

NMPRA NEWS RELEASE

HIGH PERFORMANCE



SEPTEMBER 1990

National Miniature Pylon Racing Association

AMA Affiliated

Since 1965

Top View



from the President

As the racing season comes down to the final days, activity seems to increase. This month we have had a major threat to our Quickie rules, final planning for Championship Races, FAI qualification race, and officers for next year.

Just got a call from Dick Ritch about a "discussion" at a recent Q500 race in Texas. It appears that some have interpreted the AMA Q500 engine rule in such a manner as to include "commercially available engines from engine customizers." This is most certainly in violation of the intent of the engine rule. While there is some basis for an interpretation in this direction, the NMPRA is taking a firm stand that engines modified or remanufactured by third parties do *NOT* meet the "stock" provision called for in the AMA rule book in section 7.1 of the Quickie 500 rules. The first sentence of this section is the most important: "Engines used in this event must be *unmodified*, commercially available, front intake, side exhaust with an operable radio controlled carburetor and muffler as supplied by the manufacturer for the engine being used." The key terms are "unmodified" and "manufacturer." Clearly, the intent is that the engine comes from a single engine manufacturer who is responsible for the design and manufacturing of the engine. If a third party takes an engine and "modifies" it and resells it as his own version, that will not meet the intent of the rule.

I have always been one to believe that racing participants should take every advantage of the rules. But, at this time, for the Quickie event it is necessary to make this an NMPRA rule interpretation. If you want to push the rules to their fullest extent, try another event. The Quickie event is meant to be an entry level or low key racing event for the experienced racer. That is one reason I support the rule change put in the rule cycle this year that Q500 utilize two classes; Sportsman and PRO. If you feel strongly about this interpretation of the Q500 engine rule, give your district VP, Jim Allen or me a call, or drop us a note.

Meanwhile, planning is nearing completion on both the Q500 Championship in Phoenix and the Formula 1 race in Deland. See Jim Allen's column for details on the Q500 race. As for Formula 1, make your plans now, for every competitor who qualifies and enters the race will come away with not only the great memories of competition in the most prestigious race of the year, but other rewards as well. As I hope you all know by now, Pacer Industries and Futaba have agreed to be co-sponsors of this race. With cash and special trophies to the winners, everyone will have the chance to compete for other prizes. Mark your calendars for October 20 and 21.

I just heard that congratulations are in order for the USA's 1991 FAI F3D team selected this past Labor Day weekend in Toledo, Ohio. The team consists of Dub Jett, Lyle Larson and Henry Bartle as pilots. I don't have a confirmation about their callers. Wayne Yeager will be team manager. I know we all wish them well next year in Italy. We should not forget the current, two-time F3D World Champion, Dave Shadel, who will be defending his title.

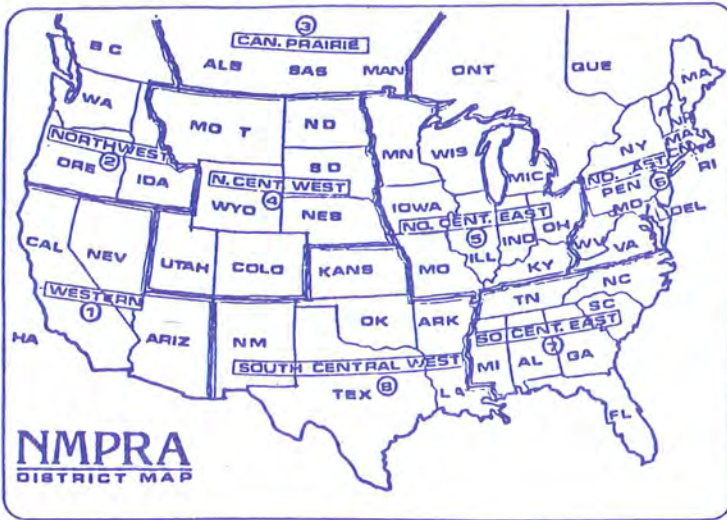
"It appears that some have interpreted the AMA Q500 engine rule in such a manner as to include 'commercially available engines from engine customizers.' This is most certainly in violation of the intent of the engine rule."

