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NMMPRA

NEWS RELEASE

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# HIGH PERFORMANCE

National Miniature Pylon Racing Association

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## The View from the Top

Well folks, the Formula One and Quickie 500 racing seasons are finally under way for the 1992 season! Early phone reports say that Richard Verano bested a field of 49 pilots this past weekend in Phoenix, AZ to kick the season off. I, unfortunately, was unable to attend so a full race report should be forthcoming in the near future.

As I write this column, most of you are just now getting your newsletters, so I don't have much input on what was discussed in the last issue. The reason this issue is being compiled so soon is that we are going to try sending everything bulk rate (3rd Class) from now on. As a result, it will take anywhere from 10-14 days for newsletters to reach everyone. The trade-off is that we now only pay 18 cents postage instead of 52 cents. Quite the savings! The other trade-off is we now have to publish the newsletter earlier in the month to make sure everyone will have theirs during the month of publication. The new cut-off date for input to the newsletter is now the **1st of every month**. If you want something (an article, column advertisement, contest announcement, etc.) to appear on a timely basis, make sure you get the information and copy to me on time!!

I hope you all liked the look of the last newsletter and the content as well.

Remember, if this is going to be your organization (and it should be) you have to contribute and participate in the process. Thanks for your help!

Speaking of help Darrol Cady (And Rhonda by default!) has graciously volunteered to be the newsletter publisher. I will continue for now as the Newsletter Editor, but Darrol and Rhonda are handling the actual printing, collating, folding and mailing duties. Splitting this job up makes it much easier on me and should help in solving the burnout syndrome. **Thanks Darrol and Rhonda!!**

We have a ballot going out in this issue of the newsletter to elect the 1992 Quarter-Midget Vice-President. We have three candidates for the position: Wayne Yeager, Dan Kane Jr., and Jim Young. Please read their campaign statements found elsewhere in this issue and then cast your vote. The ballots have to be returned and in Ron Schorr's hands by April 5, 1992. Don't put off your opportunity to vote and participate in the decision making process of your organization! You will find the ballot on the back inside page of this newsletter. Remember, no photocopies will be accepted and only one vote per member.

I haven't received any of the Q-500 questionnaires from the last newsletter as of yet, but we should have a good tally of the votes and the opinions of our members by the next issue. If you want your opinions known, fill out the questionnaire and return it

to us as soon as possible!

### N.M.P.R.A. Membership Grows!!

Membership in the N.M.P.R.A. has grown over the past two months to 374 members from the 325 that we had at the beginning of the year! We must be doing something right if we're interesting all these new people. Thanks to everyone of you out there who are helping with this growth!!!

*Pete*

**Pylon Racers  
Motto for  
1992!!!**





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#### QUARTER-MIDGET VICE-PRESIDENT

Ballots found elsewhere in this issue!!

## 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 is 8" wide by 5" deep.
2. Send all copy to the President, address on this page, no later than the 1st of the month for publication in the next News Release.
3. Announcements will be printed on a space available basis. In the event we receive more announcements than we have space for, preference will go to the first received.

# Quarter-Midget Candidate Forum

**Jim Young-The Colony, TX**

## AN OPEN LETTER TO QUARTER MIDGET COMPETITORS

The Colony, Texas - February 11, 1992

My name is Jim Young, and I would like to be your next NMPRA Quarter Midget Vice President. I have been a modeler for forty years. I have raced radio control model airplanes for seventeen years, and I have been racing Quarter Midget for nine years. I know racing, and I know the radio control hobby. I think you should vote for me for the following reason:

I believe in honesty and fairness above all else. I pledge to you that I will be impeccably honest and fair in all my dealings with you, the QM competitor, and with the various governing agencies. I further promise to be absolutely loyal to you and only you - no secrets, no back room politics, no deals. I have no vested interests in the AMA or in the NMPRA or in any other group. I am not a part of the West Coast clique. I am neutral. That can only help you. I love the Quarter Midget event, and I simply want it to be as good, as fair, and as much fun for you as it can possibly be.

I promise to push for the fair and equal treatment of the QM contingent within the NMPRA. The NMPRA officials have promised me that, based upon our numbers, we will get our fair share of NMPRA funds for year-end trophies, championship race, banquet, etc. I will make sure those promises are kept.

