

NATIONAL MONSTER



FEATURES

- Perrin's Monster Salute to Monster National's 15th
- Meet Jerry Dalton
- Wrapping up 2007

EVENT COVERAGE

- Checkered Flag Topeka
- Monster Nationals Champaign

**WELCOME NEW
MEMBERS!!**

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NATIONAL MONSTER

1ST QUARTER 2008
VOLUME 7 - ISSUE 1

THE OFFICIAL NEWS
PUBLICATION OF THE MTRA

SSOC.

CONTENTS

FEATURES

WRAPPING UP 2007

Looking back at the Banquet, the Awards, and the Champions from a great year ...

11

WELCOME NEW MEMBERS

Some old faces return and some new ones join, see the MTRA's newest certified trucks ...

12

MONSTER NATIONALS' 15TH

Perrin Motorsports helps Image Promotions celebrate 15 years in style ...

13

MEET JERRY DALTON

Who is this rookie everyone is talking about? Find out from the man himself ...

15

DEPARTMENTS

LETTERS FROM THE BOARD.....3

TECH INSPECTOR ROSTER.....5

2008 RULE CHANGES.....6

2008 MEMBERSHIP APPLICATION.....7

TEAM UPDATES.....9

PROMOTER UPDATES.....10

OVER THE ROAD.....17

EVENT COVERAGE.....19

FINAL SHOT.....21

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314-731-8112

FROM THE DESK OF THE CHAIRMAN



TO ALL MTRA MEMBERS:

A successful 2007 Membership Meeting and Banquet

I want to thank all the members that took the time and expense to attend the MTRA Meeting and Banquet, it was a success. The mood this year was extraordinary because of the quality hotel, the banquet facility and of course the food.

This success came about because of the hard work of Brenda Noelke and June Hall and their raffles, auctions, and sales of stuff that brought in all the extra money. Normally MTRA has to borrow money, prior to the Banquet weekend, and wait until members pay dues for the next year, to payback the loan.

The Tech Inspectors School went over well; we found several items we will probably change next year. We normally open the school with the new rule updates and then allow multi-year inspectors to go right to the vehicle inspection and skip parts of the in-class review. Several of these inspectors did not do as well as we expected with the vehicle inspection, sooo, next year everyone will be required to attend the 3 hour class portion of the school possible with the exception of the Inspectors that did a next to perfect inspection the prior year. All participants must do a hands-on vehicle inspection and take a written test. They must pass both and be approved by the MTRA Board of Directors to become a Certified MTRA Tech Inspector.

Ed Beckley and George Eisenhart both made the Meeting and Banquet enjoyable in many ways.

George not only offered his facilities (Monster Truck events) for Brenda and June to auction, raffle, and sell stuff for MTRA, but also made it known to his spectators, at his events, of the MTRA sales and raffles.

Ed was his usual self, very funny, and very vocal. He announced that in 2008 he will pay \$100.00 to Monster Trucks that rejoined MTRA prior to running for him and \$50.00 to current MTRA members for each show. He also announced that in 2009 every Monster Truck he books will have to be a MTRA Certified Truck.

We had two speakers at the Membership Meeting. The first was Carl Olson of SFI; he gave an hour long talk on SFI and then had a question and answer period.

Then Chuck Todt, a lawyer, talked about contracts. He stated that each of us should have his or her lawyer write a generic contract with specific protections for you and your vehicle to be used with each and every promoter and event that books you. Chuck was very funny telling us he received an "A" in the law school class on BS.

Thank you very much and I hope you have a safe and profitable 2008,

Bob Chandler
MTRA Chairman of the Board



LETTERS FROM THE BOARD



TIM HALL, MTRA PRESIDENT:

Howdy, everyone! I just wanted to thank everyone for all your support in 2007. The MTRA is getting better and stronger, and I hope that everyone that has been a part of this renewed vigor is proud.

We have a great Board of Directors in place, and I am glad that their work will continue, along with the additions of Lionel Easler and Bob Trent. On behalf of our team, I also wanted to thank all of you for your votes for the awards that we won. We had an exceptional year, but I've got to be honest...I had kind of expected a "vote for anybody but the Hall Bros." result. I had heard all the rumblings last year that we had all these people signed up to insure that we won awards. When you looked at the real numbers...it just wasn't true. Nevertheless, some critics complained anyway, and the voting process was overhauled. You all can't imagine what these results meant to me. It reinforced, in my mind, what I knew all along...that we won those awards because the members thought we deserved them. Thank you very much for your support. As I said...it means more than you'll ever know.

