



Bulletins Collection

NTRA BULLETIN 11 16 2009

« Thread Started on Nov 16, 2009, 5:12pm »

Rules for STOCK Class (T JET LEGACY) will be posted shortly. Whether these will compete in 2010 will be based on interest shown. Anticipated that they will use only Plastic T jet or T jet sized wheels, slip on silicones and that replacement brushes will be allowed. Also likely is that in this class, only original T Jet Sized bodies will be allowed. (a list of known permitted bodies will be posted as well.) If we allowed resin bodies then we would have to allow grinding to keep them competitive and we want to avoid as much modification as possible in this class. Mead Bros and other aftermarket Resin bodies will be permitted in all other classes **Above Superstock**

these are early suggestions and we welcome friendly (!) comments.



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NTRA BULLETIN 11/13/2009

« Thread Started on Nov 13, 2009, 1:57pm »

We are mulling over the points race for 2010, and I for one see two divergent plans and wonder what you guys think.

My first thought is award points for each round won.....as is normal per NHRA and others. Under this system, however, a win in class "D" is worth the same as a win in Class "A." Myself, I don't have a problem with it, since it's just for fun anyway and something to create some further interest and modest bragging rights.

The other course is to reward only the top finishers. In this scheme the overall "builders/owners award" would go to the earner of most points in with all classes lumped as one for the sake of points. Class A finishers would be awarded points in descending amounts based on rounds won. If there is a field of 8 in class A, then the Class "B" winner would be ranked 9th the runner up in B would be ranked tenth 10th and so on.

The first scheme has a ton of luck and fortune mixed in, and literally most anyone could win the 'points race'. It adds importance to 'lower' classes and keeps many more racers in the chase up til the last race.

A third course is to use both systems. The class "A" points winners would be top of the heap and be awarded recognition as **Champ**. The overall points gatherer in ANY class or classes would be the **TOP ELIMINATOR**. Depending on your performance and luck of the draw, you might lose in round one Class "A" action at one race and end up top dog in class "C" with a much slower car the next race. The WIN in class is worth MORE than the one round loss in class "A." In the usual sense of the word this isn't "fair" but if everyone approaches this as fun and not a life or death struggle, it can yield a lot of kibitzing and good natured banter.

We'd be glad to hear some input. Its supposed to be fun, and if it creates havoc or ill will, we'll likely take a pass. Let us know what ya think.

Some cool prizes are starting to line up for next years program. These are for individual races. No prize is specifically offered for Annual Champs. Nobody will get rich, but its fun to get a little something in the mail.



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Bulletin for 10-29-2009

N/PS (Nostalgia Pro Stock) Rules and all others will be up in a day or so, for a review period and finalized within a couple of weeks (anticipated so you guys will have tons of lead time).

A general heads up on Nostalgia Pro Stock: The Ratt Rules will apply, except for body configuration (still finalizing that). We think the rear tire rules as used in Superstock will apply. (There may be an alternative tire allowed: Slip On Silicones on Stock AW/JL-sized wheels. We are still 'in committee' on that one)

The new rules WILL be simplified in that Nostalgia Pro Stock, Ratt Rodd, Gasser, BB/FC and Altered will share chassis rules. Body rules of course differ for each category. Tire rules for each class vary. N/PS and Ratt Rodd have a 14 ohm Limit. Simple, we hope. If we get sufficient interest in Pro Mod, we are not opposed to running them, too.

The new Competition eliminator Group should be an exciting feature, having some of the 'run what ya brung' flavor of Old Match Races. It will be interesting to see if Funny Cars (with their bigger tires and longer wheelbase will dominate or if the Gassers can stand up to them. Altered body styles will be permitted in Competition eliminator as will Ratt Rodds.

A welcome heads up for some of you guys:

Given the number of de-slots occurring at recent events, wheelie bar length for all classes that allow wheelie bars (Every class other than Stock and SuperStock) will be **TWO INCHES** .

This is plenty of leeway and many may not want to go that long, but the freedom is there. Hopefully, this will lead to more close races and less crashes. These cars make fairly stout power on 24 volts!

