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# NMPRA NEWS RELEASE



# HIGH PERFORMANCE

January 1990

National Miniature Pylon Racing Association

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## Top View



Here it is December and time to take a break from racing. At least that's what I usually do this time of year. Now it is a slightly different story. Time to start planning for next year. There are several things to be done: Advise AMA on next year's NATS in Illinois, start planning the new Quickie Championship Race qualifications, and get prepared for next year's racing season. In this part of the country that usually begins in February.

I would like to congratulate all the newly elected NMPRA officers and encourage the total membership to express your concerns and opinions to your area VPs whenever you get the chance. Ron Schorr has consented to continue as the Secretary/Treasurer of the organization for 1990, and I know he will do the same dedicated job he did for this past year. His position has the most paperwork of any position with the maintenance of membership, tracking national and regional points and generally keeping the organization solvent. I know he will be a big help to all the new officers in making a smooth transition.

The last newsletter was the last one that Gary and Linda will have to do, at least in the near future, and I want to thank them both for the tireless job they have done for the last two years. I was very encouraged that three people expressed a level of interest in doing the newsletter. It is a difficult job and requires a mix of creativity, gall and perseverance.

This is the first newsletter by our new editor, Don Nix. Don is very interested in helping promote pylon racing and has a wealth of experience with newsletters, writing columns and the printing business. As some of you may know, Don is also the President of Powermaster Products. I want to encourage all members to give Don a hand, and at least think about submitting something for

publication.

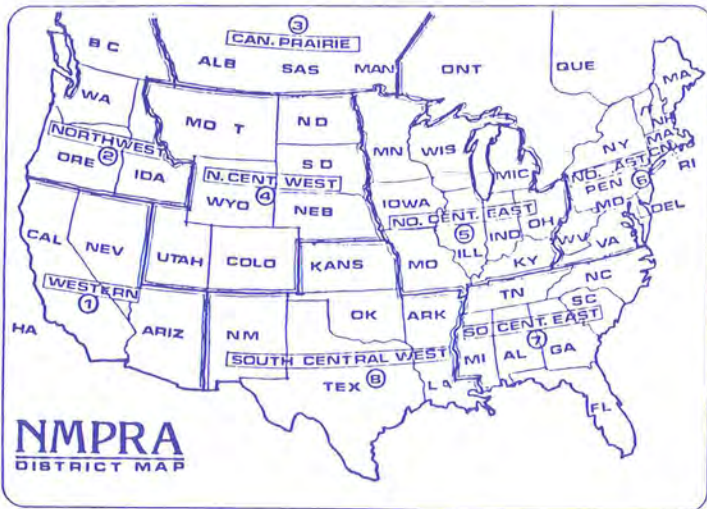
Gary and I have talked at some length about the radio and frequency requirements for next year. Our goal is to insure good racing and maintain safety as the prime concern for all equipment used. We both agree that all radios used in NMPRA events in 1990 will have to be 1991 compatible. The only controversy appears to be: How do you make sure everyone is adhering to the rule? In the last newsletter, Gary provided a statement of policy with regard to the new rule that met with some confusion. In an attempt to clarify the situation....all radios used in 1990 for NMPRA events must meet one of the following criteria:

- Be listed in the AMA magazine, Model Aviation, as meeting the AMA guidelines for 1991 radios.
- Have an AMA "Gold Sticker" on the transmitter and use a 1991 narrow band receiver.

This last point is the most difficult to administer. Remember our intention to assure safe racing with little or no radio interference from within the flyers at a race. When in doubt you probably need to update your system. With all the effort we put into our airplanes, it just is not worth the risk to lose it to radio problems.

One last item for this month. Many people have been concerned that NMPRA only represented the Formula I flyer. As I said in my candidate statement, I have flown all the racing events and would support all of them through this organization. As a result, I am pleased to announce that Jim Allen, Phoenix, AZ, has consented to take on the job of National Quickie 500 Vice President. Jim is a force in any Quickie event in which he flies. Look elsewhere in the newsletter for additional exciting news for Quickie racers.