I also wanted to thank June, Brenda, Destiney, Ross and everyone else that had a hand in making this the best meeting and banquet ever. Your efforts resulted in an enjoyable weekend for all of us. Keep up the good work! By the way...I am sure they can use some help if anyone wants to jump in!

So here's to 2008...may it be as successful as ever. See you at the races!

Tim Hall
MTRA President

BOB TRENT, SPONSORSHIP DIRECTOR:

My name is Bob Trent and I am the Sponsorship Director for the MTRA. I wanted to thank everyone who voted for me, and am confident that we can maintain our current sponsors and add new ones along the way. It will be difficult following Spike Clapper (last year's Sponsorship Director), but with the relationship we have, I should be able to jump right in where he left off. I believe we have a good group of directors and can accomplish some good things for the MTRA.

I would like to bring up a point for our entire group of owner/driver members and inspectors. We are encouraging all inspectors to look over any member trucks throughout the whole year. The trucks need to maintain MTRA standards all year, and not just at their initial inspection. I know some members have expressed concern that some trucks are being passed that might not be quite up to standards. Insurance carriers have depended on our safety standards, including the quality of trucks that pass inspection, for many years. To keep this confidence, it takes our entire membership's involvement. If ANYONE has concerns about any particular truck(s), please bring your concerns to a director's attention, and they will immediately be addressed. Please don't feel like you are telling on someone - you are not - you are only doing your job as an MTRA member!!

Once again, thanks to all of you, and I can be reached at 314-731-8112 ext. 108 or you can e-mail me at bigevents@bigfoot4x4.com.

Bob Trent
MTRA Sponsorship Director

DOUG NOELKE, VICE PRESIDENT:

First of all, I would like to thank everyone for their support and for re-electing me to the board of directors. Last year went by very fast and I learned a great deal. After attending the SFI Meeting at the PRI Show, I learned the value of the SFI foundation and what it represents - the drivers' safety. I will continue to try new safety devices, like the Hans, and now the RH2 (Safety Solutions) head and neck restraint, as well as the new seats that are now available. It is very exciting to see all of these new products being developed to increase the safety and wellbeing of the drivers. Again, I want to thank everyone for voting for me and I look forward to representing the MTRA. Please contact me at any time with any questions or concerns that you may have. Thanks!

Doug Noelke
MTRA Vice President

2008 MTRA

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2008 RULE CHANGES

Rule 81:

Loops must be 360 degrees and round in shape and attached securely to the loop supporting brackets with a minimum of two or more 3/8" (9.5mm) grade-8 bolts.

Rule 37b:

All vehicles must be equipped with a Quick Release Steering Wheel.

1st BOARD Meeting Recap

The MTRA Board of Directors held their first conference call and meeting, Thursday, February 7th and would like to keep the membership apprised of what was discussed. Present at the meeting were Bob Chandler, Tim Hall, Doug Noelke, George Eisenhart, Bob Trent, Greg Adams, Lionel Easler, Brenda Noelke and Destiney Conley.

There was a brief recap of the 2007 banquet. The 2008 MTRA meeting and banquet will be held December 5-6. Location will again be in St. Louis, hotel is yet to be determined. Money raised for next year's banquet as of February 11, 2008 is \$4,630.

Rule discussions:

- (1) Chrome Moly tube frames are legal as long as the roll cage meets the 2" x .125" wall DOM or equivalent rule.
- (2) Discussion about Class A drivers being required at "certified race series". Since the MTRA does not "certify or sanction" any race series at this time it will be up to the promoter to determine what class of MTRA license he/she will require.
- (3) At the general meeting it was voted that air cleaners must be installed on all injector hats. This rule was accidentally omitted from the MTRA Rule Update dated Dec. 15, 2007 that should have been placed on the last page of your rule book. Because of this the board of directors has decided to print the rule books after the annual banquet to prevent future mistakes.
- (4) SFI came out with a rule update on seatbelt and shoulder harnesses allowing 2" shoulder harnesses to conform to Hans devices and 1.5" crotch straps. Any configuration with the new SFI spec is now MTRA legal.

Vehicle inspection certification date was extended to Feb. 28th this year. The MTRA financials will be audited once a year (May or June) by two board members. This year Bob Chandler and Bob Trent will be doing the audit.

