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21 YEARS STRONG
1986 - 2007



SPECIAL CHAMPIONSHIP ISSUE



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NATIONAL MONSTER



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OCT-NOV-DEC 2006

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SPECIAL 20th ANNIVERSARY CHAMPIONSHIP ISSUE

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EXHAUST FUMES

by Kyle Doyle



For many high school seniors, prom is the one event, aside from graduation itself, that they look forward to the most during their final year of school. While every young lady wants to have the best prom ever, and every father wants to give her the best prom ever, that isn't always the case. However, in the case of my good friend Scott White and his oldest daughter Tori, it certainly was the case....in a BIG way. I never thought that he would be able to pull something off like he did, nor did I expect it to take me so long to share it with you all! Anyways...

Back in May of 2006, my buddy Scott called in some favors with some of his buddies down at Bigfoot 4x4 in St. Louis. Scott is an over-the-road truck driver, and an owner/operator at that; needless to say, he's on the road quite a lot and constantly finds himself working hard to keep things going back home. So, in storybook fashion, the guys at Bigfoot arranged for him to use one of their semis to haul the Bigfoot F-350 show truck (the one with the lightning paint done by the late Dan Patterson) off to his home, so that he could drop his daughter off at her prom with it. Oh, did I mention that Scott lives near Bloomsburg, PA? Scott was sure that it would be a hit...

...and boy was it. Tori, much like her younger sister Katelin (who regularly attends the MTRA Banquet and contributes some great photos to the NM) is a big-time monster truck fan, and has a bit of a sweet spot for a big blue monster truck named Bigfoot. You can probably guess how happy she was to roll up to her senior prom with Dad behind the wheel of a very tall, very shiny, very blue (and very *expensive*) pickup truck bearing the Bigfoot name. Though she may have been nervous, perhaps wondering if her blue dress properly matched the truck, I would bet money that Dad was just as nervous (if not more so) himself, considering the value of the truck he was cruising around that late spring evening. Alas, the prom went well for Tori, and she is now in college, studying away, her big ride to prom now just a memory. However, for her and her family, it is no doubt a fond one.

I've known Scott since I was in high school myself, and through all the time we've talked on the phone and hung out, I've come to learn that for him and his family, monster trucks are more than just a hobby or pastime; they are something of an obsession, but not really in a bad way. Perhaps a "good habit", if such a thing exists. But, above the trucks and all else, I also know him to be a very loving father who only wants to see the best come to fruit for his daughters, both of whom are very bright and hold great potential for success. I'm sure Tori is pretty darn thankful to Bigfoot for lending a hand (foot?) in helping make her Prom something special, but I'm 100% sure that she knows that Dad made it happen. Why? Because he's Dad, and that's what they do.

While on the way home from the Lima Jamboree that May, we just so happened to cross paths with Scott at a truck stop in Richmond, IN the evening after the last race. While our rigs pulled in for some supper, we noticed Scott heading for a parking spot with a Bigfoot tractor and flatbed with the show truck on it. Not long after we pulled in, Doug Noelke and Dan Runte pulled in with Big Dawg and Bigfoot in tow. They had just finished up at the jamboree as well, and it seemed that Richmond was a good stopping place for some chow.



As we dined at the "not-quite-as-good-as-grandma-used-to-make-it" restaurant in the truck stop, I picked up from Scott that the prom delivery went well; it was clear by the look in his eyes that he was a happy man. But there was something else too...a look that said something like "PHEW!" But he pulled it off, 'cause that's what Dad's do.

With that being said, I hope all of you reading this had a wonderful and safe holiday season, and are looking forward to 2007 as much as I am. No doubt, by the time you read this, you will have likely been in the thick of battle or felt the roar of the crowd at least once since the new year began. We've got a ton of great stuff for you all in this issue, from event coverages to rule changes, and a whole lot more. Also in this issue you will find our special 10-page salute to the 2006 MTRA champions, as well as a great article by George Eisenhart, who hosted two of those champions in 2006 via his Monster Nationals series. If you haven't had your truck certified for 2007 yet, make sure to check out the rule changes page and the tech inspector roster to find out what you need to change and who you need to call to get it done. It's not that hard, so don't wait! Just get it out of your hair and get back to racing. So, without further delay, keep on reading to see what we've whipped up for you, and keep up the hard work in 2007.

FROM THE DESK OF THE CHAIRMAN



To all MTRA Members,

I would like to thank all of you for attending the Tech School, the Annual Membership Meeting and the Banquet. It was a great success; we had the most participants that we have had in a long long time.

We also had 100% of Tech School attendees pass the written and hands-on tests, and are now MTRA's Vehicle Inspectors for 2007. During the tech school, we had a PowerPoint slide presentation with over 230 slides and videos. Each rule had either slides or a video that helped the attendees understand and visually see what the rule referred to. We will put a list of the new Inspectors in the newsletters.

Your new 2007 Directors are a very diverse group. We have a Promoter, a MSD Ignition - Racing Program Director, four Monster Truck owners, and a consultant that has been in the Motor Sports Industry for many years.

Your newly elected directors, during their first meeting, elected their Officers and Staff for the upcoming year. This year every director has a title and is now responsible for specific MTRA duties.

Tim Hall is President, Andy Hoffman is VP, George Eisenhart is our Membership Director, Spike Clapper is our Sponsorship Director, Greg Adams and Doug Noelke shares the duties of Safety Director, and Doc Riley has continued as our Consultant.

Thanks to Robyn Brow, she is still willing to be our secretary/treasurer and Destiney Conley has agreed to continue as Administrator.

Robyn did a great job again this year setting up the Banquet and meeting rooms and keeping the hotel staff on top of things.

Destiney did a fabulous job making our meeting and banquet room look very respectable and stylish.

Thanks also to Nigel Morris for the monogrammed shirts that made the MTRA Directors and staff look very professional and how could we forget his boisterous input at the podium giving out the awards and prizes.

I would like to personally thank Jeff Bursey and Bobby Holman for there dedication and drive as last years President and VP. They brought a new way of thinking with new ideas to MTRA.

Your MTRA Staff is already looking into a hotel change for next years meetings. We are inquiring at several of the Casinos in the St. Louis area. It might cost a few bucks more for each participant, but it will make our weekend more interesting and enjoyable.

Thank you again for your vote of confidence,

Bob Chandler
MTRA Chairman of the Board



LETTERS FROM THE BOARD



First off, I'd like to say thank you for electing me to the MTRA Board of Directors! I want to encourage all independent drivers/teams to become more involved with the MTRA. This year we have three board members that are independent driver/owners setting an example for the rest of the independents in the industry. Don't use the corporate sponsored teams as an excuse for not being part of the MTRA!

We had a great meeting and banquet, but I still want to see our organization grow with more teams that take safety seriously! Nigel put forth a big effort at tuning up our image. You'll see in photos that he provided us, through the help of Destiney, with a nice corporate look.

If you have any ideas or questions, please don't hesitate to contact myself or any other board member. Let's have a good safe year!

Andy Hoffman

Hi everybody...hope everyone had a safe trip home from the meeting and banquet! I sure had a good time this year. I got to visit some friends...participate in some excellent discussions...and meet some new members. What a great crowd! That was very encouraging. The tech school went very well...and I feel like we have a very capable group of inspectors for 2007. I hope everyone can get their trucks certified right away! We have a great new Board...and I am very excited to once again serve as your President. The addition of Doug Noelke, Greg Adams and Spike Clapper to the Board is fantastic! These men are all very well respected in our industry...and they bring different points of view that will be very welcome. I can't wait to see the new website...I am sure Ross is going to knock one out of the park!