Mike



## NMPRA OFFICERS

### PRESIDENT

Mike Helsel  
20936 Quail Run Drive  
Walnut, CA 91789  
(714) 598-3342

### SECRETARY/TREASURER

Ron Schorr  
5224 Teesdale  
North Hollywood, CA 91607  
(818) 9895-5527

### DISTRICT VICE PRESIDENTS

**DISTRICT 1 - WESTERN**  
Chuck Brown  
12083 Caminito Corriente  
San Diego, CA 92128  
(619) 487-5670

### DISTRICT 2 - NORTHWEST

Pete Bergstrom  
4219 - 201st Ct. East  
Spanaway, WA 98387  
(206) 847-2055

### DISTRICT 3 - CANADIAN PRAIRIE

Ted Biggs

### DISTRICT 4 - NORTH CENTRAL WEST

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Looking for Volunteer

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Avon, CT 06001  
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### DISTRICT 7 - SOUTH CENTRAL EAST

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Allenwood, GA 30049  
(404) 241-0865

### DISTRICT 8 - SOUTH CENTRAL WEST

Dickie Ritch  
11042 Waxwing St.  
Houston, TX 77035  
(713) 729-3446

### QUICKEE 500 VICE PRESIDENT

Jim Allen  
956 E. Huber  
Mesa, AZ 85203  
(602) 464-1443

### NEWSLETTER EDITOR

Don Nix  
7522 Calmcrest  
Downey, CA 90240  
(213) 887-0801

## RACE ANNOUNCEMENTS

The Newsletter will be happy to publish announcements of upcoming races free of charge when space is available, under the following conditions:

(1) Sponsors must furnish camera-ready copy, maximum size 8" wide by 5" deep.

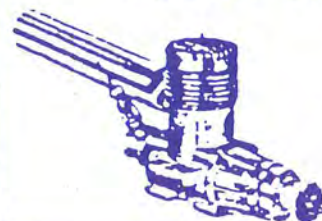
(2) Send all copy to the editor, address on this page, no later than the 10th of the month for publication in the next newsletter.

(3) Announcements will be printed on a space-available basis. In the event we receive more announcements than we have space for, preference will be given the first received.

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# Reports From Your District Vice Presidents

## DISTRICT 1 - CHUCK BROWN

One of the first duties as your new VP was to meet at Betty Stream's house, along with Mike Helsel, to set up the schedule of races for 1990. It looks like we will have a good program:

### FORMULA I

February 24, 25	Phoenix
March 24, 25	Whittier Narrows
April 21, 22	Chula Vista
May 19, 20	Calif. State Championships (Site to be announced)
June 23, 24	Sepulveda Basin
July 14, 22	Nationals (All Events)
August 18, 19	Modesto Q500, F-1
September 8, 9	FAI Team Selection (Proposed) Sepulveda Basin
September 22, 23	Phoenix
October 20, 21	F-1 Championships (Site to be announced)

### QUICKIE 500

February 17	Sepulveda Basin
March 10, 11	Mile Square
April 8	Chula Vista
May 27	Whittier Narrows
August 5	Whittier Narrows
August 18	Chula Vista
October 6, 7	NMPRA Q500 Championship, Phoenix, AZ
November 4	Chula Vista

Plans for a new Formula I trailer are in the works. We are investigating using a shutter system instead of lights. More information about this later.

### NOTES:

We will need someone in the L.A. area to store and haul the trailer...

The P.A. system needs servicing - If anyone can help with either of these things,, please call Chuck Brown at (619)487-5670 or drop me a line at: 12083 Caminito Corriente, San Diego, CA 92128.

Thanks.