Again, it is time to place nominations for NMPRA officers for the next year. We have received only a few nominations to date. The deadline will be September 30. Ballots will be sent out then and must be returned by October 15 so we can introduce the new officers at the Formula 1 Championship race in Deland. We would also like all candidates to write a one or two paragraph statement so your constituents will know what you stand for. We will include these with the ballots.

Remember, this is your organization and without input from you, your officers cannot serve you.

Ready Turn.

Mike



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District VP Nominations

Please accept my nomination of Dickie Ritch for the District 8 Vice President.

Bob Miller

I would like to place the name of Drew Jerina in nomination for 1990 NMPRA District 8 Vice President. Drew has been a NMPRA member for many years as a contributor as well as member. He has held various working positions in the Dallas RC Club over the years.

Drew has also contributed as one of the Districts' most prolific Pylon CD's.

Drew will bring leadership to the District and the diplomacy needed to work with the national organization.

Bob Greer

From The Editor's Desk

Whenever you notice this column missing from an issue, it's usually for space consideration. Fitting all the copy so that we come out with exactly the right number of pages is always a tightrope act, and my feeling is that this particular column is among the more expendable bits of information.

A phone call the other day made me think that perhaps something needs clarifying. The caller took me to task a bit because I was "not printing race results from their district, and had never printed results from an adjoining district."

I take this job seriously; I would not have taken it had I intended otherwise. I'm well aware that in something like this, it is virtually impossible to make everyone happy all the time. My personal policy is to print everything that is sent to me, unless the material is (a) self-promoting, (b) libelous or (c) potentially dangerous or harmful.

On perhaps two occasions, I have left out some race results because of space limitations. As I mentioned in the opening paragraph, copy fitting is always a problem. Sometimes things fall into place rather easily. Other times, I end up with everything just fine, except for maybe an extra half page.

It does not seem in the best interest of NMPRA to incur the extra printing and possible postage expenses to add another four page section for this one item. This happened just last issue, so I made an editorial decision and deleted my own ad. The revenue from the ad would not have covered the extra printing and postage cost, and I really didn't have anything worthwhile to fill the other 3-1/2 pages, other than perhaps cartoons and filler copy. I also dropped my column from that issue.

Back to the complaint in question: As it turned out, in the first instance, the results of the race in question had been sent to me a full three months after the race was held. In the second, as I told the caller, I have never received the first piece of mail from the District VP.

Fellas, if I don't get 'em, I can't print 'em.

As a reminder, deadline for copy is the 10th of each month. Occasionally, as in the case of the Nationals, we might arbitrarily decide to fudge a bit to include especially important results or announcements, but don't count on it. Unless you discuss it with me otherwise, the 10th should be considered a hard deadline.

As we head into the final quarter of the year, I would still encourage you to send in your comments, suggestions, informative articles or whatever. Within the parameters mentioned above, we'll be most happy to print them — and I totally appreciate those of you who have taken the time to do so in the past.

Don

Closing date for ad copy, photos, editorial copy, etc. is the 10th of each month. Copy to be reproduced exactly should be mailed. Copy to be reset can be mailed, or faxed to (213) 887-0804.

Toledo F3D Team Trials

by Lyle Larson

Once every two years you have a gathering of the United States fastest flyers to qualify for the honor of who will represent the USA in F3D Pylon Racing. This year was no exception. The fastest of the fast were there.

World Champion — Dave Shadel; the world record holder — Richard Verano; National F1 champions like Dubb Jett, Gary Hover, Henry Bartle, Clark Wade, Ron Schorr and Jim Katz. Also, a newcomer to pylon racing — Chip Hyde, whom everyone knows as one of the best pattern flyers in the world. It seems his racing talents are starting to match his pattern abilities.

One of the first things I want to mention is about the hospitality of the Ohio Weak Signals Club and Wayne & Karen Yeager. They made all of us feel very special. We were treated to free breakfasts, lunches, and a steak supper that would rival the best I've ever had. They worked three days in the heat, running race after race with no mistakes. We raced eight times on Saturday and four on Sunday. It seemed like the whole club turned out to help — They were great!

Friday was practice day. It was a beautiful day with no wind, 80 degrees, with about the same humidity. As expected, everyone was going fast. I saw many practice flights of 1:10. At the end of practice, everyone knew that Saturday was going to bring some spectacular racing.