Notice to all MTRA certified trucks...the MTRA will make a concerted effort to have one of our valued tech inspectors do a "surprise" tech inspection on your truck approximately once a quarter. This inspection will be unannounced and will help confirm the monster trucks in our organization uphold the MTRA rules throughout the entire season. Tech inspectors and monster truck inspections will be coordinated by Lionel Easler.

Rules for the MTRA "Honey Pot" are being outlined. This member fund will benefit MTRA certified trucks that make the difficult decision to leave events they deem as unsafe without pay. After applying to the MTRA board of directors expenses can be reimburse softening the financial consequences.

That's all for the January conference call. We encourage all MTRA members to comment on these or suggest future discussions. The board of directors will continue using www.mtra.us to increase communication with our members so please check back often.

George Eisenhart
MTRA Membership Director
Email: george@monsternationals.com



2008 MTRA MEMBERSHIP APPLICATION

Check one box only - One application per applicant

- OWNER/DRIVER MEMBER** (new or renewal) **\$200.00**
**After February 28, 2007 membership fee will increase to \$250.00*
Membership includes: Newsletter, Special Mailings, Voting Privileges, Web Link & Invited to attend the Yearend Awards Banquet
- ADDITIONAL DRIVER MEMBER** (new or renewal) **\$100.00**
Membership includes: Newsletter, Special Mailings, Voting Privileges, Web Link & Invited to attend the 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.
Membership includes: Newsletter, Special Mailings, Voting Privileges, Web Link & Invited to attend the Yearend Awards Banquet
- ASSOCIATE MEMBER** (new or renewal) **\$50.00**
Membership includes: Newsletter, Special Mailings, Limited Voting Privileges, Web Link & Invited to attend the Yearend Awards Banquet
- JR. ASSOCIATE MEMBER** (new or renewal 17 years & under) **\$25.00**
Membership includes: Special Mailings, Voting for Monster Truck of the Year
- BRONZE LEVEL SPONSOR MEMBER** (new or renewal) **\$250.00**
Membership includes: Newsletter, Special Mailings, Limited Voting Privileges, Web Link & Invited to attend the Yearend Awards Banquet
- SILVER LEVEL SPONSOR MEMBER** (new or renewal) **\$350.00**
Membership includes: Newsletter, Special Mailings, Limited Voting Privileges, Web Link, Half Page advertisement in 3 issues of our newsletter & Invited to attend the Yearend Awards Banquet
- GOLD LEVEL SPONSOR MEMBER** (new or renewal) **\$450.00**
Membership includes: Newsletter, Special Mailings, Limited Voting Privileges, Web Link, Half Page advertisement in ALL issues of our newsletter & Invited to attend the Yearend Awards Banquet
- PROMOTER MEMBER** (new or renewal) **\$500.00**
Membership includes: Newsletter, Special Mailings, Voting Privileges, Web Link & Invited to attend the Yearend Awards Banquet

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CITY, ST, ZIP _____

PHONE () _____ CELL () _____

DATE OF BIRTH (MM/DD/YYYY) _____ - _____ - _____

EMAIL _____

AMOUNT ENCLOSED \$ _____ REFERRED BY _____

RETURN TO:

MTRA, Brenda Noelke, Secretary, 947 Crider Lane, Union, MO 63084. If you have any questions, you may contact her at: 636-234-6162 or Fax: 636-583-1660 or email contact@mtra.us

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- FULL COLOR LOGOS
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WE CAN WRAP IT !!



UPDATE ON MTRA'S

OWNER/DRIVER MEMBERS



WORLD MONSTER TRUCK RACING LEAGUE STANDINGS

Official MTRA Owner / Driver Rankings as of 4/10/2008

- For full standings & more statistics, visit www.WMTRL.com!!
- Only the top 20 ranked MTRA Owner / Driver Member trucks are listed.
- Drivers / Trucks not listed have not met the WMTRL's 16 race requirement.