While we really prefer the 'closer-to-scale' appearance of the shorter bars, we made this decision in the interest of a better show. An occasional crash or de slot is part of racing, but too many is not a good thing. We must warn however, that any bar that exceeds maximum stated length by any visible amount, will be banned and will cause a disqualification if the problem can't be corrected. In fairness to all racers it is necessary to become stricter on rules as we progress as a group.

Wheelie bar length is the measurement from the rear axle center-line to the center-line of the wheelie wheel.



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BULLETINS WILL BE ARCHIVED AND REMOVED WHEN THEY ARE NO LONGER OPERATIONAL. LATEST BULLETINS APPEAR FIRST.

October 11, 2009 Colorado Springs Colorado.
September 26th 2009

As reported before work continues at NTRA. Rules for 2010 will be posted very soon for your perusal and welcomed kibbitzing.

We'll hold off just a bit to defray any confusion about 2009 and 2010 rules. We think its the best rule set yet with few modifications. For Example, Gas Class is untouched except for a grandfathering of chassis modifications by 2011. Cars that have permitted chassis cuts under current Gasser rules will be permitted in 2010. On newer cars we discourage the chassis cuts. The miniscule weight involved and the fact that so many other factors play into performance, coupled with the desire to discourage cutting vintage chassis' has led to this decision. It is believed that uncut cars will suffer no disadvantage.

BB/FC is under review, and we expect zero change. As you recall BB/FC and Gassser share the same chassis. The rear tires are bigger for BB/FC and of course different body rules apply. Expect BB/FC to be renamed Nostalgia Funny Car. (N/FC) We'd ideally like to see all vintage funny cars, that is the familiar stretch versions of Mustangs, Camaros, Challengers, 'Cudas et al, but in order to avoid mandated custom bodies, (Think cost) we will continue to allow a variety of body types that were common in the 'changeover era' from Match Racers to Funny Cars. As such the rules on bodies are unchanged.

Ratt Rodd Appears unchanged. Nostalgia Pro Stock will share the Ratt Rodd/Gasser/BB/FC (er, Nostalgia Funny Car) Chassis. The difference being that Nostalgia Pro Stock and Ratt Rodd must not exceed the 14.0 ohm limit. (Think AW/JL armature.)

In summary the FOUR classes vary only as to body, some rear tire differences, and a split between two 5.0 classes and two 14.0 ohm classes. This should keep you guys racing all season in many classes with possibly only and armature, body, and tire change for those that wish to campaign one car all year.

Superstock appears to be unchanged for 2010, But expect one addtional class, Stock. This class will likely only allow slip on silicones on the original T jet Wheels, a brush change and tuning. Its for the legacy type guys and purists who love Old T Jets.

Pro Mod may be offered again to for those who enjoy this type competition. No rule changes are foreseen. By getting these rules for entire year up very soon, racers will have a very good handle on what's coming next.

ISRA Mountain motor Pro Stocks will be seen again in 2010.

The Points race will be official next year after this years dry run. We want a bit more time to explain and

'sell' the points calculation system.
Manufacturer's Points for this year are still in effect.

Also, very soon the 2010 schedule will be posted. This will also help you guys plan.

☺ Lastly, in spite of hysterical rumors to the contrary, NTRA will NOT participate in the Mayan Calendar End-Of- The- World scenario, and as a result expects a full schedule in 2012! ☺

September 2009

Just an update on NTRA. We are still hard at work improving and fine tuning the race program. We anticipate posting ALL RULES for 2010 and the foreseeable future in the month of January 2010 (possibly a preview sooner.) Also, the 2010 schedule should be in place at that time. This real release of both the rules and schedule should make planning and building easier than has been the norm for the last two years. We see steady and significant growth in The NTRA program and in Nitroslots in general. Rules for 2010 will be very close to what has become familiar, and with a few minor tweaks we will be able to field 8 classes using only three chassis. (1) Stock T jet Chassis (2) The Gasser Chassis with JL arms (14.0 ohms minimum) (3) Gasser Chassis with a 5.0 [Mean Green] limit. This will provide a variety of competition experiences with a minimum of rebuilding.