I would also like to thank Jeff Bursey and Scott Bryant for their service to the Board in 2006, and Robyn and Destiney for all their help at the banquet...and throughout the year. I appreciate Bob Chandler allowing us to use his shop for the Tech School on Friday as well. Joe Brow...glad you were there to help! I am also very grateful to all who donated...or helped get the door prizes! This goes a long way towards helping pay for the banquet... and I appreciate everyone's enthusiasm when opening their wallets to help the cause.

My team had a great time...and I really appreciate all the awards we won. Now, we all can relax and enjoy the Holiday season...I hope you all have a great one!

See you at the races in 2007!

Tim Hall
MTRA President

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2007 MTRA MEMBERSHIP APPLICATION

(✓ Check One Box Please)



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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

____ *SPONSOR* \$350.00 SILVER LEVEL

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

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.

____ *PROMOTER* \$500.00

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

****PLEASE FILL OUT MORE INFO ON BACK SIDE OF THIS PAGE!!***



APPLICANT INFORMATION

(PLEASE PRINT CLEARLY)



NAME _____

ADDRESS _____

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PHONE (_____) _____ - _____

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MTRA, Robyn Brow, Secretary

14843 April Drive, Loxahatchee, FL 33470

If you have any questions, you may contact her at:

561-383-7290 or Fax: 561-784-4691 or email mtramembership@adelphia.net

FOR OFFICE USE:

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MTRA CONTACT INFORMATION



CHAIRMAN OF THE BOARD

Bob Chandler
6311 North Lindbergh Blvd
Hazelwood, MO 63042

corporate@bigfoot4x4.com
314-731-8112

MTRA PRESIDENT

Tim Hall
1401 CR 2400 N
Champaign, IL 61822

hallbrothersracing@earthlink.net
217-643-6375

VICE PRESIDENT

Andy Hoffman
5665 N Mayne Road
Huntington, IN 46750

hemi557@aol.com
260-672-9013

MEMBERSHIP DIRECTOR

George Eisenhart
13205 Samara Ct.
Chardon, OH 44024

george@monsternationals.com
440-286-2333

PROMOTIONS & SPONSORSHIP DIRECTOR

Spike Clapper (MSD Ignitions)
1490 Henry Brennan Drive
El Paso, TX 79936

spike@msdignition.com
915-856-2458

SAFETY DIRECTOR

Doug Noelke
947 Crider Lane
Union, MO 63084

bigdawg@fidnet.com
636-583-1660

SAFETY DIRECTOR

Greg Adams
44 Lanier Rd
Thomaston, GA 30286

gregadams540@aol.com
706-476-0187

MTRA SECRETARY

Robyn Brow
14843 April Drive
Loxahatchee, FL 33470

(561)383-7920 [H]
(561)662-5022 [C]
(561)784-4691 [F]

mtramembership
@adelphia.net

MTRA ADMINISTRATOR

Destiney Conley

(636)326-5549 [P]
(636)326-5531 [F]

dconley
@vinylimagesinc.com

NATIONAL MONSTER EDITOR

Kyle Doyle
1360 Briarcliff Dr
Rantoul, IL 61866

(217)621-7947 [C]
(217)643-6375 [W]

kyle008@mchsi.com

MTRA WEBMASTER

Ross Z. Bonar

(573)336-8908 [P]
(573)586-8288 [C]

ross@
themonsterblog.
com

WEB-TO-PRINT LIASON

Amanda Weldy
1360 Briarcliff Dr
Rantoul, IL 61866

(217)621-7946

a.weldy@mchsi.com

Andy Hoffman & Nitemare:
2006 Monster Nationals
Freestyle Champion



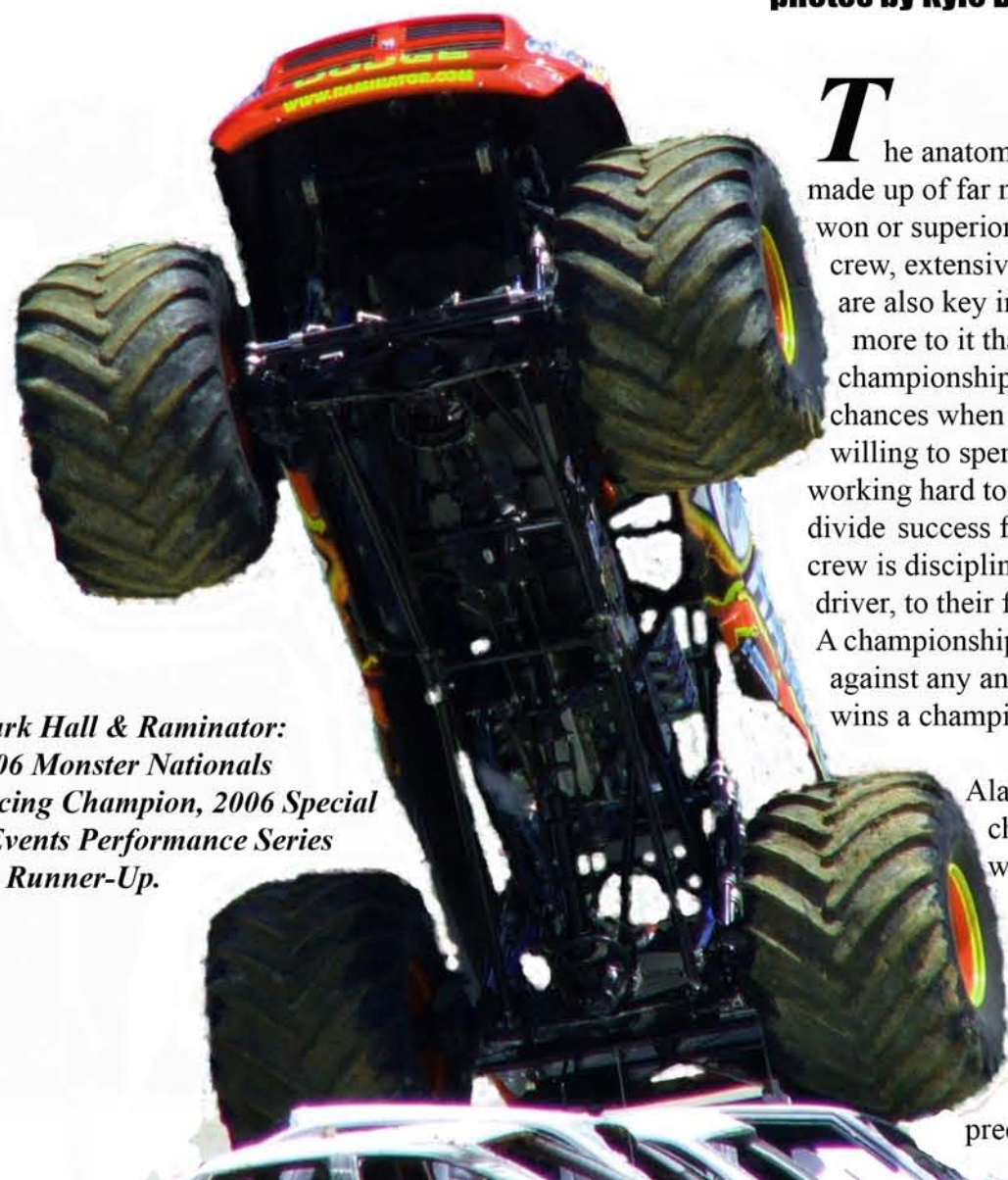
ON TOP OF THEIR

by Kyle Doyle
photos by Kyle Doyle & Lisa Morris

The anatomy of a championship team is made up of far more than the number of races won or superior equipment. A well-trained crew, extensive maintenance, and experience are also key ingredients, but there's even more to it than that. For a crew to win a championship, it must be willing to take chances when others are not; it must be willing to spend long days and late nights working hard to iron out the fine details that divide success from failure. A championship crew is disciplined; loyal to their cause, their driver, to their fans, and to each other. A championship crew is driven to succeed, against any and all odds; certainly, a crew wins a championship not by accident.