MTRA Rank	Overall Rank	Driver	Truck	Races	Finals	Wins	Average Points	Total Points
1st	2nd	Sean Duhon	Amsoil T-Maxx *	21	18	15	59.38	1247
2nd	5th	Doug Noelke	Tail Gator	20	18	14	57.55	1151
3rd	16th	Dan Patrick	Samson *	17	15	6	49.76	846
4th	18th	Geremie Dishman	Rammunition	16	10	7	48.13	770
5th	20th	Rick Long	Bigfoot #15	16	13	5	46.75	748
6th	21st	Keith Sturgeon	Bigfoot #14	19	14	5	42.32	804
7th	27th	Rodney Tweedy	Bigfoot #10	18	13	8	40.67	732
8th	35th	Rob French	Twisted Dragon	24	11	5	33.17	796
9th	38th	Mitch Tulachka	Geter Done *	19	12	5	36.42	692
10th	39th	Scott Hartsock	Gun Slinger *	16	4	3	37.63	602
11th	50th	Rich Blackburne	Viper	16	5	3	28.50	456
12th	52nd	Devin Jones	Barbarian	16	7	1	28.19	451
13th	53rd	John Zimmer	Amsoil T-Maxx *	16	6	2	28.00	448
14th	55th	Kevin King	Sudden Impact *	21	4	1	24.86	522
15th	56th	Greg Adams	Eliminator *	18	5	1	25.83	465
16th	57th	Joe Miller	Havoc *	19	6	1	24.84	472
17th	58th	Bobby Holman	Holman's Beast	24	5	0	22.13	531
18th	64th	Jocelyn Perrin	Lil' Miss Dangerous	20	0	0	21.80	436
19th	68th	Lionel Easler	Instigator	18	1	0	21.39	385
20th	74th	Mark Foulk	Bulletproof	27	0	0	14.22	384

* MTRA Owner / Driver Member Truck - not MTRA Certified as of 4/01/08.

UPDATE ON MTRA'S PROMOTER



RACING CHAMPIONSHIP STANDINGS:

- 1st - Doug Noelke, *Tail Gator* - 42.5 pts
- 2nd - Dan Patrick, *Samson* - 33.5 pts *
- 3rd - Jocelyn Perrin, *Lil' Miss Dangerous* - 13.5 pts
- 4th - Dale Gerding, *Big Dawg* - 8.5 pts
- 5th - Bobby Holman, *Holman's Beast* - 6.5 pts

FREESTYLE CHAMPIONSHIP STANDINGS:

- 1st - Doug Noelke, *Tail Gator* - 7 wins
- 2nd - Jocelyn Perrin, *Lil' Miss Dangerous* - 4 wins
- 3rd - Dan Patrick, *Samson* - 3 wins *
- 4th - Diehl Wilson, *Virginia Giant* - 2 wins *
- 5th - Bobby Holman, *Holman's Beast* - 1 win

UPCOMING EVENTS:

- April 4th-5th: BOZEMAN, MT - *Brick Breeden Field House*
- April 25th-26th: ERIE, PA - *Erie Civic Center*
- July 11th: COLUMBUS, NE - *Platte County Agri-Center*
- July 11th-12th: MANSFIELD, OH - *Richland Fairgrounds*
- July 20th: CHAMPAIGN, IL - *Champaign Co. Fairgrounds*

* - Owner / Driver Members Only - Trucks Not Certified as of 3/29/08



WINTER CHAMPIONSHIP STANDINGS:

- 1st - Sean Duhon, *Amsoil T-Maxx* - 29.14 pts *
- 2nd - Rick Long, *Bigfoot #15* - 28.71 pts
- 3rd - Rob French, *Twisted Dragon* - 28.57 pts
- 4th - Jerry Dalton, *Bigfoot #11* - 27.43 pts
- 5th - Keith Sturgeon, *Bigfoot #14* - 27.14 pts
- 6th - Kevin King, *Sudden Impact* - 24.29 pts *
- 7th - Mitch Tulachka, *Geter Done* - 23.29 pts *
- 8th - Shelley Kujat, *Shell Camino* - 22.71 pts
- 9th - Bennett Clark, *Clydesdale* - 22.14 pts **
- 10th - Mark Foulk, *Bulletproof* - 20.57 pts

UPCOMING EVENTS:

- April 5th: POCATELLO, ID - *ISU Holt Arena*
- April 25th-26th: WOODSTOCK, GA - *Dixie Speedway*
- May 2nd-3rd: BRUNSWICK, GA - *Golden Isles Speedway*
- June 6th-7th: CHATSWORTH, GA - *N Georgia Speedway*
- June 21st-22nd: BILLINGS, MT - *METRA Park Grandstand*

* - Owner / Driver Members Only - Trucks Not Certified as of 3/29/08.
** - Not an MTRA Member.