## DISTRICT 6 - PETE REED

On Saturday, December 2, the Northeast Pylon Racing Organization (NEPRO) had their annual planning session at the home of newly elected NMPRA VP Pete Reed. A dozen or so hardy colonists braved the early winter (20 degrees, slight snowfall). Our purpose was to plan the race dates for 1990 and discuss possible rules changes for our one engine Q500 event (K&B). Our program is as follows:

April 29	Bear Mountain parking Lot F-1/FAI, Q500
May 6	Hadley, MA (tentative) F-1/FAI, Q500
May 20	Bridgewater Correctional Ins. Q500, Beginner Q500
June 2	Ellington (NCRCC) F-1/FAI, Beginner Q500
June 10	Farmington (CCRC) Q55
July 1	Orange, MA, Q500
July 8	Ellington (NCRCC) F-1/FAI, Q500
August 5	Weymouth Naval Air Station F-1/FAI, Q500
August 18, 19	Ellington (NCRCC) Q500, Two 1-day meets
September 15, 16	Hadley, MA Dist. I Championships F-1/FAI, Q500

In addition to the race schedule, there will be a race clinic for anyone interested in any phase of racing at Pete Reed's home in January. Approved solutions to installation and construction problems will be demonstrated.

As our President's request, we took a small poll on Q500 and F-1 attitudes on the question of limiting Q500 entries at the NATS respondents split 5 - 4 in favor of limits. Two felt that if you race F-1 or FAI, you can't race Q500; three excluded the top five or ten F-1 finishers from the previous year.

If NMPRA sponsored a Q500 Championship race, only one of nine would travel to it.

If NMPRA sponsored significant prizes for F-1 district winners, six of nine would compete in F-1.

When asked if anything would induce new competitors to enter F-1, the most popular answer was "No beauty contest, pants, pilots or fancy paint jobs".

Our Q500 requires K&B side exhaust, but allows flow-thru mufflers. Mac is very slow in producing them. Art Arno sent a proposal to require closed-end mufflers and suggested the MAC Scotsman. Unfortunately, Tower doesn't stock it, so we decided trading one known situation for an unknown wasn't smart.

We decided to try to organize a championship race near the Albany-Schnectady area so some of the more western tribes in the district could participate.

After a ceremonial sacrifice to the gods who took away our Fall flying season by bringing Winter in eight weeks early, we dug into Tinka Reed's wonderful Lasagna and salad. Stuffed, the participants beat their way home through the nine degree evening. Does anyone know more than three recipes for leftover Lasagna?

Happy Holidays from the Colonies!

**GREETINGS  
FROM YOUR  
NEW EDITOR**

By virtue of circumstance, questionable intelligence and the fact that the office of your new president, Mike Helsel, is only about 500 yards from mine, I find myself taking over the reins of the editor's job.

No doubt at this point, those of you who don't live in the land of perpetual flying weather (translated: the West Coast), may be saying, "Who the heck is Don Nix?" Come to think of it, that same thought might well be running through the minds of many out here, also.

Well, just once for the record, never to be mentioned again, I'm just an ordinary R/C'er who is fortunate enough to make his living in the hobby industry (I manufacture Powermaster fuel and other hobby products). I've never raced, but have loved anything with wings from my earliest memory. Mike and I were having lunch recently, the subject of the newsletter came up, one thing led to another, and here I am.

One of our first goals is to try to upgrade the newsletter with more and better graphics, more pictures, this larger format, a little color, etc. We won't get it all done the first issue, but you can certainly expect improvements and additions during the first several months.

The mechanical part will be easy - the hard part will be up to you - and dependent on you. This is *your* newsletter, and we want it to reflect just as much as possible every geographic area, every area of interest and, quite literally, every individual member.

We will try to coax each of your District VP's to submit a report of activities in their district every month, along with photos, if possible. Obviously, photos are not only welcome but vigorously solicited. *Any* newsletter is immeasurably improved by pictures, and even more so when we all share a common interest.

Black and white photos are best, of course, but they are about as rare as the dodo bird, so just send color prints - preferably those with good contrast and with people and planes as large a part of the total picture as possible.

In addition, absolutely anything that might be of interest to your fellow go-fasters is encouraged. It's human nature to be curious about others who are doing the same thing we are. Closing date each month for submissions will be the 10th, and earlier will make you a hero. Those of you with access

to a fax can take a short cut - (213)887-0804 - and it's turned on 24 hours a day, 365 days a year. If you have a new magic machine, send me a PC compatible text file on 3 1/2 or 5 1/4 floppies.