In F3D Pylon Racing you race the clock. In every race you try to get as low a time as you can, so there's no sand-bagging. At the end of twelve rounds, you pick your ten fastest times. The three flyers with the lowest times get to represent the United States in Milan, Italy in the summer of 1991.

Saturday brought out the gremlins for many a flyer. Richard Verano folded a wing and could not get his backup to go as fast or fly as well. Gary Hover crashed after setting a new world record of 1:10.40. Dave Shadel had a problem finding the course and had a cut in each of two races; but, like a champion, managed to make a spectacular comeback. Jim Katz' plane was one of the fastest there, but could not find its way around the course and kept losing parts, which gives you a zero in F3D competition. There are so many flyers I could mention who were going fast, but who seemed to be having some form of bad luck.

When the smoke cleared on Saturday night, it was Dubb Jett in first with a one second lead over Dave Shadel. Then, Henry Bartle was five seconds behind them with Lyle Larson four-tenths of a second behind Bartle.

Not much had changed nearing the end of the day on Sunday. Jett was first, Shadel second, Bartle third, Larson fourth, and Chip Hyde fifth. It was so close that the last round changed everything. Jett, with his superb flying, still held on to first by one second. Shadel pulled out of the competition so that he could go to Italy as the reigning World Champion. Larson flew his best heat of the weekend, and Bartle caught prop-wash in

(Continued next page)

Reports From Your District Vice Presidents

District 4 – Daryl Tulberg

Billings Montana Spring Race Meet May 5th & 6th

With the opening race of the season, Billings saw the faces of four new Novice racers, all from Billings. Morris Miles, Dennis Winchell, Pat Kenney and Brian Seaholm, who at 10 years old is the youngest racer in the Northwest. He is probably going to go fast just like his older brother, A.J.

Novice Q-500

| | | |
|-----|--------------|-------|
| 1st | Dick Smith | 1:51 |
| 2nd | Rich Taylor | 1:46* |
| 3rd | Morris Miles | 2:01 |
| 4th | Larry Allred | 1:59 |

* - Fast time

AMA Quickee 500 had a total of 11 racers. There has been a lot of heavy bench racing leading up to this first race of the year, with Earl Seaholm predicting his new Fox engine to be a sure winner. With the short course set and tensions high, it made for a very exciting race. Leon, in the run for a place, came short in the last lap of the last heat with a battery pack failure. So close, yet so far – Too Bad.

AMA Q-500

| | | |
|-----|--------------|-------|
| 1st | A.J. Seaholm | 1:32* |
| 2nd | Wayne Venetz | 1:37 |
| 3rd | Earl Seaholm | 1:32* |
| 4th | Randy Ward | 1:39 |
| 5th | Leon Elbert | 1:36 |
| 6th | Mark Redding | 1:35 |

F3D Team Trials

(Continued)

his last heat, which slowed him down by two seconds. At the conclusion of the race, it was Jett first, Larson second by six-tenths of a second over Bartle, who took third. Chip Hyde was fourth.

The Joint-Military Club should be proud because three of the nation's fastest flyers are from our club. Hopefully, we can finish one, two, three and four in Milan, Italy, and carry on the tradition that the United States is second to none.

After hearing the results of the race, Frank Smith, president of the Joint-Military club, said that he would make a second effort with the United States Marine Corp. to open up the helicopter pads on Camp Pendleton for the USA Team to practice on. If so, the team could sure use some help of the club members in the future. Also, in the next year, if you are able to donate any money to the team, it would be greatly appreciated. Remember, the U.S. is the Best!!!

| | | |
|------|-----------------|------|
| 7th | Dennis Sheridan | 1:47 |
| 8th | Bob Toombs | 1:59 |
| 9th | Don Hungerford | 1:46 |
| 10th | Hans Algard | 1:45 |
| 11th | Mike Sperry | N.T. |

The wind gods were not very kind to the Formula I pilots. With the wind blowing 90 degrees across the course at 30 to 40 miles per hour and no way to change the course, the pilots had their hands full. Also, cross wind landing on a small asphalt field was even more hair raising. Not a day for the faint of heart.