UPCOMING EVENTS:

- April 19th-20th: BAYTOWN, TX - *Houston Raceway Park*
- April 26th-27th: ANDERSON, SC - *Anderson County Fairgrounds*
- May 16th-18th: LIMA, OH - *Allen County Fairgrounds*
- June 28th-29th: SPRINGFIELD, IL - *Illinois State Fairgrounds*
- July 11th-13th: BLOOMSBURG, PA - *Bloomsburg Fairgrounds*
- July 26th-27th: CANFIELD, OH - *Canfield Fairgrounds*
- September 19th-21st: INDIANAPOLIS, IN - *Indiana State Fairgrounds*

THAT'S A WRAP

Saluting the Best of 2007

SERIES CHAMPS

MONSTER NATIONALS RACING:

MARK HALL, RAMINATOR

MONSTER NATIONALS FREESTYLE:

ANDY HOFFMAN, WAR WAGON

CHECKERED FLAG WINTER NATIONALS:

DAN RUNTE, BIGFOOT #15

MONSTER TRUCK THUNDER DRAGS:

MARK HALL, RAMINATOR

MAJOR LEAGUE OF MONSTER TRUCKS:

DAN RUNTE, BIGFOOT #16

EDGE MONSTER MADNESS:

RICK LONG, BIGFOOT #11

EMTRC RACING:

NIGEL MORRIS, BIGFOOT #17

EMTRC FREESTYLE:

NIGEL MORRIS, BIGFOOT #17



MTRA AWARDS

DRIVER OF THE YEAR:

MARK HALL

TRUCK OF THE YEAR:

RAMINATOR

ROOKIE OF THE YEAR:

LIONEL EASLER

PROMOTER OF THE YEAR:

IMAGE PROMOTIONS

MOST IMPROVED TEAM:

BIG DAWG 4x4

SPONSOR OF THE YEAR

VINYL IMAGES

MECHANIC OF THE YEAR:

TIM HALL

SAFETY AWARD:

MIKE WEST

SPORTSMAN OF THE YEAR:

DOUG NOELKE

WEEKEND FROM HELL:

BIGFOOT 4x4 (Lima, OH)



THE BANQUET

Thanks to Brenda Noelke, Destiney Conley, & June Hall for their efforts in putting together one of the best MTRA Banquets to date!





WELCOME

2008's NEW CERTIFIED TRUCKS



HOLMAN'S BEAST



IRON MAN



SHELL CAMINO



VIPER



TWISTED DRAGON



BULLETPROOF

NO PHOTO AVAILABLE

KING OF THE HILL

A MONSTER TRIBUTE

PERRIN MOTOR SPORTS HELPS MONSTER NATIONALS CELEBRATE 15 YEARS



Q&A - JOCELYN PERRIN

NM: 2007 was your third year running with the Monster Nationals, and owner George Eisenhart usually looks for teams to change things up after a few years. What gave you the idea to run a Monster Nationals 15th Anniversary scheme?

JP: Knowing that we had been on tour with George for three years we had to come up with something new for 2008. The whole Perrin Motor Sports crew enjoys working with George and the Monster Nationals crew because we are like one big family. It was about September when one morning Jeff awoke and said "that's it, we will run the 15th Anniversary Tour paint scheme". We spoke with Mike West, who works with George, at a Wings of Mercy Benefit to see what his thoughts were and he loved the idea.

NM: How did you manage to keep the new scheme a secret from George prior to the season?

JP: We made Mike pinky swear not to tell. Elliott Miller with Michigan Monster Trucks came and took some pictures of the new body to put up on the website as a teaser of what it might look like. As first quarter approached, it got VERY hard for all of us to keep it a secret, especially being around everybody at the MTRA banquet. I believe we might have whispered it to a few people there but made everybody promise not to tell.

NM: What was George's reaction when he saw the truck for the first time?

JP: As the show in Huntington grew closer, we all were very excited for the surprise. Even our girls did not want to stay home as they wanted to see Uncle George's face when he saw it for the first time. Finally we get to Huntington, sat on display in the rain, drove the truck a few blocks to the arena and placed the truck center floor. The Monster Nationals crew seemed to like it and thought it looked pretty cool.

JP: But of course, George had all kinds of problems with his new Toterhome, like shutting off the main power switch, which caused him to get to the arena pretty late. But there we were center floor...he was speechless so we think he liked it! "WOW" he kept saying. "Nobody's ever done something like this for me before" he stated. He walked around the truck in amazement and then up in the stands where he could see it from the fans perspective and again said while wiping a tear from his eye "that is really cool guys" and gave Jeff a big hug!