Alas, what team can win a championship without a driver who is willing to match the level of commitment offered by his/her crew? A champion driver must be able to push their vehicle to the very limits of its capability, beyond perhaps, in an effort to gain those precious points.

Mark Hall & Raminator:
2006 Monster Nationals
Racing Champion, 2006 Special
Events Performance Series
Runner-Up.



Nigel Morris & Bigfoot 17
2006 ProMT Europe
Racing Champion



GAME

Geremie Dishman &
Rammution: 2006
Special Events Performance
Series Champion



When combined, a championship-caliber driver and a championship-caliber crew form a most potent force: a team. A group of individuals so dedicated that they let nothing stand in their way; a group of individuals that is willing to pay any price, without caring to count the cost.

Four MTRA-member trucks and their teams claimed major titles in 2006. Coming from a variety of walks of life, and continents, these members stand atop the pillar of success that is only afforded to those who are willing to sacrifice personal gain for the better of their team. Money spent, miles traveled, parts used, and autographs signed pale in comparison to the human factor involved in the conquests owned by each of these teams. So, in light of that, read on to learn a bit more about the human side involved in winning a championship, as told by Andy Hoffman, Geremie Dishman, Mark Hall, and Nigel Morris.



2006 MONSTER NATIONALS ANDY HOFFMAN

FREESTYLE CHAMPION NITEMARE

NM: Between yourself and Mark Hall, the two of you have proven that rolling over and crashing aren't a necessary part of winning a freestyle championship. Do you feel that fact helps legitimize freestyle any?

I think fans are recognizing sometimes it takes more driving skill to save a truck from rolling over than it does to roll one over!

NM: Do you feel that the fans, as the vocal judges of freestyle, have become more aware of what a good move is, versus merely rolling over on purpose?

Yes, I think fans are gradually becoming more aware as the sport progresses. Freestyle has a lot of variables that affect judging. What order you perform in and how big the announcer plays you up all make a difference. I'd like to see things equalized by promoters sticking to a time limit or pass limits.

NM: Carrying the reputation as a one-man-band most of the time, how does that affect your mindset before pulling out onto the floor or track to race and freestyle? Does it affect how hard you will run that particular day?

It doesn't normally affect how I perform. The only time it might change my performance is when there are two shows close together on the same day.



NM: Many people wonder, with you coming from a very family-oriented farming background, what kind of values that that lifestyle has instilled in you do you try to apply to your racing operation?

Somehow, people think I come from a big farming family. My dad was a salesman for an electronics company. I lived in the country and started working for a seed farm when I was 14 years old. The values I learned was that nothing was going to be handed to me and I would need to earn money to spend money! I earned the money for every car, pulling tractor and monster truck I've ever purchased. Since I don't have a big sponsor, my business must support itself. I would love to run one full year and not worry about financing everything from my performance fees.

NM: The addition of the re-vamped War Wagon truck to your team; good, bad, or otherwise?

Probably good, bad and otherwise!! I'll let you know in November of 2007! Actually, my plan is to run War Wagon mainly as the indoor truck and Nitemare as the outdoor truck. Instead of rushing around to merge from indoor to outdoor racing (swapping motors, gear & suspension changes etc.) the outdoor truck will be ready to load in the trailer once summer shows start.





2006 SPECIAL EVENTS PERFORMANCE SERIES

GEREMIE DISHMAN

RACING CHAMPION

RAMMUNITION

NM: Your very first championship; how does it feel?

I'm pretty excited to have beaten some of the best people in the sport. I'm looking forward to defending my title next year.

NM: You travel most of the year with your younger brother Mat. How do you feel your family connection benefits your on-track performance?

Traveling with my brother is nice because I always have family around. He wants to win as bad as I do, so he puts in the extra hours without too much complaint. Mat has been with me since I started racing, so he's used to my methods.

NM: As a driver with family at home, what sorts of things do you enjoy doing with them when not on the road?

Working on my 1945 Dodge pick-up, riding 4-wheelers with my daughter Hope on our 1/2mi race track, and spending time with my wife Sommer and our daughter.

NM: What goes through your mind as you stage for an important round of racing? How do you prepare yourself mentally for the psychological and physical challenge that lies in front of you each time you stage?

When I pull up to the line, I just try to get the best lane, and then just forget about the guy in the other lane; I just try to focus on running my own race.

NM: As a driver, how has having a truck like Rammunion in your arsenal helped win your first championship?

I think the Rammunion truck is one of the best trucks out there. But having the best truck is only half of the battle; Having the best crew and the knowledge to get it down the track makes my job a whole lot easier.





2006 EMTRC NIGEL MORRIS

NM: You are the Pro-MT champion again.; How does it feel?

As you know we were fortunate enough to win the EMTRC (European Monster Truck racing Championship) in its first year 2003, but there were those who saw that as a hollow victory. Saying that we had no real competition. We lost the series in 2004 to Ian Batey by just 35 points at the final race of the year. 2005 was a year of frustration for us, as we knew we had the speed, but just could not keep the truck together. We won the vast majority of the events where the truck kept running! So to win it back in 2006 against the strongest competition that has ever existed in the EMTRC was a major achievement for our team. We had all worked real hard during the winter to improve the truck, and the work paid off...

NM: Would you say this championship was harder to win, or easier to win, than your previous championship(s)?

We had focussed on the preparation of the truck like never before. We knew from recent years lost points can cost a us a championship, so we focussed on reliability above all else. The standard of driving in the EMTRC has risen hugely over recent years. Now there is no race that you can take a rest in they are all like "final round" races. To give you an example of this in 2003 a race winning time over our EMTRC "J" shaped course with three separate car jumps was 90 seconds. In 2006 if you weren't under 20 seconds, you were nowhere!

NM: The highways and side roads in England are a bit different than they are here in the States, aside from just driving on opposite sides of the road. Have you had the chance to tag a long with a race team here in the States, and how would you say it compares to hauling around in the UK? Obviously you can't just get on the English equivalent of I-80 and drive 3,000 from New Jersey to California, so what's the longest route that you will find in England?)

I have yet to ride along with any US team on a road trip (one of my remaining desires) but it has to be vastly different from the UK. Not just in the fact that you guys drive on the wrong side of the road, but our longest road trip in the UK would be 500 miles. However this summer we travelled to Estonia in Eastern Europe. That was three days of driving and two days on ferries for sea crossings, so I guess we are close to getting the full USA experience in Europe.



RACING CHAMPION BIGFOOT 17

NM: While the sport of Monster Trucks in the States has struggled to put together a Pro-MT type of series since the final full season of ProMT (2002), the members of the MTRA-E have been able to race in a sanctioned series for some time now. Why do you think this is?

So Far! In Europe we have been very lucky, in that a select group of drivers have believed in the work done by Ian Batey and myself. Ian & I own MTR Promotions, and have for the past four years used a ton of our own money to get the EMTRC established. We have found the venues, set up the shows, trained the staff and purchased the equipment needed. This has no finally led to the situation of other promoter's across Europe and the world calling MTR to set up racing events in their countries. The dedication of the drivers to sticking with the "real racing" format and the commitment of MTR Promotions is what has brought us all to this point in time. The 2007 EMTRC series will be the biggest and most geographically spread ever!

NM: How do you feel about American promoters bringing their brand of monster truck "shows" to Europe, and how has that affected the Pro-MT series and the MTRA-E, if at all?

The American "shows" have their own market. To date they have not had any discernible detrimental effect on the EMTRC, in fact I'd say quite the reverse. The American events have a significant marketing budget, and they have been making a much wider audience aware of Monster Trucks. We have found our path into some venues closed at short notice, but we have also found venues open to us that we had not expected, so its a case of benefiting with one hand and loosing with the other. Overall they have not affected us so far. I really feel that the market is different, after all Real racing is REAL!