I believe that the AMA QM rules, as they now stand, should not be changed. I

do NOT believe the QM event should be made faster or changed in any other fundamental way. Doing so would cost you money and make it harder for you to be competitive. I like QM the way it is, and I do NOT want to see the rules changed. I do, however, believe that the rules should be rewritten to make them clearer, and I will push for that. The current rules are a hodge-podge of double-talk and inconsistency. A rewrite is long overdue. However, you are the ultimate approver of all changes, if any, that will take place in QM.

I promise to maintain an open door, open telephone policy. I will make myself available to you as much as I possibly can. I promise to listen to anything that you have to say, good or bad. And I promise to work to change anything that the majority of the QM racers wants changed.

I promise to help promote new QM competitors into our ranks. We can never have too many. I also promise to write a column every month for the NMPRA Newsletter. In that column I will do my best to keep you up to date on every new issue that affects you. No secrets, no bull, and you will not be kept in the dark.

And, of course, I will keep up with your National Points. I already have software written to do it. That is, after all, the QM VP's main function.

So please vote for me, Jim Young, for your next NMPRA Quarter Midget Vice President. Lets go forward with a bigger, better, and more fun Quarter Midget event. Together, we can make it happen! Thanks.

Sincerely yours,  
Jim Young

**Dan Kane Jr - Chicago, IL**

TO FELLOW NMPRA MEMBERS

My name is Dan Kane, Jr., and although many of you may not know me very well I am a very active competitor in Quarter Midget.

As some of you are aware, our organization has extended its reach in attempting to reunite all facets of racing in the U.S. and Canada. In the past couple of years, NMPRA has recognized Q-500 as an event. Now this hand has once again extended in hopes of gaining support from the Quarter Midget crowd.

I presently compete in Quarter Midget events and feel I am in touch with the crowd that supports this event. I feel the QM scene needs new blood and direction. We need someone to represent us who is active in the event.

I feel the QM Vice President should come from the area with the most active interest in Quarter Midget.

Once again, my name is Dan Kane Jr., and I hope you as members will take the time to vote and I'm asking for your support.

Sincerely,  
Dan Kane Jr.

**Wayne Yeager-Romulus, MI**

Nothing Submitted

## ADVERTISING RATES

	SIZE	SINGLE	ANNUAL
Full Page	8-1/2 X 11	\$100.00	\$1,000.00
Half Page	5-1/2 X 8-1/2	70.00	700.00
Quarter Page	5-1/2 X 4-1/4	40.00	400.00
Econo Ad	2-3/8 X 3-5/8	20.00	200.00

Above rates are for camera ready artwork.  
Artwork, Typesetting and Composition will be charged at cost.

# Letters & Ramblings

2-20-92

Pete,

Regarding the future of Q-500...

I know you have talked to Jim Allen from here in Mesa, AZ. The two class idea is working really well here in Arizona. We have two classes - Expert and Sportsman. Rules are like this:

## Sportsman

1. AMA Q-500 Legal Airframes.
2. No Nelson Engines allowed.

Webra and Rossi's are OK

3. If a pilot flies a clean sub-1:30 heat in two race events, then he is moved to Expert Class by "demonstrated ability". (Ironically, so far this year, we haven't had anybody "break-out" of Sportsman yet!)

4. Once you have moved to Expert, you can't go back to Sportsman.

## Expert

1. AMA Q-500 legal aircraft - any legal engine.
2. We "grandfathered" some old tuned pipe engines to be legal in this class. (This is a local problem and not important nationally.)

This system is working very well. Our Sportsman racers are taking a completely different attitude toward their racing because they are competitive amongst themselves. They keep pushing to try to win and their flying improves. We have several pilots who have broken out once this year. Another sub-1:30 time and they will be moving to Expert. If we are all running together, these pilots would not be showing this degree of improvement. The Sportmen pilots are showing improved confidence, too! He will be mentally ready to handle a Nelson when he moves up to Expert.

It works really well so far! It would work in other areas too!!

Ron Saum 40D

Thanks for your input Ron! This is the only way we will find out what goes on

in other parts of the country. What works...what doesn't work. We all need to know and quit reinventing the wheel!!!