NM: What has the fan reaction to the new paint scheme been like?

JP: During the pit parties, the fans have commented on the tour schedule and even took pictures. Response has been very positive for the new paint scheme. To go along with the anniversary theme, Jeff also came up with the confetti cannon idea to tie in with the whole party scheme. The confetti cannons, when they work, are my favorite addition to the truck.

NM: Lil' Miss Dangerous is known for always having one of the cooler paint schemes out there. Who comes up with these designs and does the work, and what do you have in store for the rest of the season?

JP: Jeff Kruzinga with Imagine That Graphics, along with Jeff, comes up with the designs and are currently working on the new look for 2009 which will debut later this year.

We're just truly honored to play such a big part in the Monster Nationals 15th Anniversary Tour. A Monster Nationals show is a great family event and our family enjoys being a part of it.

Q&A - GEORGE EISENHART

NM: What was your reaction when you showed up in Huntington and first saw the new paint on Lil' Miss Dangerous?

GE: Surprise, disbelief. I immediately gave Jeff Perrin a big hug and told him that no one has ever done anything like that for me. It was very cool!

NM: What does it mean to you that one of your teams would honor your organization in this way?

GE: I do not take for granted the relationship that I have with the monster truck drivers that I use, both past and present. My father taught me from a very young age to think "win-win", and that's what I do. In my opinion life means nothing if the people around me don't succeed right along with me. I know when I lose money on an event the drivers really feel my pain, as I feel theirs when they roll a truck over or blow a motor. We all add up the money, and with diesel fuel what it is, making money for everyone is getting tougher and tougher.

NM: How does it feel having reached such a milestone—15 years of the Monster Nationals?

GE: I bought my first four shows from Aaron Polburn of Concepts, Inc. in 1994. Aaron had been promoting and producing the Thunder Nationals with what is now Live Nation for 10 years at that time. Now I've been doing this for 15 years but the difference is I'm as excited about my events now as I was back in '94, I couldn't imagine doing anything else.

NM: In 15 years of the Monster Nationals, what are you most proud of?

GE: I'm most proud of Image Promotions' reputation in the industry. I've worked tirelessly to tell the truth, keep promises, produce the finest quality monster truck shows possible and always take a long term approach to everything I do. Even when it was obvious I was going to lose money at an event and I knew I would never return to the market, I still produced the best quality event I could and paid all the bills. I've always tried to represent the monster truck industry in the best light possible because the industry has been good to me.

NM: What are some of your goals for the future of the Monster Nationals?

GE: I would love to see a title sponsor come on board with the Monster Nationals. I think I've developed enough of a series now to really give some value to a company looking for advertising exposure and branding possibilities. Slowly but surely I will continue to grow into new markets when the time is right.

I would love to promote and produce a larger scale event someday when that time is right but I'm not willing to jump into something with both feet just for my ego's sake and jeopardize the last 15 years of hard work. I'm 40 years old going on 21 so the whole industry will have to put up with me for many more years!

**ARTICLE & PHOTOS
BY ROSS Z. BONAR**



13



14

MEET JERRY DALTON

National Monster Q&A With Bigfoot's Rookie Driver

NM: Jerry, tell us a little bit about yourself—where you're from, how you became interested in monster trucks, etc.

JD: Well, I was born in Covena, CA in 1962 but I've lived in the St. Louis, MO area most of my life. I've been a monster truck fan since I was about thirteen years old. My best friend at the time was a real 4-wheel drive nut and we saw Bob Chandler with the original Bigfoot truck for the first time in Flat River, MO back in '75 or '76. I fell in love with that truck the first time I saw it and have been a fan ever since.

NM: A lot of time passed between your first encounter with Bigfoot and you joining the team, but you've been involved in motor sports most of your life. Tell us about how you got into racing and more about your drag racing background.

JD: My dad was a mechanic and used to go to the dirt track races, so I ended up following in his footsteps there, getting into mechanics. I spent four years in the Navy as a mechanic and when I got out in '83, I went drag racing over at St. Louis International Raceway, which is now Gateway. By 1985 I was hooked and racing regularly over there. I did that for about six years, racing locally, before I quit and sold everything, just couldn't afford it anymore.