Formula I

| | | |
|-----|----------------|----------------|
| 1st | Mark Redding | 1:34 |
| 2nd | Mike Sperry | 1:27 |
| 3rd | Leon Elbert | 1:22* |
| 4th | Bob Toombs | 1:44 |
| 5th | Larry Allred | 2:00 |
| 6th | Hans Algard | 2:11 |
| 7th | Randy Ward | N.T. (Mid-air) |
| 7th | Don Hungerford | N.T. (Mid-air) |

* - Fast Time

Best of Show – Leon Elbert - Larson Cosmic Wind

Missoula, Montana Race Meet July 7th & 8th

The second race of the year took us to the beautiful Flathead Valley – the Banana Belt of Montana. The race site was on a 2,000 acre sod farm. The course was mowed green close and then rolled. What a super flying site! The continuous watering made our altitude density about that of sea level. This was reflected in the times that were recorded.

Since Billings, many of us fine-tuned and practiced to see if we could give the Seaholm bunch a run for their money. Being a force to reckon with for three years, many of us have been trying our best to give Earl and A.J. a shellac'n', only to fall victim to their skills and horsepower. It was a great disappointment to find out that the Seaholms couldn't attend – Earl had pressing business priorities to handle. Earl, just wait until A.J. can drive – He'll leave you at home?!

Also, we were glad to see our friend from Spokane, J.R. Wilbur. It's always good to see him and have him fill us in on the goings on in his area.

AMA Q-500 Long Course

| | | |
|-----|------------------|----------|
| 1st | Randy Ward | 1:32.06* |
| 2nd | Dave Gasnoda | 1:42.97 |
| 3rd | Jeremy Patterson | 1:37.30 |
| 4th | Daryl Tulberg | 1:35.56 |
| 5th | J.R. Wilbur | 1:38.53 |
| 6th | Don Hungerford | 1:41.38 |
| 7th | Mel Reed | 1:39.96 |
| 8th | Duane Felstet | 1:43.98 |

* - Fast Time

Formula I saw a new state record of 1:13.41 by Leon Elbert. Many of the pilots had a lot of trouble with their engines because of high humidity and fair temperatures. We are all used to very hot and dry days. Man, talk about horsepower in those conditions! Many of us turned personal bests at the meet after we got our ducks in a row.

Many of the pilots feel that with time, the flying site, and the good help, Missoula could turn into a premier race meet. Thanks, Missoula, and thanks, helpers.

Formula I

| | | |
|-----|----------------|----------|
| 1st | Mark Redding | 1:20.80 |
| 2nd | Randy Ward | 1:27.89 |
| 3rd | J.R. Wilbur | 1:21.88 |
| 4th | Leon Elbert | 1:13.41* |
| 5th | Daryl Tulberg | 1:16.20 |
| 6th | Duane Felstat | 1:34.72 |
| 7th | Mel Reed | 1:32.02 |
| 8th | Don Hungerford | N.T. |

* - Fast Time

Best of Show — Leon Elbert - Larson Cosmic Wind

Q-500 — Jim Allen

The NATS are now history. Quickee had a record 96 entries and the best competition I think I've ever seen. There were at least ten people in the teens with most of the entries capable of flying in the twenties. Wayne and Karen Yeager did a great job running the race. We got in six rounds in the two mornings that were allotted to Q500. Karen and her able crew of workers were averaging about 4-1/2 minutes flag to flag between heats. That's as quick as I have seen. The only thing that might have helped would have been cut indicators at Pylon #1 and cut horns at Pylons 2 and 3. Overall, it was a great event.

At the NMPRA meeting held on Thursday night of the Nats, there was quite a bit of discussion about Quickee. What it all boiled down to is, DON'T MESS WITH THE RULES!!! The event has grown tremendously since the AMA rules were implemented a few years ago. There may be some minor problems but nothing that needs a rules change. Altogether, it's a fun, competitive event that's becoming more popular all of the time.

Time is winding down on the end of the Quickee season, Labor Day, September 3rd. All results must be in the hands of Ron Schorr by Friday, September 7th so that points can be tallied and invitations for the Championship race sent out to the people who qualify. We will be getting the invites out as soon as possible so that reservations and travel plans can be made. The headquarters for the race will be the Windmill Inn in Surprise, AZ, with the race being at the Pro-Flyers flying field. There are 30 rooms reserved in the name of the NMPRA for the evenings of October 5th and 6th. The room rate will be \$52 per night — a bargain for a two room suite. If you are sure you will qualify, go ahead and make reservations at 1(800)547-4747. It should be a great race.