2006 MONSTER NATIONALS MARK HALL

NM: *You’ve got eight championships under your belt since the inception of Raminator in 2002. While your on-track exploits are well documented, what does it take behind the scenes for Mark Hall to pull off that feat?*

I’ve got a lot of good people behind me. I think this makes a big difference. I have always said, that when you surround yourself with good people, good things happen. In the past few years I feel some of my duties have changed. I still do all of the welding and fabrication, but with working closer with Tim on the business side of things, I have to pass off some of the tasks I used to do in the shop over to some of the other guys. Fortunately, we have people who can step up and fill in on these duties and get the job done. And, as they say, behind every good man is a good woman. I certainly have that! June is very much a part of our business and it is great to be able to have her along for the ride. She wasn’t able to do that for the first ten years of our marriage. We both agree that it is so much better this way!

NM: *While the stress of being in the hunt for a championship is something that fans hear about a lot, it is something different to actually live it out, day by day. How do you cope with those kinds of stresses, and how do you keep that stress from stealing your focus away from your on and off track goals?*

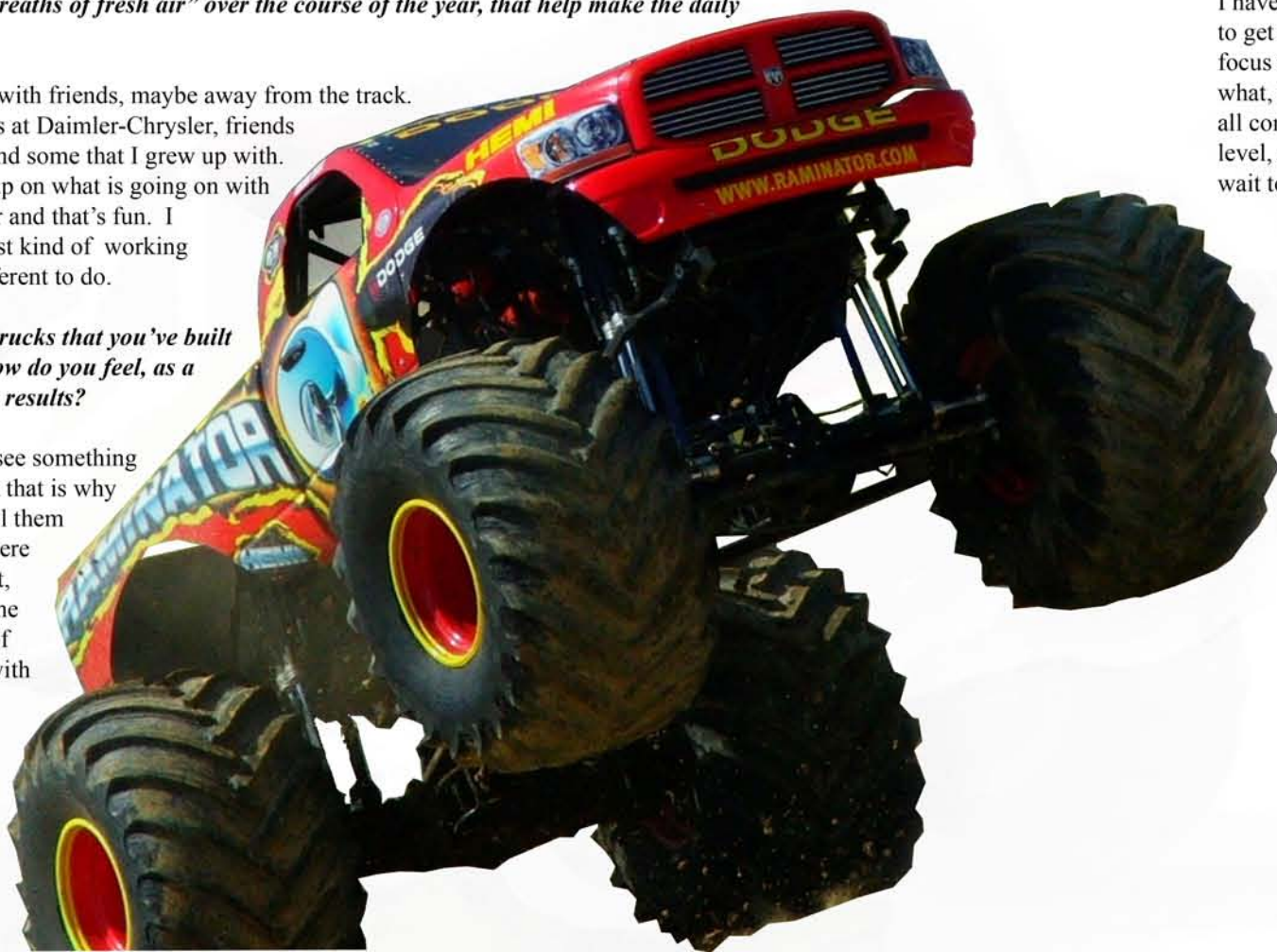
That type of stress is kind of what drives me. Sometimes I think I do my best when I’m under pressure or have a deadline to meet. It is foolish to think that you can win every race, but that is what we strive for. While there is stress, I think in some sort of weird way that is what makes me focus on my goals. I also feel that if I do the best I can, work hard, and I have supportive people like my wife June and my team around me, then hopefully things will take care of themselves.

NM: *What kinds of things do you find to be “breaths of fresh air” over the course of the year, that help make the daily grind of racing a bit easier on you?*

Some of the things I enjoy are just hanging out with friends, maybe away from the track. I have been very fortunate to make some friends at Daimler-Chrysler, friends that are not in the industry, and some that are, and some that I grew up with. It’s cool to go to dinner or whatever and catch up on what is going on with them. I guess I have hobbies like playing guitar and that’s fun. I never have thought I would say this but even just kind of working around the house can be fun and something different to do.

NM: *2006 marks the first time that two of the trucks that you’ve built have won a championship in a single year. How do you feel, as a fabricator, team owner, and driver about those results?*

As a fabricator, it makes me feel very proud to see something that you put so much work into do well. I think that is why when I see some of this “crash up, tear it up, roll them over” stuff, it really saddens me. I know that there are all kinds of opinions and thoughts about that, but I think it is just plain silly. It really upsets me when you talk to someone in some other form of motorsports that maybe is not all that familiar with our sport, but links us together with that stuff. While I have my driver heroes, I also have my fabricator heros that I look up to like Dan Patrick, Steve Combs, and Roy Hooser. It is neat to compare what I have made with what they have. (continued on next page)



RACING CHAMPION RAMINATOR

(continued)

As a team owner, well, I never really looked at myself as a team owner until this year. Really, I don’t know why that is. Maybe it is because when Geremie won the Special Events championship and we had raced together so hard all year, it made me feel good and proud to see that, and to know that I had a hand in helping him make that happen. I will be honest, I wanted to win, but it did make me feel good to when I got to sit back and see that with my team owner hat on, alongside Tim.

As a driver, well, winning championships is what it is all about; that’s why what we all strive for. Since I didn’t win both, I wouldn’t have it any other way but to have the truck that beat me be the one that I built, driven by my teammate.