The next year, I bought myself a brand new Dakota pick-up truck with a V8 magnum. A buddy of mine talked me into taking the truck over to the strip and it ran a 14.95. That was really fast for a stock pick-up truck, heck the thing only had 500 miles on it. So I entered it into the Sportsman class and won \$400 with it. I put that money back into the truck and just kept winning and investing it back into the truck. In 1994 I won the track championship, sportsman of the year award.

In 1994, I started to do some crewing for Frank Shafer's NHRA Top Fuel team. A buddy convinced me to take my truck up to the stock eliminator class. So I would take the truck with me to races, getting some of my costs covered working as a crew guy, and I would run back and forth, crewing and trying to get my truck qualified.

I rebuilt the truck in '96 and ran a lot on the IHRA tour and some NHRA Division 3 and 5 events. I was winning my class almost every place I went, places like Bristol and Darlington, that was pretty cool. But in '97, Shafer quit racing and so I wasn't traveling as much. I still got to some events here and there, but at that time my goal was to try and set a national record.

I worked on that for a while and in Louisville, KY, I finally pulled it off. I got the national record for D stock automatic on an 1/8 mile strip with a time of 8.03 seconds. That's actually never been beaten as the class has since been eliminated. That was the last time I ran IHRA, after I got my record I didn't go to anymore of those. I've still got the truck, made it street legal again and its faster than it was before. Now I can take it over to the track, run an 11.90 and drive it home.



NM: That's pretty cool stuff. So how did you first get hooked up with Bigfoot?

JD: Well like I said before, I've always been a Bigfoot fan. I wrote a letter to Jim Kramer a couple years ago while I was working as a salesman for Kent Automotive. I wasn't cut out for that, I mean, I'm an ASE master mechanic and have built drag cars and top fuel cars—that just wasn't for me. So I wrote that letter figuring "if it works, it works and if it doesn't, oh well". I dropped it in the mail on a Wednesday or Thursday and the next thing I know, my phone is ringing Monday morning. It was Jim asking when I could come in and talk, and I told him I'd be there within the hour.



We talked and the only thing I didn't have that I needed was my Class A CDL. So I walked out of there, went straight over to the license bureau and passed the written tests. They let me use of their rigs to take those tests while I worked odd jobs around the shop, sweeping up, that sort of thing.

The next thing I know, Alan Hartsock is teaching my how to do displays and last year I was on the road all the time, 6-7 weeks at a time, doing Firestone displays. That was a great experience and I got to meet some really great folks.

NM: Take us through your first experiences behind the wheel, from your first crush to your first race.

JD: I was sitting at a Firestone display when I got a call from Rodney Tweedy saying I was on the schedule for a car crush in Ohio. That was really exciting news. It ended up being at a county fair where a tough truck competition was going on which was setup by a local Firestone dealer to benefit the local fire department.

So yeah, my very car crush was going to be in front of over 6,000 people. Thankfully I had Alan Hartsock with me that first time. So I went out there and got it done, stood the truck straight up, ripped the tailgate off! But Alan was really happy with how I did, he said my timing was impeccable and that I did a really good job. Two weeks later, I did the crush out at Rich Ford in Albuquerque, NM which is actually four crushes in two days and that went really well.

The next thing I know I'm on the schedule for a race in Topeka, KS with #11. They told me I would be in that truck first quarter, and that was just the greatest news ever. That first weekend went great and it was really neat beating a hard charger like Rob French in racing both nights. Freestyle didn't go quite as well that first night as I had my first rollover trying to do a donut. See for me, I'm a drag racer at heart so I'm a much bigger fan of racing. Freestyle is just kind of one of those evils you have to do. If I can do good in the racing and then not look too dumb, bring it home in one piece after freestyle, I'm happy.

NM: Since then your first season has been going very well. What was it like to be leading the Checkered Flag points well into the first month, and how would you feel about getting to compete for the title in Pocatello?

JD: That was awesome to be the points leader. Really, the whole season thus far has been great, I'm living the dream. We've been to the finals almost every time out, beat some guys like Rob, Brad Campbell, and John Zimmer, had a lot of fun. As far as Pocatello goes, personally I think it would be the neatest thing in the world to get to do it. I'm not sure I would be the most deserving of that opportunity as some who have been here longer, but if it works out where I get to go, that would be great.

Really I guess my goal for the first season though is to just try to win Rookie of the Year for MTRA and the WMTRL standings. That would be a great, to be the top rookie. But yeah, if they send me to Pocatello, watch out, here I come!

