

NATIONAL MONSTER



A SALUTE TO **BIGFOOT #4**

2007 Championship Report

MARK HALL CLINCHES MONSTER NATIONALS TITLE

DAN RUNTE WINS CFP WINTERNATIONALS TITLE



TEXAS JAMBO ACTION!

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NATIONAL MONSTER

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SSOC

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ONLINE

ALL NEW!!



WWW.MTRA.US



Notes, News, & Nonsense

by Kyle Doyle - Editor

What a busy year it has been thus far! In all of my coast-to-coast travels this year, it sure has been hard to find the time to put everything down in words that I've wanted to share with the National Monster's readers. All of the miles that we in the industry cover, as fans, drivers, and media members, leave us with lots of thinking time, but not a whole lot of time to actually write things down. In fact, writing down notes is especially hard when driving a transporter, but allow me to convey a few things that have crossed my desk (and my mind) here recently.

In my inspecting of trucks this year, I've noticed the pattern of many teams to convert to aluminum racing seats, otherwise known as "hard bottom" seats. Although aluminum racing seats are not necessarily a new thing in monster truck racing, they are still somewhat of a rarity. I know that since our team has switched to seats by Randy LaJoie's The Joie of Seating company, our drivers have had a lot of good things to say about them. I know it has also made us look at our shock and bumpstop tuning as well, all in an effort to keep our drivers feeling as good as possible while they are racing. I'm convinced that aluminum seats are definitely the way of the future for our sport, as the scientific (and common sense) proof of their superiority, to me anyways, is overwhelming. I think as our sport begins to use more and more of these seats, that our shock technology will once again be forced to evolve.

However, many teams are still using their more traditional style of "bottomless" or "suspension seats". While these seats can still function quite well, attention should be paid to the webbing that the seat bottom consists of. Much like our seat belts, tie-down straps, and limit straps, this webbing material does stretch over time and does need to be periodically inspected and tightened. I would recommend contacting the manufacturer of your seat for their advice on the proper way of maintaining your seat. Not only are seats an expensive investment, but they are

one of the most important aspects of driver safety.

In other news, I'd like to congratulate Mark Hall and Dan Runte for the job they've done this winter in clinching their respective championships. I'd also like to give a pat on the back to the teams who have taken the initiative to get their trucks certified this year. A special thanks to Mitch Tulachka and his brother Mitch for being one of the first teams to have their truck certified for 2007. These guys really care about the industry, and their attention to detail when it comes to the safety of their truck really impressed me. I hope they get the big break they need to start landing some bigger gigs.

While in Texas at the 4-Wheel Jamboree, I noticed that all five trucks in attendance (Bigfoot 15, Raminator, Rammunition, King Krunch, and El Matador) were MTRA member trucks, though the King Krunch and El Matador trucks weren't certified, and their team seemed to be somewhat uninterested in the MTRA. In their defense, however, they didn't seem to be up on the positive changes that the MTRA is undertaking to make the organization not only more effective and vital, but more appealing to members and potential members. I think we all need to take it upon ourselves to inform industry colleagues and fans about the "new" MTRA. I'm not saying that we need to run around "preaching the gospel" and put the web address in our email/online signatures, but I do think we need to encourage people we know to take a second look at the MTRA before merely dismissing it as a Bigfoot/Hall Bros. - run organization. If people want to see change, then they should join and let their opinion resonate! This industry is no stranger to change, nor should it be.

That's all for now. I do hope you enjoy this issue of the National Monster. We've got some great new content in this issue (and in the works for upcoming ones), but don't hesitate to send us something!

-KD

OVER THE ROAD



Always Have A Game Plan...

by Scott White - Associate Member

I have been a truck driver for twenty four years. Eleven of those are as an owner operator. Believe me when I say, the trucking industry sure has changed in that amount of time. Now more then ever you need to be cost effective with everything you do.

Even though I am not hauling a monster truck all over the country, we are all in the transportation business. That being said, I would like to share with everyone some of the things that I use and do in my business that keeps me up to date with information, saving me time and money as well.