If personal conversation is desired, then try (213)887-0801, 9:00 A.M. - 5:00 P.M. Golden West Time.

Bye,



## QUICKIE 500 NATIONAL CHAMPIONSHIP RACE

Attention all Quickie 500 flyers! The 1990 NMPRA National Championship Race has been scheduled for October 6 and 7 in Phoenix Arizona. This will be the first invitational Q500 Championship Race (it is equivalent to the NMPRA Formula I Championships). That means you must qualify in your own district to be invited. Below are the requirements:

- Qualify within each district, just as in Formula I.

1. Be in the top 20% of your district in total points.
2. Finish in the top ten at the AMA Nationals.
3. Finish in the top five in the Canadian Nationals.
4. Be an NMPRA officer.
5. Be one of two special selections by the NMPRA District Vice President.

- Must be an NMPRA member before any points can be acquired or qualify through top finishes at either NATS.

- All district points will be earned by flying under local rules. In districts where more than one set of rules or class of Quickie is flown, a pilot can use only one class to accumulate points. Points are accumulated by the number of NMPRA members flying in the race. Non-members will NOT be counted as entries for point purposes.

The Championship Race will use AMA rules for Quickie 500. Therefore, it is possible to qualify by flying a different set of rules than that used for the Championship Race (for example, in Arizona there are two sets of engine rules, depending upon which class of Quickie is flown).

Look for further information about the special awards to be presented at the 1990 NMPRA Quickie 500 Championship Race.

# The Many Reasons Why You Don't Go Fast

by Dave Shadel

Having customized and maintained the majority of the engines currently being used in FORMULA I, I have a pretty fair idea of what those engines are capable of when they leave my hands. there are a large number of variables.

A few examples follow:

1. Chuck Wahl and Jeff Hubert from Northern California don't seem to be able to run better than 1:16 or 1:17. I have observed Chuck's airplane on several occasions, and I felt that he was giving up a lot around the 2/3 pylons. He thought otherwise until he and Jeff set up a video camera at the Championship race this year to record his performances at 2/3. After considerable taping and evaluation of his flying versus those who flew inside of him, Chuck figured that he was giving up between .5 and 1 second per lap. It doesn't take a genius to figure out what that will do to your ten lap time! Look for Chuck to be flying a lot tighter next year.

2. At Phoenix in February '89, I had an interesting comparison of fuels while trying to figure out why another competitor just couldn't go fast. We ran his on his so-called 65% that "a friend" had mixed. Some friend. My fuel was a solid 1,000 RPM better on his setup. Fuel is important. If you are unsure of your ability to mix your own, Powermaster sells an excellent racing fuel.

3. Richard Verano is, unquestionably, one of the very best fliers to come along in Formula I in many years. He has gone right to the top in a very short time. There are several reasons. Richard has good equipment, and he takes extremely good care of it. When he asks questions, he listens to the answers. He is very meticulous in his preparation. He doesn't make big changes (at least not until this year's Championship Race) unless he knows the result beforehand. Richard was an also-ran before Jim Shinohara built him an airplane. He struggled to go 1:15 or so. Now he has a proper airplane, and he went 1:08 at Crow's Landing. A good airplane is a lot more important than you think.

4. Let's assume that an F-1 airplane is travelling 200 feet per second. (They are actually faster than this). If you have 2 equal airplanes and one pilot flies 100 feet farther per lap, he will finish 5 seconds behind the other pilot. If's not too hard to add 100 feet per lap. A little wide here and there really adds up. There's no substitute for flying tight every lap. The best (and fastest) pilots almost never miss the course by more than just a couple of feet.

5. A couple of years ago, an unnamed customer was given an engine that was extraordinarily strong. He goes out to test fly it and goes squeaky lean in 3 laps. He then proceeds to do it again. Same results. I ask what he is doing. He tells me "70% nitro and a 3 inch pipe." The ultimate result is one fried engine, and it wasn't even given half a chance.