Mike has agreed to support this race very heavily with cash and prizes. We want to show the Quickee flyers that the NMPRA

is going to support their event. If this race doesn't do it, I don't know what will. We are planning trophies to 10th place plus fast time for the race, and through 10th place for season points. We hope to have some sort of dinner get-together on Saturday night of the race to give out season points trophies. I am already seeing a lot of interest from around the country, so the competition should be excellent.

One thing that may cause a little controversy is that I am going to require that all Rossi engines at the Championship race have .40 size carb barrels (.305). I realize that there may have been a few engines sent out in the states with the .330 carbs, but the engine was never intended to have them and were never produced in enough numbers to make them legal with the larger size barrel. At the NATS, of the engines that had larger carbs, I would be willing to bet that very few, if any, came with them. The other problem seen at the NATS was barrels of sizes not produced by the manufacturer. Rossi has made .330 (60 size) and .300 — .305 (40 size) barrels. In Illinois, there were several carbs of diameters that were never produced and sold in a Rossi .40 engine. So, to keep this from being a problem in October, I am notifying everyone ahead of time that only .40 size carbs will be allowed at this race, and they will be inspected.

The final issue this month is only for the Western District. Last year at the Chula Vista race, it was decided by the racers in attendance that the California Expert Q500 rules would be updated to make the airframe requirements the same as the AMA class and keep the current engine and prop rules.

When the rules were changed, they were not copied directly from the AMA rules. There were some loopholes which were covered in the wording of the AMA class and not in the California rules, such as the required control functions. Also, the California class has a minimum stab area and tail moment which are not requirements in the AMA class. It was recommended by the contestants at the Whittier Narrows Q500 race on August 5th that the rules be revised so that there would be a piece of paper listing the engine and prop differences of the California class and then reference the AMA rule book for the rest of the requirements. This should clarify any questions or problems that we have with the current rules.

With this in mind, I would like to have all interested members of the Western District send me a note with a YES or NO vote. YES, rewrite the rules so that only the engine and prop differences are listed in the California rules and the AMA rules are referenced for everything else. NO, leave the rules as they are currently written. Try to get your vote to me by September 14th.

That's about all for now. Make sure those race reports are in to Ron by September 7th. 'Till next month, Good Racing.

Jim

Don't Forget...

**Nominations for NMPRA Officers
must be received by Ron Schorr no
later than September 30!**

Whittier Narrows Q-500 August 5, 1990

by Russ Kime

37 flyers showed up for what appears to be the last Western District Q-500 race before the NMPRA Championship race in Phoenix in October, since Chula Vista had to cancel their scheduled race due to loss of their field.

Seven flyers flew in both the AMA and the Cal-Zona categories, bringing the effective entry list to 44, with 17 in AMA and 27 in the faster Cal-Zona class. Five rounds were flown, starting at 9:30am, for a total of 67 heats (2 flyoffs), all completed before 5pm.

In the AMA class, Henry Bartle took top honors, repeating his win in the Memorial Day race. He also set fast time of 1:20.15, and had a perfect 15 point score (3-plane heats). George Flynn, returning to racing after a hiatus of several years, took second.

In the Cal-Zona class, Lee Von Der Hey also recorded a perfect 20 point score for top honors, but his final round of 1:06.42 was only the third best time recorded. Larry Laulom took the paint off the pylons in round 3 with 10 perfect laps and a 1:04.42 time, and backed it up with a 1:05.55 in round 5. His two zeroes in rounds 1 and 4, however, took him out of the money. Bob Nickle cruised in for second place with 17 points. Ron Russell, another old-timer like Flynn, had one cut in round 4, and took third place with 16. He beat out Flynn, who has only one good eye, in a flyoff.

The very experienced San Gabriel Club received several compliments for a well-run race (no reflays were necessary) which is rare enough in itself these days. Russ Kime served as Contest Director.