One of the top issues on the road is log book rules and regulations. They seem to get harder and harder every day. J.J. Keller and Associates is a company that produces a full line of products and programs for the transportation industry. They have the most complete and up to date information available on hours of service and other related topics. It's good to know what you're talking about "is fact" when you're toe to toe with a DOT officer. You can pick up a copy of the federal motor carrier's rules and regulations published by J.J. Keller at just about any given truck stop. The book sells for five to six dollars. Also check out their website at jjkeller.com.

With all the advancements made in technology in recent years, one of the most important items to a driver these days is a laptop computer. In my case, I use my laptop for everything from email, retrieving load information and even staying in contact with my daughters using an instant messenger program. Prior to leaving on a trip I will try to get as much information about where I am going as possible. Two computer programs I use a lot are Microsoft streets and trips and Google Earth. Streets and trips is a great program for calculating mileage and planning the best route to take. Mine is the 2007 version which I bought at office depot for about thirty dollars. Google earth is a program that offers real satellite photos of what ever you tell it to find. I have used it to find places that I never have been to before with great success. I was able to identify landmarks, check their parking lot layout and was even able to see what the color of the building was. The best thing of all, it's free! You can get it at google.com.

Like a lot of people I hate surprises, especially the ones that cost me money! How many times have you thought about buying fuel in one state at a so called reasonable price, shrugging it off saying "I'll get fuel in the next state" only to find out the next state is ten to fifteen cents a gallon more. What I do so I am not surprised is before leaving on a trip I will get on the websites of some of the big truck stop chains and from there I am able to see what the cost of fuel is at each of their locations across the country. Thus letting me know where to load up on fuel and where not to.

Here are the websites of some of the bigger truck stop chains.

Petrotruckstops.com
Flyingj.com
Travelcentersofamerica.com
Pilottravelcenters.com

A way I keep an eye on whether the price of fuel will be going up or not is by picking up a copy of the USA Today newspaper. By turning to the money section of the paper, the top left corner of the page will tell you what the price of crude oil is a barrel. If I see major changes in the price from day to day, I will expect it to reflect on the pump price within the next couple of days.

One other thing I will check out while on line is the weather. Accuweather.com and weather.com are two good sites to use for seeing if your trip will be a wet one or not. That way the sixty five dollars you spent on a truck wash won't go to waste.

Blue Beacon is the only nationwide chain of truck washes that I am aware of. For a list of their locations go to bluebeacon.com or the next time your by one, stop and grab a brochure. I recommend the citrus wash for your aluminum wheels and or tanks. It really cleans them up nice.

Satellite radio! One of those "got to have" things. Especially for those late nights behind the wheel. I myself use the XM brand. I know the programming for XM and Sirius are similar, but I believe XM does have more channels. Some of the channels that I benefit from are the weather channel; the open road channel (provides the latest information about what's going on in the transportation industry) and the "real time traffic and weather" reports for at least twenty metropolitan cities. Let's not forget all that great music as well! Once you get passed the initial cost of the receiver, the monthly fee is around thirteen dollars.

Are you thinking about updating your truck or trailer? Check out truckpaper.com, they should have what you're looking for.

Have you driven past a Petro or TA truck stop recently and wondered what the metal structures with the big yellow hoses hanging down over the trucks are? Welcome to the world of idleaire technologies. Idleaire offers filtered heat and air conditioning. 120 volt electricity inside and outside the cab. Use of a built in computer with internet access. Phone access and satellite TV also. For those of you who are looking to save some money on a motel room, this is the answer. Pull into a parking spot, buy a \$10.00 window adapter for your truck from the idleaire rep on site, insert the module, select payment method and that's it! It's that simple! There are 2 levels of membership, silver level is \$2.18 an hour and gold is \$1.85 an hour. There are additional fees for other services also for example, if you would choose to use your own laptop it would be an extra \$4.00 dollars for silver members, \$2.95 for gold. However that would be for a 12 hour session. The fact that you can shut your truck off, save money, fuel and the wear and tear on your equipment and still be comfortable was enough to convince me to use it every chance I can. Check out the picture below to see what the module would look like opened up in the cab of your truck. For more information there website address is www.idleaire.com.