NM: *How do you prepare yourself mentally for the 2007 season? Aside from the obvious things, what sorts of goals have you set for yourself?*

To prepare mentally, well, I took a little break. I slowed down for a couple of days, cleared my head of 2006, so that I can be focused on 2007. Let’s face it, at the beginning of the year, most of us start a new points series. We are all tied for first place on January 1st. As for my goals for ‘07, they are the same as they have always been: try to win races, do the best I can to represent Dodge, take care of fans that come out to see us, and win another championship. A new goal I have set for myself personally is I am going to enjoy myself more. I am so fortunate to get to do what I do, but sometimes I lose track of enjoying it. It seems like sometimes we focus on what we need to do and what we want to do, and I don’t step back and say “You know what, that was a lot of fun!” We have some really cool things in the works for ‘07, and if it all comes together like we think it will, its going to take monster truck racing to the next level, and I am really excited about that. It won’t be easy and it will be some work, but I can’t wait to get started.



monster

2006 year in review

nationals

by george eisenhart



The 2006 Monster Nationals season wrapped up in Mansfield, Ohio in July, and what a story the year was! Like a good Harry Potter book, it was full of surprises, excitement and sometimes sheer terror. This year's cast of characters was mostly the same, with a few changes here and there; but the biggest change was Jocelyn Perrin, and her Lil' Ms. Dangerous monster truck. There is only one word to describe the Perrin Motorsports team...terrific! Husband Jeff, kid's Natalie and Cassie and of course the K9 team of Jake and Britches were all a pleasure to work with week in and week out. After the first event of the year, Jocelyn asked to go first in Free Style! What's up with that!? You should have seen the look on the other drivers faces when I told them LMD would go first in Free Style the balance of the season! They could hardly contain their joy. The Perrin family was a true joy to work with and we look forward to those crazy 360's, wheelies and fresh baked chocolate chip cookies in 2007.



monster nationals

2006 year in review

Below: Raminator driver Mark Hall and Nitemare driver Andy Hoffman sign autographs, and wave to the crowd during the final Monster Nationals event back in July of 2006.

Photos by Paul M. Harry.



Another driver that continues to make some noise on tour is Dale Benear with the Hall Brothers truck Rammunition. Out of 23 rounds, Dale had 2 wins and was runner-up 7 times. That means 39% of the time Rammunition was in the finals. Tim Hall should like those odds for his relatively young driver! Dale went on to take 3rd place in the point's championship. I would like to personally thank Dale for lightening up my wallet in Columbus, OH. I took Dale out for a friendly "night on the town" as a little farewell gesture after he "retired" from racing, only to find out a couple weeks later Dale "un-retired". This was about the same time I received my credit card statement with the \$500 worth of charges from our evening of fun. Man, Dale, next time I'm buying you a gold watch, it'll be cheaper.

Doug and Brenda Noelke and their two golden retrievers, Maggie and Misty, were good for a full chapter in the Monster Nationals book this year. Doug came to play hard this year. That he did, winning 7 times and making it to the finals 8 more. 65% of the time Big Dawg came to play in the final round against the competition! Doug even won a couple of Free Styles this year, proving he was serious about competing the whole weekend. I'm excited to have Doug and Brenda return for 2007 with a new monster truck creation "Tail Gator"! The crowds loved Big Dawg so I'm confident they will love the bumper draggin' Gator.

Another new truck for 2007 is Jeff Cook's War Wagon, but previous MTRA board member Jeff Cook won't be driving it. Current MTRA board member Andy Hoffman purchased the truck and name to compete again on the Monster Nationals tour. War Wagon always had a big following of fans when it raced several years ago. I can't wait to see that 1955 Sedan Delivery flying backwards over cars next year...swееееее! Andy make's a huge impression on people with his patented reversers and in 2006 he won an unprecedented 17 out of 23 Free Styles, locking everyone else out by the end of February. He took home the Free Style Championship. Congratulations Andy, you deserved it!

Finally, our racing champion needs to be crowned! Numbers don't lie so this year I made up a simple, yet effective points system that all the drivers agreed to at the start of the season. Basically, if you won or were fast qualifier you got 1 point; If your truck advanced by way of a fast loser or you made it to the finals only to lose you received ½ point. Mark Hall in the Dodge Raminator won 13 times out of 23 rounds and was in the finals 4 more times. So, 17 of 23 or 74% of the time, Mark Hall went to the finals. Holy Crap Batman...that is huge. Mark is racing against 4 other highly respected MTRA certified trucks and came out on top time after time. Oh yeah, did I mention this is his fourth year in a row to accomplish this Championship! It will be my pleasure to hand Mark his championship award at the MTRA banquet in December for a hard fought season in 2006. A tip of the "mechanics glove" goes to all the Hall Brothers team members like Travis Howard, Kyle Doyle and of course Tim Hall himself for keeping the Raminator rolling. It takes a team to win championships and they all worked together to make it happen. Nice job fellas!

I would also like to thank our Monster Nationals SERIES sponsors including Dodge, Suzuki, Cometic Gaskets and Wiseco Pistons for all their help and support in 2006. I would also like to thank all the professional race teams that participate in the Monster Nationals throughout the year helping make 2006 a tremendous success. See you in 2007!.

**2006
MONSTER TRUCK RACING
ASSOCIATION - INTERNATIONAL
SPONSORS**



2005 MTRA SPONSOR OF THE YEAR

Firestone

**OFFICIAL SPONSOR OF THE
NATIONAL MONSTER**



AN INTRODUCTION TO...



A few good things about a Bad Habit...

by Team Manager Jessica Coe

Hailing from Boardman, OH, Joe Sylvester and his upstart "Bad Habit" team have made quite an impression since their inception in early 2006. While it seems that "new" teams and "new" trucks are a dime-a-dozen in the Monster Truck industry, Sylvester's highly professional approach to his new investment caught many eyes right off the bat. Taking cues from other forms of professional motorsports and ultra-successful teams from within the Monster Truck industry, the Bad Habit team has been able to effectively put forward a professional and clean image each time the truck leaves their eastern Ohio shop.

While 22 year old Joe may seem a bit young to be tackling this tough sport, he's armed himself with a solid business plan, proven equipment, updated parts, a competent office and on-track staff, and a brand new transporter to help carry the big orange and purple Chevrolet to the races. The truck itself is a late-model Chevrolet Silverado, sporting a 572ci mill mated to a Turbo 400 trans, and is dampened by a set of King shocks.



*Left:
Bad Habit
looking
good over
the vans at
the 2006
Monster
Nationals
finals in
Mansfield,
OH this past
July.*

CONTACT JOE SYLVESTER MOTORSPORTS:

7087 WEST BLVD
SUITE 10
BOARDMAN, OH 44512

330-559-3929 phone
330-758-2470 fax

joe@joesylvestermotorsports.com
jessica@joesylvestermotorsports.com



Over the winter break, the Bad Habit machine was torn down, literally into pieces, and rebuilt into tip-top shape for the 2007 season. Knowing that power and reliability are equally important in the world of Monster Trucks, the Bad Habit team turned to Scott Koffel of Koffel's Place in Huron, OH for their motor rebuilding needs. Koffel's Place is a prominent engine shop that is trusted throughout the tri-state area, known especially for their racing engines. The team's Turbo 400 transmissions have been freshened up by Abruzzi Racing of Niles, OH. Abruzzi Racing has also agreed to come on board with the Bad Habit team as a 2007 sponsor. With engine and trans squared away, the team then turned their focus to the aging axle housings under the truck, which had been in service since Tim Tesmer built the truck over a decade ago.

Mad 4WD of North Lima, OH was called upon to melt some steel together, and the end result was a slick pair of durable F-106 axle housings. Mad 4WD is a leader in the off-road, rock crawling, and trophy truck industries. The company specializes in axle housings and custom fabrication, and will continue to support the Bad Habit team on into the 2007 season.



Just before the cold of winter set in, Joe Sylvester Motorsports acquired their new Freightliner motorhome and stacker trailer from Powerhouse Conversions. The 22ft long motorhome is furnished with oak fixtures, a full-size bathroom, a bedroom, a kitchen, and a dining area. Holding up the heavy end of the deal is the 35ft stacker trailer, complete with ramp door and winch system. A big thanks to Steve from Powerhouse Conversions for their quick turn-around time and excellent work.