Trophies were awarded to fifth place in both categories. The top ten were:

| AMA Class | | |
|-----------|---------------|-------------|
| 1st | Henry Bartle | 15 |
| 2nd | George Flynn | 14 |
| 3rd | Angel Garcia | 13 |
| 4th | Randy Coffman | 12 (flyoff) |
| 5th | Jim Guarrera | 12 |
| 6th | John Creagh | 10 |
| 7th | Leon Elbert | 10 |
| 8th | David Hill | 9 |
| 9th | Ron McClave | 9 |
| 10th | Len Curiel | 8 |

| CAL-ZONA Class | | |
|----------------|-----------------|-------------|
| 1st | Lee Von Der Hey | 20 |
| 2nd | Bob Nickle | 17 |
| 3rd | Ron Russell | 16 (flyoff) |
| 4th | George Flynn | 16 |
| 5th | Mike Helsel | 15 |
| 6th | Jim Allen | 14 |
| 7th | Scott Manning | 14 |
| 8th | Gene Sidwell | 13 |
| 9th | Larry Laulom | 12 |
| 10th | Tony Lopez | 12 |

Sepulveda Basin July 22, 1990

by Len Curiel

On July 22, 1990, a Q-500 race for both Cal-Zona 500 and Quickie 500 commenced on a hot sultry morning at the Sepulveda Basin in Van Nuys, California. Total entries, 21 Cal-Zona and 15 AMA 500 flyers were present. Fuel used was K&B 500.

When the dust had settled, two fly-offs determined final placings. Lee Von Der Hey bested Jerry Skoczylas and Bob Nickle for first place in Cal-Zona 500. In AMA 500, John Creagh was all alone at the top with Gene Sidwell nipping Jess Coffman for 2nd place. Fast times were posted by Larry Laulom in Cal-Zona at 1:05.4 and Jim Guarrera in AMA 500 at 1:23.3.

CAL-ZONA 500

| | | |
|-----------|----------------|---------|
| 1st | L. Von Der Hey | |
| 2nd | J. Skoczylas | |
| 3rd | B. Nickle | |
| 4th | T. Costan | |
| 5th | B. McClave | |
| Fast Time | — L. Laulom | 1:05.4* |

* New Cal-Zona 500 Record (Magic Muffler)

AMA 500

| | | |
|-----------|---------------|--------|
| 1st | J. Creagh | |
| 2nd | G. Sidwell | |
| 3rd | J. Coffman | |
| 4th | R. McClave | |
| 5th | T. Cardin | |
| Fast Time | — J. Guarrera | 1:23.3 |

RACE ANNOUNCEMENTS

HIGH PERFORMANCE 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-availability basis. In the event we receive more announcements than we have space for, preference will be given to the first received.

Letters To The Editor

(Ed note: The following has been received from Dave Kammerer, Simi Valley, CA. While it is sure to cause some controversy — and perhaps even anger some — I feel Dave has some valid points. I suspect it will also generate more than a few cheers. As always, your responses, criticisms and comments are welcome.)

For background information, I have been sport flying R/C and a Racing spectator and course worker to F1, Q-500, and QM events since 1985. In late 1988, I decided to become a participant in Q-500 Racing. Having a number of Q-500 races under my belt, I have five general observations and conclusions about Racers and Racing that I would like to share with the NMPRA members in Southern California. Specifically, these are areas of our sport that I see as needing improvement.

1. Written information and published documentation appears either non-existent, fragmented, or unorganized and go fast tips seem to be "secrets".
2. Racers are perceived unfavorably by the R/C community and generally have a poor reputation.
3. Races could be better organized and staffed with help from the NMPRA.
4. The frequency of races for Q-500 needs improvement, with more support from local clubs.
5. The more experienced and fast competitors should not be allowed to compete with the novice pilots.

1. DOCUMENTATION

It would be great if some of you seasoned veterans and expert Pylon racers could contribute to putting together a Racing manual that outlines various aspects of Racing. Topics concerning engines, props, prop modifications, airframe construction with respect to racing, and the art of being a good caller would be greatly appreciated by those of us who are just learning and/or interested in getting involved.

This manual could take some of the black magic and mystery out of Racing, if we as an organization are committed to growth and expect to have R/C Pylon Racing turn into more of a *SPORT* than a "Hobby," like collecting stamps.

I have heard many people state that they would get into Racing if they could learn more about it. One way is to have some written information published.