All that being said, my reason for writing this article is a simple one. These are some of the practices that I do. They may seem trivial to you or they may not. However they do help me do my job to the best of my ability. If any of this can be applied to your program, then writing this article was worth it. A dollar saved here is a dollar that can be spent there. Remember, always have a game plan. Thanks for your time.

See ya down the road!

-Scott White
whitrkng@ptdprolog.net

Why?



Why am I an MTRA member?

My name is Martin Menze and I am a proud member of the Monster Truck Racing Association. I have been a member for over 5 years and I have no plans of ever giving up on this organization. Over my 25 years, monster trucks have gone through many changes some that have been drastic but only one thing has tried to stay at its roots and that is the MTRA. The MTRA has been about safety in the beginning and it continues today while everything else in monster trucks changes. There are many shows that I have gone to and seen drivers do things that amazes me that they don't get hurt but I know that it is all because of the MTRA. I am a person who believes in safety and especially wants my favorite drivers to be safe when their racing and knowing that they are MTRA members just makes it easier for me because I know they are safe and have all the best safety equipment around.

Last year was the first time that I've ever been to the MTRA meeting and I was very impressed with everything. Watching all the members talk and everybody getting a chance to speak their minds made me even prouder to be a member because there are some organizations that don't let their members speak out. Even members who are just fans like myself was able to speak and vote which I feel is a great thing. The MTRA recognizes that it takes input from the fans as well that will make or break an organization such as the monster truck racing association. If you want to be a safety organization and worried about safety than you need to get input from everybody. That meeting shined an even brighter light for me on this organization because it helped me understand it more and I appreciate it more than I honestly did when I first became a member. For of those who are not members who are drivers, owners, or just fans. If you are not sure about joining than please try to go to one of the annual meetings because it will shed light on any doubts that people have about joining. I am proud to be a member of an organization that make monster trucks safer everyday like the MTRA and I hope that for all you that read this and become members, that it makes you proud too.

Thanks
Marty





2007 MTRA MEMBERSHIP APPLICATION



(√ Check One Box Please)

____ JR. ASSOCIATE* \$25.00 (17 YRS. & YOUNGER)
Special Mailings - Voting for M.T of the year

____ ASSOCIATE* \$50.00
Newsletter - Special Mailings – Limited Voting privileges - Invited to Yearend Awards Banquet

____ RACE TEAM AFFILIATE \$75.00

(Members that have a substantial physical connection to the Monster Truck Industry; they can be Promoter, Monster Truck crew personnel, MTRA Directors, and people specifically selected by the Board. These members have the same voting benefits and privileges as Owner/Drivers)

ALL applicants applying for this membership MUST be approved by the Board!!!

Newsletter - Special Mailings - Voting privileges - Invited to Yearend Awards Banquet

____ *SPONSOR* \$250.00 BRONZE LEVEL

All Associate member benefits including Limited Voting privileges & a Web Link

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PLUS.....

A ½ page advertisement in 3 issues of our Newsletters.

____ *SPONSOR* \$450.00 GOLD LEVEL

All Silver Sponsor benefits including Limited Voting privileges & a Web Link

PLUS.....

A ½ page advertisement in ALL ISSUES of our Newsletters.

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Newsletter - Special Mailings - Voting privileges, List of M.T. shows in each newsletter, Web Link & Invited to Yearend Awards Banquet

____ *OWNER/DRIVER* \$200.00 New or Renewal membership
(After Feb. 28, Membership Fee will increase to \$250.00)

Newsletter - Special Mailings - Voting privileges & a Web Link (Once your truck is certified) - Invited to Yearend Awards Banquet

____ **ADDITIONAL DRIVER \$100.00 New or Renewal membership

Newsletter - Special Mailings - Voting privileges - Invited to Yearend Awards Banquet

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At Vinyl Images, Inc., we understand what it means to get noticed. Whether you need store front graphics in full color or just cut vinyl, we can get the job done.