With his MTRA Class A paperwork nearly complete, Sylvester is looking forward to running with a variety of promoters during the First Quarter of '07, including some dates with the Monster Nationals series. "I am very excited about our schedule for the first quarter of 2007," said Sylvester. "The truck will be fresh and tight, and I will be ready to rock and roll!"-



2007 M T R A

TECH INSPECTOR ROSTER

Greg Adams
Thomaston, GA
706-476-0187
gregadams540@windstream.net

Zach Adams
Mansfield, GA
706-816-0224
gregadams540@windstream.net

Bryan Bertoletti
Hazelwood, MO
314-731-8221

Rich Blackburne
Matawan, NJ
732-598-7115
thedemonmt@aol.com

Jeff Bursey
Pittsfield, VT
978-502-5873
towwrex@aol.com

Bob Chandler
Hazelwood, MO
314-731-8112
corporate@bigfoot4x4.com

Donald Choate
Stafford, MO
417-759-9003
timebomb4x4@earthlink.net

Kyle Doyle
Champaign, IL
217-643-6375
kyle008@mchsi.com

Tim Hall
Champaign, IL
217-643-6375
hallbrothersracing@earthlink.net

Andy Hoffman
Huntington, IN
260-672-9013
hemi557@aol.com

Travis Howard
Champaign, IL
217-643-6375
tjhoward34@yahoo.com

Chris Kaelin
Granite City, IL
618-876-4151
chriskaelin@gmail.com

Tim Knerr
Bath, PA
610-504-7383
mtrainspectorttk@aol.com

Joe Miller
Oconto Falls, WI
920-883-9590
ou812nyes@yahoo.com

Keith O'Fallon
Wentzville, MO
314-288-6312
ofallokc@apci.com

John Peterson
Hazelwood, MO
314-731-8112
shop@bigfoot4x4.com

Kurt Pfitzner
St. Louis, MO
314-867-3333
kpfitzner@juno.com

Joe Sylvester
Boardman, OH
330-518-3297
joe@joesylvestermotorsports.com

Butch Tulachka
Kewaunee, WI
920-255-3264

Mitch Tulachka
Kewaunee, WI
920-255-3588
1boss@gonowmail.com

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.

PHOTOGRAPHY & TEXT BY KYLE DOYLE

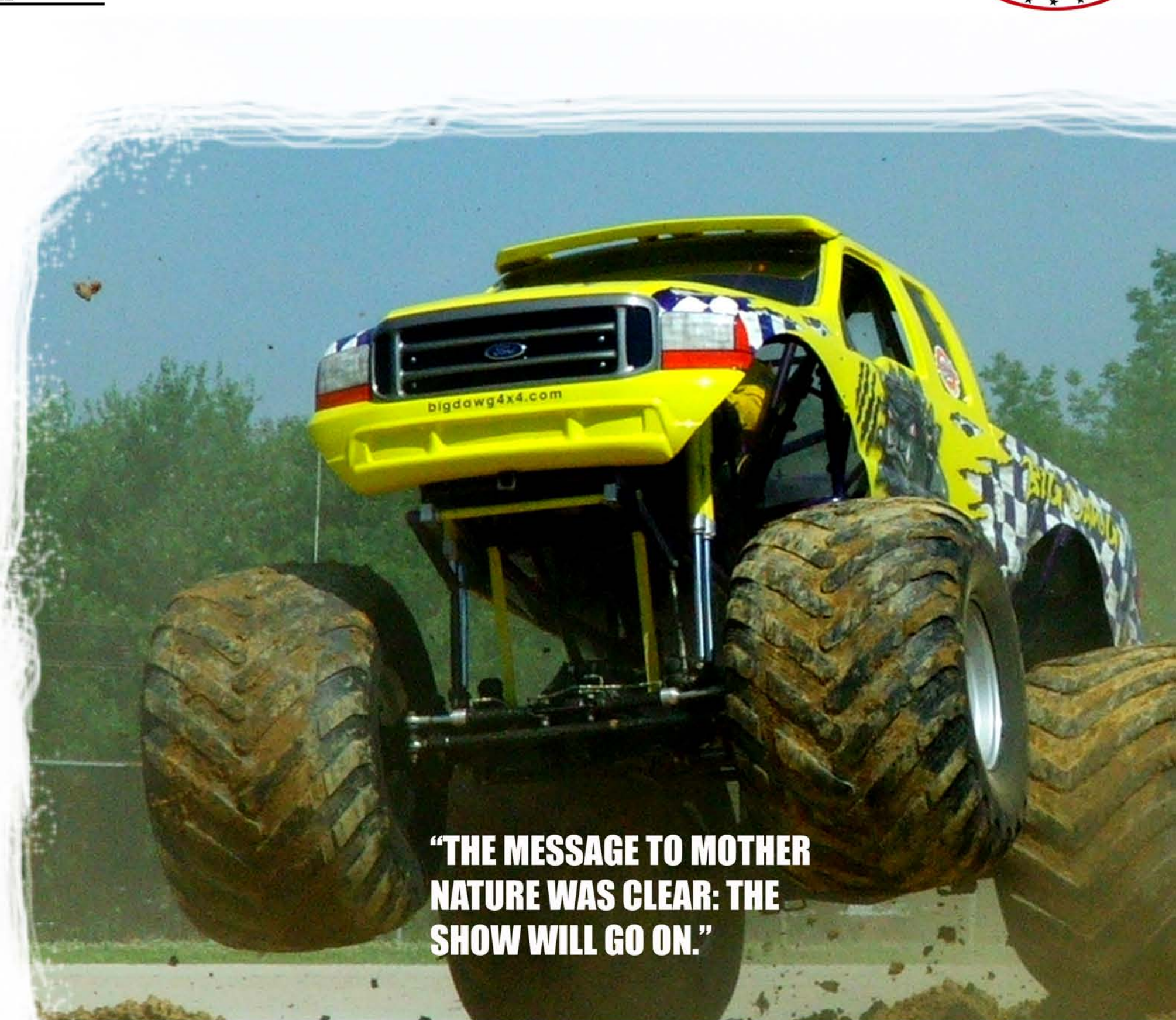
OHIO EARTHQUAKE

FINAL MONSTER NATIONALS EVENT OF 2006 INVADES MANSFIELD, OHIO

A trifecta of powerful forces converged on the Richland County Fairgrounds in Mansfield this past July, and some of them were decidedly unnatural. While Mother Nature brought torrential rains and howling winds into area Friday night, the Monster Nationals crew responded with their own brand of power, in the form of eight earthquake-inducing monster trucks, and a fire-bellowing jeep. Despite managing to rain out the Friday night event, the Monster Nationals crew, assisted by members of

some of the race teams, worked feverishly to ensure that the Saturday events would happen. The message to Mother Nature was clear: The show will go on.

Left: Joe Sylvester and his Bad Habit machine made an impressive splash in their Monster Nationals debut in Mansfield. The first-year driver was not afraid to take on some of the sport's best.



"THE MESSAGE TO MOTHER NATURE WAS CLEAR: THE SHOW WILL GO ON."

OHIO MANSFIELD MONSTER NATS EARTHQUAKE



Threatening storm clouds appeared during Friday night's pit party, and just as the National Anthem wrapped up, they cut loose with a monsoon-like rain storm that looked like it would have been more at home in some third-world country in the South Pacific, as opposed to the decidedly *un-tropical* Mansfield. After nearly an hour of playing wait-and-see, the officials made the call to postpone the event just as thick bolts of lightning began crisscrossing the sky. An afternoon show would be inserted into Saturday's itinerary, giving teams a mere couple of hours to get things back in shape before the Saturday evening show, which would kick off as originally planned.

Saturday morning, the Monster Nationals crew and teams awoke to an infield that was, for lack of a better word, floating. As heavy equipment operators worked their machines into the mire, many teams became increasingly concerned that the 2006 Monster Nationals championship would be determined by way of a mud bog. As the morning wore on, officials decided that the track would remain a Chicago-style turning course, despite the fact that the track resembled a muddy field more than it did a



race track.