Should I have some support from the NMPRA membership, I will even volunteer to help put the thing together. Some of you experts will need to contribute to it, though!

The intent, of course, is not to hand out your hard earned information on a silver platter, but to inspire new people into getting involved, so that we can attract new people to this sport.

2. R/C Community PERCEPTION

In order for this *SPORT* (Not Hobby!) to grow and become something more than the stamp collecting it is now, new people need to be attracted to it, Right? (Obviously there are quite a few more people out there collecting stamps than flying these silly toy airplanes around in circles...)

Well...Unless, of course HmMMM...we intend to race the same people for the next 20 years, our "Reputation" is something that must be improved, and it won't happen overnight. We need some strategic promotional planning — ie. Racing Clinics, PR at local club meetings, Membership drives, Flyers/Ad's for Races at Hobby shops, Informational flyers given out at each race, NMPRA T-Shirts or stickers, etc. These types of things could stem some interest and improve the lousy image Racing has with the other facets of the R/C community.

Prior to getting involved in Racing, I was ceremoniously lectured by many fellow R/C'ers about why I shouldn't get into Racing. I have concluded that Racers are "Undesirables" as viewed by the other aspects of the R/C community! Racers are perceived as the R/C neighborhood bullies who are troublemakers, unfriendly, unhelpful, irresponsible, boisterous, loud and generally A — holes!

How would you feel if you were a nervous beginner and some F-1 guy started up his 140dB Cosmic Wind 20 feet from you as your instructor was coaching you on your first landing approach? Most of us have forgotten those high wing trainer days — the noise and speed of Racing planes scares the SH-T out of many people and is quite intimidating to them to say the least. To top it off, our sport is "considered" by many other R/C'ers to be dangerous as well. What??? Dangerous??

We as an organization need to formulate a plan to actively promote our sport and change the image — not just talk about it.

3. RACE STAFFING

At times, it seems as though getting course workers is as easy as winning the lottery. I have never been a CD but have helped out on many occasions. Here again, it would be nice if some NMPRA published information (simplified CD handbook) could be available to sponsoring clubs and NMPRA members covering what the requirements are for each course worker. This would help standardize the judgement of each worker and from race to race. Sometimes the procedure is to even entice, beg, summon, bribe, or intimidate spectators into being course workers. Most of the time, these people are inexperienced and have quite a bit of pressure exerted upon them not to screw up and make a bad call, mis-time a plane, forget the lap count, etc. Some Racers do not have any consideration for these great people. They are *VOLUNTEERS* spending their weekend in the hot sun and putting their well-being in jeopardy! (Sometimes it's like you are a sitting duck out on the course!) They are the ones that make it all happen. Without workers, *no race*.

I suggest that each competing NMPRA member must volunteer to work at least one race in his area per year or get his closest unpopular relative (your mother-in-law) to fill in. Free NMPRA T-Shirts should be given to all who volunteer their time.

(Continued next page)

Letters To The Editor

(continued)

4. MORE RACING, SO. CAL.!!!

Yes, indeed, without continued local club participation and support, our sport could die a slow death. This year there were only five Q-500 races in the local Southern California area. Now, our Q-500 season is over since Chula Vista is history for 1990. (Note: This does not count the races in Phoenix). We have the best weather for racing here in So. Cal., yet I get the impression that the rest of the country has more races! Take a look at the 1990 schedule for District 2 (Seattle area): 18 race days for 1990!! — and up there it rains all the time!

I am sure that improving our image would do wonders for club support of Racing. The entry fee can be a source of revenue for the club. However, it is only attractive if the event is well attended, supported, safe, successful and hassle free.

It would be great if a plan could be implemented to add a number of events for Q-500 in So. Cal. for next year as a part of the item 2 promotional plan.

5. WHO RACES WHO??

Now, I am sure that some of you will disagree, however, I feel that the expert flyers should not be allowed to compete directly with the novices in Q-500 — period.

The first thing some of you will say is that "He's a Whiner", "He's not competitive" — well Bullsh-t. I have brought my average time down into the mid 1:30's with a 4 1/2lb. plane and a stock Rossi.

Take a look at Drag Racing. Drag Racers have bracket racing — if you go faster than your bracket, you're out! R/C Pattern has various skill levels, (NOVICE, SPORTSMAN, etc.), and when you win in one level, you move up to the next level, to provide a new challenge for others below you.