Fleet Graphics -

If you want consistency in your fleets, Vinyl Images, Inc. has a professional staff ready to serve you and get the job done right the first time every time.

Window Tinting -

Whether you are wanting privacy or to cut down on electric bills and damaging U.V. rays, Vinyl Images, Inc. has the ability to tint just about anything from vehicles, to commercial buildings, to your very own home.

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If your work vehicle happens to be your everyday driver, magnets can be removed or installed in a matter of seconds. Vinyl Images, Inc. can provide you with simple to full color magnets in a variety of shapes and sizes.

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The world wide web is a resource many companies underutilize. The website is also a first impression to many clients so a smart business will have an up to date, quality website. Let Vinyl Images help your business create a web presence that you are proud of.

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DAN RUNTE

MARK HALL



BIGFOOT



DODGE



TEAM BIGFOOT WINS 2007 CFP CHAMPIONSHIP

Team Bigfoot Press Release

17 April 2007 - Team Bigfoot sent Dan Runte and Dave Harkey to Pocatello, ID to bring back the CFP Championship and they did it! Dan was the number one qualifier, followed by Dave in the number three spot, which kept them from being scheduled to race each other until the finals! Unfortunately, Dave ended up with torque converter problems and was not able to compete.

With the help of Ed Duckinfield, Tim Trent and Dave Harkey, Dan was able to bring home the Championship! It had been a long winter season and the BIGFOOT team had put in a lot of hard work, but things finally paid off. Dan went to the racing finals Saturday night and came in third place with 27 of 30 points in freestyle. This was enough to put him at the top of the heap!

BIGFOOT would like to thank all of our employees and sponsors for making this Team BIGFOOT's 20th CHAMPIONSHIP. In addition, here's a big THANKS to Ed Beckley of Checkered Flag Productions for having us participate in his series.



Hall Clinches Monster Nationals Title!

HBR Press Release

(Champaign, IL) Raminator driver Mark Hall entered the Battle Creek, Mich. Monster Nationals event with an impressive points lead, but the four-time series champion wasn't content to sit idle and let the competition play catch-up. Instead, the veteran driver increased his seven-race winning streak to an unbelievable 10 races, a feat that has never been accomplished by any driver in over ten years of Monster Nationals competition. In doing so, Hall clinched the 2007 Monster Nationals racing championship sooner than any year prior.

We knew coming into the season that this would be one of the toughest years yet," said Hall. "But to be at this point in the season and have the championship locked in, well, it is nothing short of an awesome feeling."

Assisting Mark Hall in his run for his fifth consecutive Monster Nationals championship is teammate Geremie Dishman, driving the Hall Brothers' second truck, the Dodge Rammunion. Dishman has been Hall's opponent in four of the last six final rounds of Monster Nationals racing, and though he has yet to claim a final round victory, Dishman has been quite helpful in squashing the competition's hopes of claiming the title. Despite losing an engine to a new type of motor oil that failed during the Friday, night (3/9/07) event at the Kellogg Arena, Dishman rebounded strong on Saturday with the help of the Hall Brothers crew, as he met his boss Hall in final round of the afternoon race, and later in the night race.

Co-owner and crew chief Tim Hall was nothing short of ecstatic about the team's performance in Battle Creek. "We are now at the point in the year where our indoor series, the Monster Nationals, will begin to overlap the first couple of races of our outdoor series, the four-Wheel Jamborees," explained Tim Hall. "It is critical that you be in good standing in the Monster Nationals points at this juncture. This allows you to devote the necessary attention to the Jamboree series, because it is important to start off on a high note on that series," said Hall. "With the Monster Nationals championship taken care of early, we can now concentrate on dominating the Jamboree series," he added.