However, as driver introductions began, the track crew quickly wrapped up their work and assumed their positions around the infield in preparation for what would be perhaps the single most important race of the 2006 MN season. Raminator driver Mark Hall held a slight lead in the points over Doug Noelke in Big Dawg, a scene that seems to repeat itself every year. Without Raminator's team truck Rammunition on hand, it would be all up to Hall and his crew. To win the championship, Noelke would have to win both of the day's events, and hope that Hall departed a round before him in either of the shows; needless to say, his work was cut out for him.

The afternoon event kicked off with a bang, as Hall blistered the tight confines of the turning course, kicking up *dust* as he sped through the turns, easily taking the number one qualifying position.



The first round began in earnest, as all drivers furiously clawed their way around the track, all attempting to accomplish a mixed-bag of goals. While Hall and Noelke had their work laid plainly out in front of them, drivers like Andy Hoffman, Jocelyn Perrin, and Joe Sylvester sought to shake up the points by playing spoiler, and to gain some valuable experience on what had become an outstanding race track.

Unlike the NHRA Top Fuel finals in Pomona, which came down to the final round of the final race, the outcome of the 06 MN title would end up being decided in the second round of the early race. Noelke, knowing full well that he needed to win everything he could to claim top honors, fell in the first match of the second round. Despite the championship being in the Hall Brothers team's hands once again, the team reserved their celebrations, choosing to focus on the race at hand. And that they did, as Hall advanced his Dodge Ram to the finals, where he swiftly defeated a non-MTRA truck for the event win. The HBR team and the Big Dawg team could be seen exchanging handshakes between racing and freestyle, no doubt relieved that a season as intense as 2006 had finally come to a close.

The Monster Nationals Freestyle championship would end on a far less dramatic scale, at least from a points standpoint, as Nitemare driver Andy Hoffman had wrapped up the championship by the end of February, having dominated the majority of indoor events back in the winter. Regardless, Andy thrust his truck into the limelight in Mansfield, treating the fans to an expanded version of his indoor bag of tricks, including wheelies and reverse jumps over the vans.

By this point in the day, the strong breeze and excessive temperatures, combined with glaring sunlight and heavy on-track action, had turned the once muddy race track into a dust-filled bowl of destruction. Most trucks escaped the afternoon freestyle without damage, with the exception of Mark Hall and Raminator, who damaged a front shock and did a minor amount of body damage. The "I'm not sure this was a good idea!" award of the weekend went to rookie driver Joe Sylvester and his Bad Habit Chevrolet.

The Mansfield event was a weekend of firsts for the Boardman, OH-based racer, who brought his truck to the Richland County fairgrounds not really knowing what to expect. The 22-year old driver struggled some in racing, as the confines of the long and narrow Chicago-style track were somewhat alien to him. Sylvester made up for it in freestyle however, as he put in a pair of solid runs throughout the day Saturday, proving to fans and competitors alike that he's in this game for keeps. The "wow" moment of the weekend for Sylvester was his first trip over the van stack, which really was in fact his first time going over vans. After making a solid, squared-up hit on the first car in the stack, the truck listed heavily to the driver's side, causing the truck to bicycle for a few feet until Sylvester was able to wrestle it back onto all fours.

The Saturday evening show went off without any real glitches, in front of a standing-room-only crowd, a scene that has become typical for the Mansfield event, which has been running now for about a decade under the direction of George Eisenhart and his Image Promotions/Monster Nationals group. The cooler evening temperatures made for some powerful tune-up possibilities, and most of the teams took advantage of that. As the night wore on, the infield lights struggled to fend off the grasp of darkness, though they managed to hold out until riveting freestyle performances by Big Dawg, Nitemare, and Raminator had been squeezed in.

The 2007 Monster Nationals points season kicked off in early January in Huntington, WV, and will once again wrap up on Mansfield, OH in July. Cities like Colorado Springs, CO; Battle Creek, MI; Champaign, IL; Madison, WI; and Cleveland, OH (among others) will play host to full-on Monster Nationals points events, while a handful of non-points events will also take place throughout the year. In addition to the "fab-five" lineup of Raminator, Rammunition, Tail Gator (Doug Noelke), War Wagon (Hoffman), and Lil' Miss Dangerous, MTRA trucks like Bad Habit, Samson, and Bigfoot will also be joining the fray from time to time. For more information on the Monster Nationals tour, be sure to visit www.monsternationals.com.

ST. LOUIS

2006 MTRA MEETING & BANQUET

A little bit of the old and a little bit of the new would seem to be the unofficial theme for the 20th Annual Monster Truck Racing Association Meeting & Banquet, held December 9th in St. Louis, MO. This theme would be apparent from start to finish at this year's event, whether you were noticing the new-look decorations of the traditional meeting room or watching as the new faces of the MTRA conversed with some of the organization's founding members.

Even the most noticeable aspect of an organization—its name—was given a face lift during the 2006 year. It was announced to the membership that the organization's official name had been updated to the "International Monster Truck Racing Association" in an effort to prepare for further future expansion. The organization will still be known as the "MTRA", despite the name change. This announcement was one of a number of items reviewed by Director Tim Hall while updating the membership on changes to the organizations by-laws at the start of the Meeting.

Following Hall's presentation, Director Scott Bryant recognized some of the MTRA's sponsor members, including Vinyl Images and MSD Ignition, both of whom had representatives in attendance. Special thanks were given to Destiney Conley and the rest of the folks from Vinyl Images for the sharp new look put forth at this year's meeting through new banners and decorations. Spike Clapper with MSD Ignition gave an excellent presentation to the membership about some of MSD's products and the MTRA discount the company is offering.

Of course, one of the main purposes of the yearly meeting is to discuss proposed rule changes and additions. There were two new rule changes approved by the membership, and the following is the language being added to the rulebook:

- Rule 78: A 2" [50mm] wide 4 tab safety ring is required on the bottom of GM Transmissions. It must be 1/4" [6mm] steel or aluminum.

(A drawing will be on the MTRA web early next year)

- Rule 80: A minimum 1/2" [12mm] grade 8 bolt and 1/2" [12mm] heim joint is required on all driveshaft guards

As is common most years, there are also safety issues brought to the table that required more research before making the decision to include them in the rulebook. Some of these items included use of wheel tethers, proper procedure in the event that windshields are hindering a driver's safe operation of the vehicle (i.e. extreme fog, or sunlight during sunsets), and whether a minimum size should be mandated for brake pedals. All members are encouraged to research these issues and report back to the Board of Directors their findings for consideration in future rule discussions.

The other major function of the yearly meeting is to elect officers for the upcoming year. Only two members of the 2006 Board of Directors chose not to seek re-election, and they were Bobby Holman and Scott Bryant. Some of the new nominees for the board included Doug Noelke, Greg Adams, Tim Bush, Brandon Lagarde, Rich Blackburne, Dan Runte, and Jeff Perrin. Once nominations were completed, the membership voted, and the following is the 2007 MTRA Board of Directors and the roles in which they will be serving:

Chairman of the Board – Bob Chandler
President – Tim Hall
Vice President – Andy Hoffman
Safety Director – Doug Noelke
Safety Director – Greg Adams
Membership Director – George Eisenhart
Promotions & Sponsorship Director – Spike Clapper

2006 Board President Jeff Bursey was the only member of the current board who sought re-election to not be carried over, while new Board of Directors include Doug Noelke, owner/driver of Big Dawg, Greg Adams, owner/driver of Annihilator, and Spike Clapper of MSD Ignitions. There was a general feeling of excitement over the election of Mr. Clapper to the Promotions and Sponsorship position due to his wealth of experience in working with other racing sanctioning bodies.