A competitor could access six classes with a simple armature swap, and possibly a tire adjustment. We are looking very much forward to these improvements and to your continued participation in 2010. We are already stocking prizes for 2010 races. The races AND the prizes should be the best yet offered in HO Drag racing! Greater emphasis on allowing the abundant and inexpensive JL/AW chassis should be a plus for all racers as well. INLINE Mountain Motor Pro Stocks have not been forgotten either. All your favorite classes plus a couple more will be on tap. Both Modern and Nostalgia cars will compete throughout the year.

Jun 28th 2009:

It is very likely that you have noticed the altered wheelbase Nova currently appearing as background photo on the Psychoslots header. We have kicked it around and decided that these type cars are acceptable and legal for Gasser Class and the upcoming Gasser Nationals, provided they meet the following simple criteria: The car must use either the standard short or long wheelbase option on the T jet type chassis. In other words, if only the BODY presents an altered wheelbase appearance, but the chassis wheelbase is unaltered, these will fly.

Some other examples of this type car are the AW Studebaker Funny car, the Altered wheelbase Tempest body that is available, and the recent altered wheelbase Dodge shown elsewhere on this board. These cars are just too cool and so identified with the period to not let them run. Of course observe the model year cut off dates, which are fairly liberal.

MAY 11th 2009 GASSER RULES ARE POSTED!

MAY 7TH 2009

Watch for Gasser rules posting within a day or so.

MARCH 20TH 2009:

Washers, spacers and shims are not considered to be modifications. **They are legal in all classes for competition.**

Examples are: Spacers/Washers to center front axle assembly; Washers to correct armature wobble;

Shims to move magnets tightly against magnet bulkhead. Magnet shims may not be such as to give any other advantage, (i.e. magnetic material.)

This is an official posting, and will be included in the official rules at next rules committee posting.

MARCH 15TH 2009:

Only one rule change for

GASSER class for 2009 is anticipated. As of Jan 15th 2009, tires may now be of any material including coated foam tires. (sillifoams)

Tires must still be black.

GASSER tire dimensions may remain same or possibly increase, but will NOT be lessened. Any other minor revisions MAY be posted but will mostly fall under the heading of "clarifications" It is felt that the rules employed for the GASSER NATIONALS 2008 were successful, and NTRA's policy is to limit rule changes that necessitate car rebuilding.

FEBRUARY 13TH 2009

Rules posting will be improved very shortly. The often wordy rule set now in use will remain, but a 'streamlined' version will be posted along with it. This will be done as a quick guide, and as an assist to understanding the more technically written rule set. The streamlined version is in common use by MANY slot race organizations and will be familiar to many of you. The larger text version of rule set however supercedes the outline version in all cases. Hopefully this will be an assist, not a source of confusion. We are further going to produce a 'grid table' quick reference guide which is an even MORE abbreviated set as a further guide. The rules aren't actually complex, but they do appear that way if you are approaching them for the first time.

At the same time we want to thank you guys for adhering to the spirit of the BODY type rules. The appearance of the cars has been outstanding and in accordance with class types. The quality of work, especially in such a small canvas, is really quite impressive.

Rules will always change as little as possible, once we get them 'tweaked' just right. Superstock is substantially UNCHANGED (some minor wording issues) through 2010 as we see things now. BB/FC, GASSER, RATT RODD, and PRO MOD are likely unchanged from 2008. They will be reviewed in the two weeks or so and finalized

for the remainder of the 2009 schedule and likely certified through 2010. A big advantage of a stable rule set, is that in the

'off season' you can refine your current ride, and hopefully compete at the top of your class!

Also rest assured we will slowly strike a balance between nostalgic drag racing and Modern Drag racing

JANUARY 1ST 2009

FOR THE 2009 SEASON,

IN SPORTSMAN SECTION NTRA SUPPORTS THE FOLLOWING CLASSES:

SUPERSTOCK, RATT RODD, and PROSTOCK.

IN COMPETITION SECTION NTRA SUPPORTS

GASSER and FUNNY CAR

IN PRO COMPETITION SECTION NTRA SUPPORTS

PRO MOD

AA FUEL ALTERED: (Final rules to be determined.)