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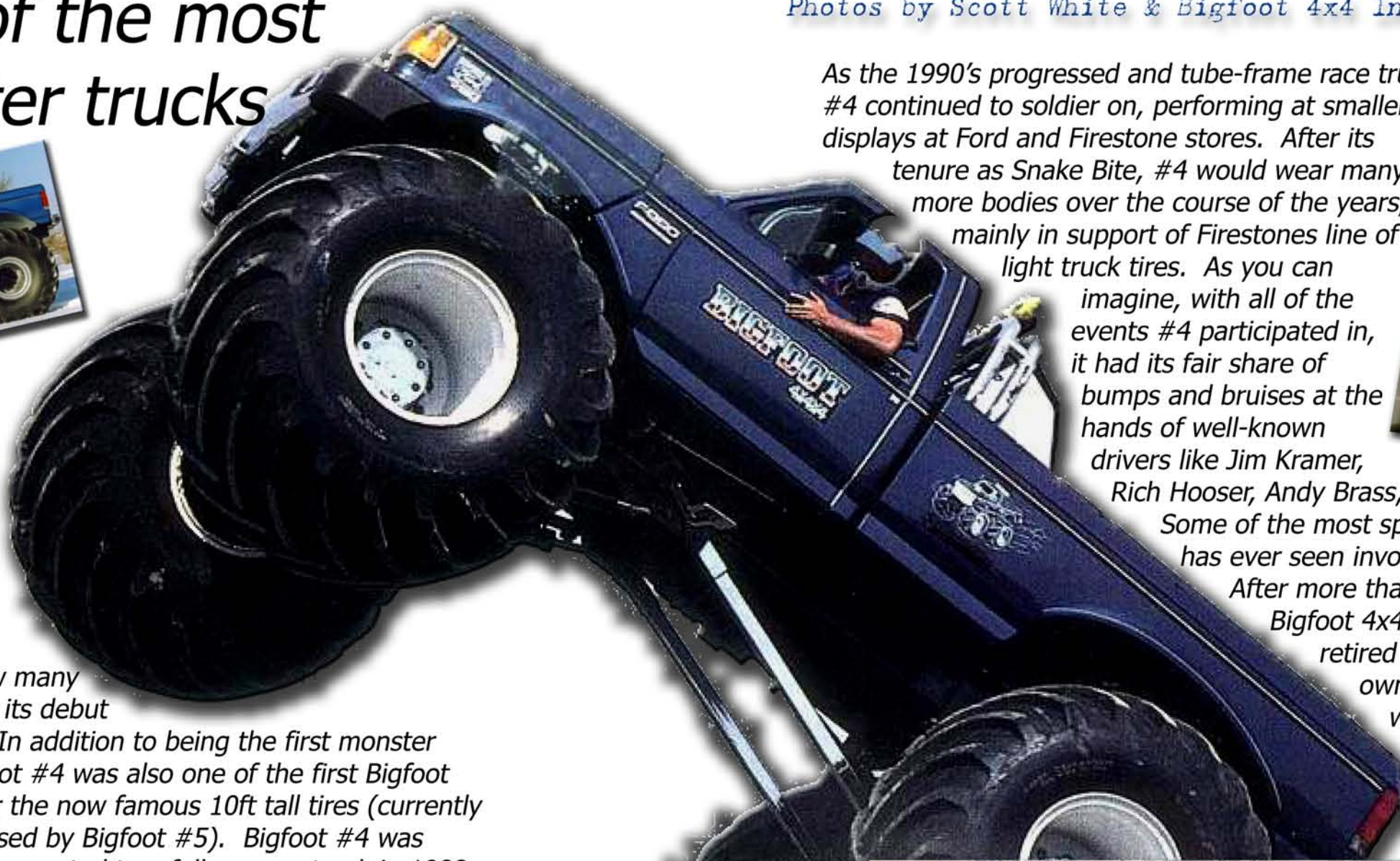
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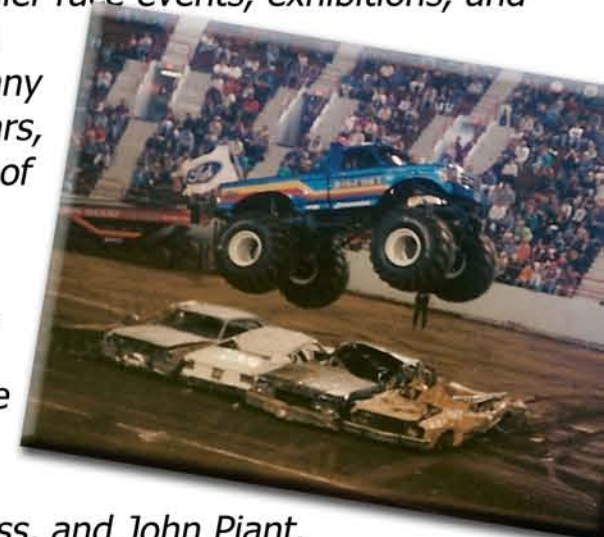
a **salute** to one of the most **important** monster trucks in history