Article by Ross Z. Bonar, Photos by Ross & Lauren Bonar



OVER THE ROAD...

When I initially started talking about contributing content to the newsletter, I thought "This won't be hard!" Just come up with something decent and interesting every so often and things will be just fine. I never dreamed I would be asked to write an article for every issue! After a brief panic attack and some deep thought about the whole deal I said "Why not?!"

My biggest concern was where I could get some ideas for my articles from. Luckily, my concern was short lived. Very short! I need not look any further then the piles and piles of pictures I have taken over the years while driving cross country. Anyone who knows me can attest to the fact that I never have a camera too far out of reach. Be it either a really good camera or a single use one. You just never know when a Kodak moment will arise.

Over the next couple of issues of the National Monster, I would like to share with everyone some of the weird, whacky and coolest things that I have seen in my travels. I only hope that you will enjoy them as much as I do.

Now check this out! I found this bad boy I believe it was about 1994-95 in no not Alaska, but Yuma, Az. I had just finished loading my trailer with produce and was on my way home when I saw this sitting off of one of the exits. I'm thinking "Wow, now that's worth turning around for!" So I did, and snapped off what pictures I had left on the only roll of film I had with me. A couple of things that stood out immediately for me were that the tires are not ten feet tall like the tires on Bigfoot five. I would guess to say that these were around eight feet tall. The vehicle's only markings were all stenciled on which said, "US. Army", "Control Car" and "Mark 2". There was no manufacturer name plate anywhere that I could find.

I wish I would have been able to talk to someone about the vehicle. I would have loved to have gotten some history on it and find out why it was there. Especially why it was sitting at the end of an interstate off ramp with three of its six wheels and tires removed. It's just not something you see everyday along the road. What ever those answers would have been were I'm sure it may have something to do with the Marine Corps air station just down the road. None the less, this thing was just cool! Cool to stand by, cool to look at and cool to take pictures of.

I was in Yuma about three weeks later with more film in hand but unfortunately it was gone. The chain link fence that surrounded it was even gone, like it was never there. Disappointed I was, but glad I had the chance to see this "land train" up close when I did.

That's all for now...until next time!

Scott White



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MONSTER TRUCK WINTER NATIONALS



Photos & Text by Ross & Lauren Bonar

The 2008 Checkered Flag Productions Monster Truck Winter Nationals Championship made its first stop in Topeka, KS, racing for the first time inside the Kansas Expocentre. Three MTRA trucks competed including Bigfoot #11 with new driver Jerry Dalton racing for the very first time. Dalton impressed in his debut, beating veteran driver Rob French in Twisted Dragon in both nights of racing. French would take the Friday night win in freestyle, while Dalton would go on his roof for the first time in his very first show in that same competition. Another rookie driver, Mark Foulk, would compete in one of his first events this same weekend behind the wheel of Bulletproof. CFP's season started strong with a rookie leading the points after week one.



Photos: (Top) Rob French pulls Twisted Dragon up into a slap wheelie. (Middle) Jerry Dalton rolls Bigfoot onto its side. (Left) Dalton takes the racing win over French.



CHAMPAIGN MONSTER NATIONALS

Photos & Text by Ross Z. Bonar

The Monster Nationals 15th Anniversary Tour returned to the Assembly Hall February 9th for one night of intense monster truck action inside one of the smallest venues on the circuit. Doug Noelke in Tail Gator stole the show, first taking the wheelie contest win. Next Noelke brought big time momentum to the small floor, winning freestyle over Bobby Holman in his Beast. The racing competition would see another classic battle in the finals with Dan Patrick in Samson, but it was Noelke taking his sixth straight racing victory and remaining undefeated for the year. The only other driver to visit victory lane in Champaign was Jocelyn Perrin, who brought home a narrow win over Holman's Beast in the donut competition. Thanks to the Monster Nat's crew for another great show!



Photos: (Top) The confetti cannon fires as Jocelyn Perrin salutes the crowd. (Middle) Noelke skies Tail Gator over the cars. (Left) Bobby Holman goes big in freestyle.





FINAL SHOT



**In The Next Issue:
POCATELLO GRAND NATIONALS COVERAGE!!**

**Photo by Ross Z. Bonar / Gear: Nikon D-300 / Sigma 70-200mm
Ron & Shelley Kujat's "Shell Camino" / ISU Holt Arena, Pocatello, ID - Apr 08**



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