In AMA Class Q-500, the level of experience and qualification should dictate the class and competitors you race. Some of the recent Races here in So. Cal. can be compared to a pattern competition having Hanno Prettner competing in Novice class with Joe Whatzhisname anyway. There is no reason why a Q-500 AMA pilot should race a 20 year, F-1 veteran who decides that he wants his 349th trophy, unless the AMA Pilot has earned the right — by qualification — to race him. Nor, should the AMA Class pilot be allowed to Race two classes at one Race. It seems to me that we need another class between AMA and Cal-Zona to meet the needs of everyone — those who want to run K&B 6.5's in Cal-Zona and those who want to run their modified Rossi's in Expert AMA class.

I do recognize the frequency matrix aspect, and depending upon the turnout, this may not always work. If WE promote this sport though, the turnout should improve. Or perhaps what we need is an "Expert handicap" for the experts flying in AMA, like using some of Jemmy's special blend fuel as described by Shadwell.

The same theory goes for F-1. I don't see any reason to get into F-1 at the moment and believe that many people have dropped out due to the lack of classification by speed and time. The "Cannon-Fodder" factor of being a new, slower pilot amongst the fast guys, the overall expense, time required, and

the lack of technical information concerning "How to" are all factors which have influenced my present decision not to get involved in F-1. However, it would be great if we could have an intermediate class such as Duane Gall's "Formula Quickie" that would fly on the same day as F-1. I would participate in that, provided the fast F-1 pilots would stay in their own class.

By the way, my hat's off to you many R/C Pylon Racing veterans out there who have inspired us newcomers with the spectacular races and crashes, stuck with it for many years, and provided help, support and incentive to all GFTL activities.

Well, I have given my opinion, and now will step down off the soap box. Anyone that cares to comment or phone — yea or nay — is welcome to. However, no death threats please.

Sincerely,

Dave Kammerer
163 E. Bonita Dr.
Simi Valley, CA 93065

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(805) 522-0071 evenings

(FOLLOWING PHOTOS COURTESY DARYL TULBERG)



Dick Smith fixing a loose firewall at the SMASH Station at the Billings Race.



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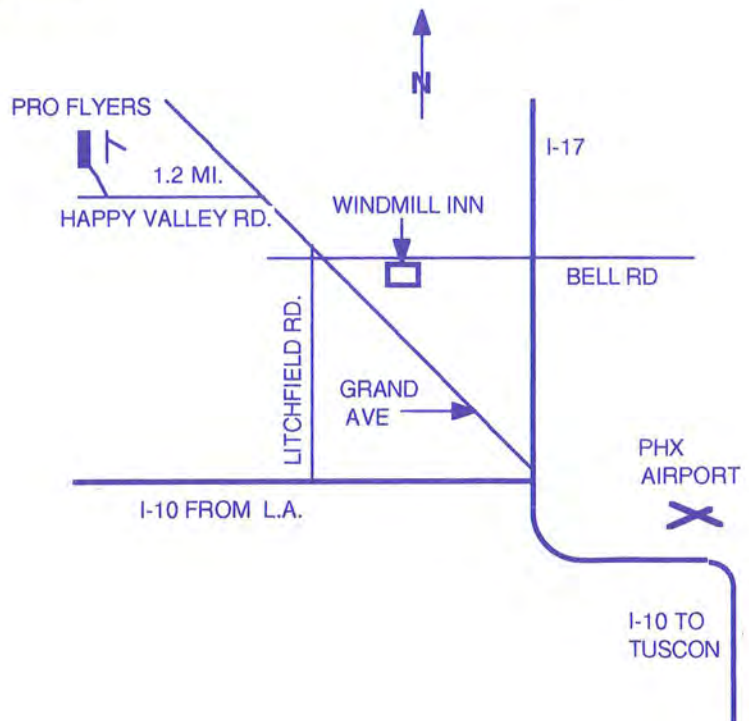
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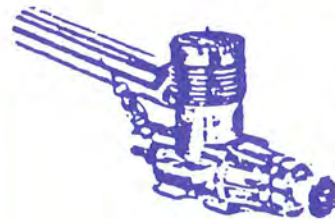
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