Photos by Scott White & Bigfoot 4x4 Inc.

Although the Monster Truck Industry has had its share of figurehead trucks over the last thirty-plus years, few trucks can claim to have left as many tracks around the country (and the world, perhaps) as Bigfoot 4. From its humble beginnings as a pile of parts in the Bigfoot shop to a championship-winning race truck (and just about everything in between), Bigfoot's fourth truck has just about done it all. Its hard to imagine how many state changes #4 has gone through since its debut in 1985 at the New Orleans Superdome. In addition to being the first monster truck to use planetaries, Bigfoot #4 was also one of the first Bigfoot trucks to wear the now famous 10ft tall tires (currently used by Bigfoot #5). Bigfoot #4 was converted to a full-on race truck in 1988, and in 1990 it won the Special Events title. Bigfoot #4 also relieved Bigfoot #8 in the 1990 TNT series following the ban of Bigfoot #8. Not long after the 1990 season #4 became the first monster truck to use a 3-D body, giving Bigfoot its first alter ego: Snake Bite.



As the 1990's progressed and tube-frame race trucks became the norm, Bigfoot #4 continued to soldier on, performing at smaller race events, exhibitions, and displays at Ford and Firestone stores. After its tenure as Snake Bite, #4 would wear many more bodies over the course of the years, mainly in support of Firestones line of light truck tires. As you can imagine, with all of the events #4 participated in, it had its fair share of bumps and bruises at the hands of well-known drivers like Jim Kramer, Rich Hooser, Andy Brass, and John Piant.



Some of the most spectacular crash footage our sport has ever seen involves this truck.

After more than 20 years on the road as part of Bigfoot 4x4 Inc, Bigfoot #4 was officially retired from the fleet and sold to new owners. Although #4 may no longer wear the familiar Bigfoot name, its legacy will live on for a very long time. So to Bigfoot #4 and its past drivers, we say "thanks for the memories." **NM**



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TECH - LINE

BY: VINCE NOWACK

SUBJECT: HYDRAULIC STEERING - FRONT

Using power steering pump, Char-Lynn valve and 1 or 2 cylinders. Components must be matched to work properly. For instance: Two, 2" bore by 8" stroke cylinders, with 6 gallon pump and Char-Lyn number 13 valve, you should have 2 1/2 turns lock to lock.

By changing to 2 1/2" bore by 8" stroke cylinders and not changing anything else, you will have 3 turns lock to lock. You must tell your hydraulic supplier how many turns of the steering wheel you would like to have and be willing to match components to achieve it.

RULE OF THUMB:

2" bore cylinders, 6 gallon per minute pump at 1600 PSI will produce good steering.

PORT MOUNTED CROSS-OVER RELIEF VALVE

The port mounted cross-over relief valve bolts directly to the portface of Char-Lyn steering control units. It contains dual shock valves to protect the Char-Lyn steering control unit, hoses and steering cylinder(s) from excessive system pressures due to sudden shock forces at the vehicle wheels and prevent such forces from being transmitted to the steering wheel. It also contains a suction valve to help prevent cavitation at the low pressure side of the cylinder. An inlet check valve blocks reversed flow from load circuit.