Please try to digest some of this. I'll give you more to chew on next month.

(TO BE CONTINUED)

## Murfreesboro Modelers Association Inc.

P.O. Box 368  
Murfreesboro, TN 37133-0368

The Murfreesboro Skyhawks are exploring the feasibility of hosting a 2-day F-1 race this year in Smyrna, TN. The thought occurred to us that with the 1990 NATS in Lawrenceville, IL, and the F-1 Championship race returning to the East Coast, this would be a good year to revive F-1 in our area. Our aim would be to establish an event which would continue annually in years to come. Understandably, an undertaking of this nature will require the support of more than just the F-1 flyers of the Southeast. If we can be reasonably assured of drawing 30 to 40 contestants, the success of such a race would be guaranteed. Our ability to solicit local sponsors will help toward awards and prizes in excess of \$500 for, say, the top five and Fast Time.

For those unfamiliar with the site, Smyrna, TN played host to the 1984 F-1 Championship Race and the 1987 FAI F3D Team Trials, as well as annual races for Quickie and QM since 1981. From 1981 to 1986, F-1 was included in the schedule at the April contest, but shared the weekend with Quickie and QM.

In order to make a rational decision about the advisability of such an event, we need your input. If you would support such an event, please write or call me immediately. Not only do I need to know if there is sufficient interest to justify the output of time and energy for such a race, but I also need suggestions for dates which would not be in conflict with other traditional F-1 races. The only time slot I can come up with is late March or early April, but maybe one of you can suggest another date. Also, what kinds of awards would you like - unique trophies, jewelry, radios, money, etc.?

Finally, it should be noted that the controlling authority for the Smyrna Airport is about to change. It is our hope that we will be able to continue to use the Smyrna site for many years to come, but the possibility exists that we might not be able to do so. This situation is being mentioned now, so that in the unlikely event that we would have to cancel a race, everyone will know why.

Looking forward to hearing from all of you.

Sincerely,  
Greg Doe, 407 Pony Dr., Smyrna, TN 37167  
(615)459-6845

# PRO-FLYERS

# PHX FORMULA 1 CLASSIC FEB. 24, 25

ENTRY - \$40.00 PRE-ENTRY - \$30.00, postmarked by February 17th.  
static Judging & Registration - 7:00 PM - WINDMILL INN, 15545 W. Bell Rd.,  
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As per NMPRA guidelines, Channels 12, 18, 24, 30, 36, 42, 48 and 54 are not allowed. Send Pre-entry to: Bob Granito, CD, 3242 W. Cactus Rd., Phoenix, AZ 85029. QUESTIONS???? Bob Granito (602) 863-2115 or Mike Del Ponte, (602) 843-3451.

PRO FLYERS FIELD is located 1.2 miles west of Hwy 60 on Happy Valley Rd., near Wittman, AZ.

## PHOENIX FORMULA 1 CLASSIC

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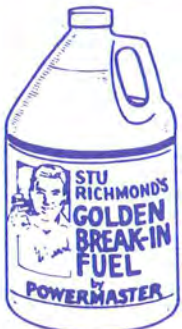
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| RICHARD VERANO -   | 1st Place, Formula I, 1989 Nationals   |
| DAVE SHADEL -      | Two-time FAI Pylon World Champion.   |
| DAVE PATRICK -     | 1989 Canadian Aerobatic World Team Member, Tournament of Champions Competitor.   |
| STEVE HELMS -      | Two-time World Aerobatic Team Member, 9 time Tournament of Champions Competitor. |
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**1990**

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City, State, Prov., Zip \_\_\_\_\_

Date of Birth \_\_\_\_\_

AMA Number: \_\_\_\_\_ NMPRA Number: \_\_\_\_\_

Interest: FI \_\_\_\_\_ QM \_\_\_\_\_ Q500 \_\_\_\_\_ FAI \_\_\_\_\_

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