 300 lbs. more, etc. That is for another time at or November meeting this fall. But we are not going to handicap the true super stock multi-charger tractors and give weight to the one turbo, cast head, etc. until they can run with them. Then why would anybody want to build a true multi-turbo super stock tractor if you are just going to handicap them?

Each tractor will have a sticker on the back with its certified weight. There was already some confusion at the scales with diesel and alcohol at different weights so this should make things better for the people running the scales. The new weights are International, Ford, White & Deutz at 6100 Alcohol and 6,400 Diesel which is the same as last year. The John Deere and Allis Chalmers will weigh 6,300 Alcohol and 6,600 Diesel which is 200lbs. more than last year. The Case will weigh 6,200 Alcohol and 6,500 Diesel which is 100 lbs. more than last year. Hopefully this new weight adjustments will help this class with fair competition and hopefully lead to multiple winners.

Some competitors wanted to bring some of these tractors back, but I want the show the Ulmer's had with the Internationals and Ford. That is what crowd likes and sells tickets and makes our promoters happy. When they are legal that will bring them back some, but the goal is to bring the others up to that level and on some brands you could not get there, just because of the brand you choose to pull. If not then we will only have those few left pulling and the class will die for lack of numbers. If we can't get this class to fair competition and the numbers continue to decline we will just have to do away with this class. The multi-charger diesel powered tractors can go can go the DSS class, the alcohol powered tractors to the USS and the 4.1 diesel tractor to the LPS class. The few small frame tractors we have in this class will have a class for next year in the new LLSS class.

Some of the other associations were at the meeting as it will be a problem with other cast classes like LLSS with large frame tractors as they make more horsepower and tire speed. If not now it will in 3, 5 or maybe 10 years as technology rolls on.

Thanks, Doug