DIRECT MOUNTED CROSS-OVER RELIEF VALVE

The direct mounted cross-over relief valve is the best and safest, because extra hoses and fittings are required to install the in-line type. Also, it is the only one you can be sure of, since it was designed for shock removal.

**RELIEF VALVE MUST BE SET TO MATCH
YOUR PUMP PRESSURE PLUS 100 PSI**

Q *What do I use for a front steering pump?*

A If it is off a one ton truck, you can use GM, FORD or DODGE. It will be set for higher pressures and be at maximum volume.

Q *What Hydraulic cylinders do I use?*

A Use what you can afford. Tie Rod, Welded or Custom, just make sure it is rated for at least 2500 PSI. A common cylinder has a 2 inch bore and 8 inch stroke. For balanced steering use two cylinders.

Q *What steering valve should I use?*

A Char-Lynn and Danfoss are the most common. The trick is to match the components: Pump, Valve and Cylinders.

Q *What electric pump should I use for the rear steering?*

A Stone is the most popular. Be sure it is set up for the job it is expected to do. (Race, Ride, or Show)

Q *Can I use an electric pump to run my front steering?*

A Yes, **BUT** the batteries will not last more than a few minutes. That's why only pull trucks, sand or mud drag cars use electric front steering pumps. For rock climbing, trial riding or monster trucks stick with an engine driven power steering pump.

Q *Plumbing, what should I use?*

A Only use hydraulic fittings. Not black pipe or brass fittings. As for hose, we recommend the black hydraulic type with an SAE rating of 100R2. This is a two-wire braid that is safe for steering and rated by the Society of Automotive Engineers (SAE). As long as the SAE100R2 number appears on the hose, the brand makes no difference. 3/8" or #6 is large enough to do the job.

Q *What fluid should I use?*

A 10 Weight hydraulic oil is best all around.
Transmission fluid is for very cold weather use **only**.

NOTE

The port mounted cross-over relief valve (it bolts to the front steering valve) prevents shock at the front wheels from being transmitted to the steering wheel. This is important for Monster trucks. Landing hard on one front wheel could spin the steering wheel out of your hands or even break an arm. If you think you might see rough service with any hydraulic front steering system, I recommend you use this safety relief valve.

2007 MTRA RULE CHANGES



5. Approved motorsports neck collars are required unless the driver is wearing a HANS or similar device.
35. MTRA recommends protection on the bottom of all plastic fuel cells/tanks.
- 43B. Ratchet strap seat belts that meet the SFI 16-1 spec are legal, even though they have a 2" lower strap.
- 43C. HANS, or similar devices, are recommended for all drivers (there is a quick release mechanism on these units). When using the HANS or similar devices, the regular strap-type head restraints must be eliminated; the neck collar may also be eliminated.
70. Carbon Fiber shields are allowed if they meet SFI 4-1 requirements.
71. There is a three (3) year limit on flex plates; after that period of time, they need to then be sent back for re-certification.
78. A 2" [50mm] wide, 4-tab safety shield is required on the bottom of GM transmissions. It must be constructed of 1/4" [6mm] steel or aluminum.
79. Chain drives are allowed if they meet all of the specifications found in the back of the MTRA Rulebook on pages 47 & 48.
80. A minimum 1/2" [12mm] Grade-8 bolt and 1/2" [12mm] heim joint is required on all driveshaft guards.

NOTE: Please review your rulebooks and familiarize yourself with these updates and revisions. The underlined text on this page may not reflect the entire rule, instead it may only reflect the update and/or revision. Rules 78 & 80 were changed during the annual meeting in December of 2006 by a majority vote by the membership. These rule changes will override the rules already printed in the 2007 rulebooks, so please make note of these changes in your rulebook.

through the camera eye

TEXAS

PHOTOS BY KYLE DOYLE

JAMBOREE





FINAL SHOT



**Photo by Kyle Doyle \ Gear: Nikon D-50 \ 18-55mm Nikkor
Mitch Tulachka's "Get Er Done" \ Seagate Center, Toledo, OH - Jan 07**



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