Final business of the Meeting included opening up the floor to the membership to discuss any issues of relevance to the MTRA. George Eisenhart began this part of the meeting by leading a lengthy discussion giving great insight into the different types of monster truck insurance, and how to obtain/maintain coverage and protect oneself against liability claims. This was followed by ideas for a new location for next year's MTRA Banquet, but it was ultimately decided that St. Louis would remain the best choice.

Bigfoot's Jim Kramer brought forth two ideas that were well received by the membership. Kramer first proposed that a contest be held to update the MTRA logo to something more modern, and the general feeling was that this would be a positive thing for the organization. Watch for more information on this in the Newsletter.

(continued on next page)



Clockwise from top right: Nigel Morris presents Mark Hall with the Driver of the Year Award. Dan Runte once again took Jr. Driver of the Year honors. Team Bigfoot claimed the Sportsman of the Year award for 06, this time thanks to Rick Long. George Eisenhart happily accepts his Promoter of the Year plaque.



(continued from previous page)

Kramer also raised the possibility of sending out copies of the newsletter to V.I.P.'s including potential sponsors, affiliates, and non-member teams being recruited to join the MTRA. This led to a discussion as to the possibility of providing an electronic copy of the newsletter to the general public via the MTRA website. The general consensus was that this would be a positive for the organization, and with no objection from the Associate Members, it was decided to go ahead with this plan in 2007.

Also discussed were ideas for the new MTRA website, which is currently being developed by Ross Bonar of TheMonsterBlog.com. The new website will feature an attractive, fresh new look for the MTRA online and will feature great representation for all current certified trucks, promoter members, and especially, more exposure for the MTRA's great sponsors. The "National Monster" newsletter will also now be available online, in addition to other new features for the website.

Once all issues brought forth by the membership were discussed, this brought to an end the 2006 MTRA Meeting. After a few hours of a break, the membership reconvened for the 20th Annual MTRA Banquet. With traditional emcee Doc Riley unable to attend due to illness, it was MTRAE President Nigel Morris stepping up to fill the role. Nigel did an excellent job guiding the evening along, with a great mix of humor and anecdotes.

Other attractions featured at the Banquet included two year-end highlight videos played for the membership, and the yearly door prize drawings. One video highlighted the Monster Nationals 2006 season, done by Elliott Miller of MichiganMonsterTrucks.com, and the other featured highlights of each MTRA certified truck, prepared by TheMonsterBlog.com. The door prizes featured some great items including several great vacation give-aways, which will provide some well-deserved time off for some of the industry's hardest working people.

But of course, the biggest attraction of the yearly MTRA Banquet is the handing out of the organization's awards. As part of this ceremony, representatives from promoter members Image Promotions and Special Events handed out their plaques for their 2006 series champions. Mark Hall was recognized for winning the Monster Nationals Racing Championship, while Andy Hoffman was honored for his Freestyle Championship victory. Geremie Dishman was also recognized for his win of the Dodge Monster Truck Thunder Drags Championship.

The first MTRA award given was the Safety Award, honoring the member who best represents a commitment to safety in the monster truck industry. Nominees included Hall Brothers Racing's Kyle Doyle for being the only person to ace both MTRA Technical Inspector tests, 2006 Director Scott Bryant for his attention to detail in researching safety issues, and the Bad Habit team for their commitment to bringing their new truck to MTRA standards since their team's inception. The 2006 MTRA Safety Award Winner is our good friend Kyle Doyle--the award couldn't have gone to a more deserving member, as Kyle knows the MTRA Rulebook inside and out (and does a great job with the newsletter too!).

Nominees for the Sportsmanship Award included Dale Benear, Andy Hoffman, Kyle Doyle, Hall Brothers Racing, George Eisenhart, and Rick Long. Always willing to jump in and lend a hand to a fellow competitor, your 2006 MTRA Sportsman of the Year is Bigfoot #11 driver Rick Long.

The "Weekend From Hell" Award traditionally recognizes the MTRA members who had the toughest weekend of the year and persevered through it. This year's award went to the Monster Nationals team for their tough Friday night in Mansfield, OH earlier this year. Extreme weather hit just as the Friday night show time was approaching, dropping several inches of rain in a matter of minutes. Track conditions were too bad for the event to be held, and when the decision was made to cancel, near rioting occurred at the hands of some unruly fans, but the crew persevered, handling the situation well and managing to get the track in such good condition for Saturday that there was actually dust rising during the competition!

The Mechanic of the Year Award has been dominated by Roy Hoozier of Bigfoot for several years now, but he had quite a few competitors nominated this year including Brian Bertoletti, Tim Hall, John Petersen, Jeff Perrin, and Dale Gerding. The exceptional performance of the Hall Brothers Racing team garnered a new winner this year in lead HBR mechanic Tim Hall.

The Sponsor of the Year award would be tough to wrangle from the hands of the beloved folks at Vinyl Images, but after such an impressive presentation earlier in the day, it was Spike Clapper accepting this year's award on behalf of MSD Ignition. Other nominees included Mac Tools, Pure Power Lubricants, and Firestone.

As emcee Nigel Morris would point out, there seems to be a trend forming with the perennial winner of the Junior Associate Membership's Driver of the Year award, which was once again given to Bigfoot #15 driver Dan Runte

There were two drivers new to competition this year in the MTRA membership, Keith Sturgeon with Bigfoot #10, and Joe Sylvestor with Bad Habit. Sturgeon would receive the majority of the votes, and would be declared the 2006 Rookie of the Year. Keith has a very bright future in the sport of monster trucks.

Nominees for the Most Improved Team Award went to Rammunion, Lil' Miss Dangerous, and Big Dawg. After taking home one of the sport's most prestigious championships, the Dodge Monster Truck Thunder Drags title, Rammunion was voted the winner, and accepting was champion driver Geremie Dishman. Dishman made big strides in 2006, and will definitely be one to watch in 2007.

The Promoter of The Year included the MTRA's three Promoter Members: Image Promotions, Special Events, and Apex Motorsport Promotions (AMP Live Events). The award goes to the only promoter to exclusively use MTRA Certified trucks at the majority of his events, George Eisenhart's Image Promotions, promoter of the Monster Nationals.

One of the MTRA's most prestigious awards is the Truck of the Year award, and this year's nominees included Raminator, Bigfoot #15, Ram-munition, Bigfoot #11, and others. The award this year goes to this year's Monster Nationals Champion truck, and for the 5th year in a row, the MTRA Truck of the Year is Raminator.

The MTRA's most prestigious award is the last one typically awarded-and that is the Driver of the Year award. Nominated this year for the organization's top honors were Dan Runte, Mark Hall, Geremie Dishman (who removed himself from the ballot, noting that he believed Mark Hall should win), Doug Noelke, and Rick Long. The Truck of the Year and Driver of the Year awards, for the most part, tend to be fairly closely correlated, and this year would follow that trend, as for the fifth time in his storied career, Mark Hall is the 2006 MTRA Driver of the Year.

The awarding of the MTRA Driver of the Year brought to a close the 2006 gathering of the MTRA membership, and it was another year to remember. Whether it was the return of one of the organization's founding members Bennett Clark, or the attendance of the newest members, Joe Sylvester and Mitch Tulachka, this year's historic 20th Annual MTRA Meeting & Banquet featured a little bit of the old and a little bit of the new. The MTRA enters 2007 in its 21st year, continuing to adapt to the needs of the monster truck industry, while maintaining the same commitment to safety that gives the organization its purpose. See you next year in St. Louis!



PHOTO

F I N I S H

by Scott
& Katelin
White
Assoc.
Members



LEFT: "You pass him!" "No, you pass him!"

BELOW: A special congrats to Brenda Noelke on her big 40! "For once it was about me and not Doug!"



ABOVE: Dan Runte drags Bigfoot 15 to a stop in the sand during a wheelie at the Thunder on the Beach race in New Jersey this past fall.

RIGHT: Mark Hall salutes the crowd after defeating Grave Digger for the second time in the finals.





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