## Intra-District Relations (...Why Do We Fight?)

Once upon a time in a land called Utopia, there was a group of guys that called themselves U.M.P.R.A. (Utopian Miniature Pylon Racing Association) and their stated motto was to have fun at the events they all loved - R/C Pylon Racing!! What a concept...to actually have fun at their leisure time activities and enjoy the event they have put so much sweat, blood and money into!! This group of guys would go to weekend races, talk to each other while they raced, have dinner together afterward, then go home with a smile on their face after enjoying a weekend of comraderie and racing!

... back to the real world. Now I know for a fact that we don't go to races because we want to have a bad and tension filled time - rather we go to races in hopes of having a good time with the group of people we have chosen to spend so much of our free time with. So what happens come race weekend?! I don't know! Some people have the best of times while others spend their whole weekend in an uproar over one thing or another. (These two groups of people don't necessarily correlate with winners and losers!)

Let's all take a minute to think about why we do what we do (the individual event doesn't matter). Do you remember the first time to saw an R/C Pylon race. I sure do! I was working the #1 cage for our District Championship Race. The thoughts that went through my mind at the time were not of winning races and berating people, but how exciting it would be to fly these airplanes and how much fun it would be to race with this group of new found friends!! (Sound familiar yet?) Nobody does anything in the hopes of getting hurt (physically or emotionally) and they certainly are not going to pay the price of entry into Pylon Racing with that hope in the back of their mind! They do it because they expect to feel excited and gratified - not beat up and de-

pressed - as a result of their efforts! Think for a minute about your own original reasons for getting involved in this pylon racing events.

I know we all get busy at contests. Our concentration level is at its highest, and any interruption to that concentration can send you into fits!! Try to take every minute as it comes. Remember, the person who is interrupting you is not doing this on purpose or out of malice, they probably have a very legitimate question to ask or a comment that should be heard.

The next time you and your racing buddies get together to discuss (argue) about rules and procedures, before you start the discussion, take a minute to remember why you wanted to do this in the first place. It sure wasn't for the bickering that can occur on occasion! Is it worth losing a friendship that has been cultivated over the years over something as silly as differing points of view about a rule?! The biggest thing to remember is that **it takes two to make an argument**. If you are in a one person argument, we certainly would have grounds to put you away! (Especially if you lose that argument!)

Now I'm not advocating doing away with all differences of opinion (it would never happen anyway). These differences very often are what makes our events grow and prosper. **But**, if you lose friend(s) and/or racer(s) over a simple thing like a rule or procedure you don't like, what have any of us gained?! More often than not, what I see are two or more factions gravitating behind the strong willed contestants and now, not only the original people but their whole groups are at each others throats. What happens next - the first people to go are the ones who remember why they got into pylon racing to begin with. They're not having any fun anymore so they go and race sailboats or something like that and everybody loses because they're gone! What have you accomplished?! Absolutely nothing at all, or worse, you have destroyed racing in your districts as you used to know (Sounds real familiar now, doesn't it?)

**Remember why you started!!!** Pete

# Letters & Ramblings

Marion B. "Dub" Jett  
8802 Heather Circle  
Houston, TX 77055  
(713) 467-2887

January 27, 1992

Just a few comments on the nitro controversy. I haven't said too much in public because I felt the feedback I'd heard couldn't be true--it just didn't make sense. However, I've heard it so much in the last year I think some of you believe it. A few myths:

1. High nitro is an equalizer of engines.

Only in the fact that it turns them all into junk. Try this test: Run three engines on 65% on a flying prop and also on an unload prop. (22,500 and 24,500) Do the same thing on 15%. Did the nitro increase the spread or decrease it. Make sure you use good engines. Nitro may make you think it will rejuvenate a tired engine, and it does make a loose one come to life, but there is little evidence to indicate that engine will run ten laps.

Try another test: The "killer" engine that you can't get to run ten laps. Run it on 15%. It will still be a killer, (relatively speaking) but no more problems with laps.

I do all my first flights on 15%. You can trim the plane and adjust the throws without worrying about needle settings and laps.

2. The engine guys have an advantage on 15%.

We have an advantage on any percentage, but less when you have time to work on the fundamentals. How many times have you gone out to fly and spent the day changing tanks, carbs, engines, props...trying to get something to run? I probably don't have as much trouble so I get to test fly more and don't have to worry about shipping my engines back and forth to some engine re-builder.

Can you explain how eliminating all that trouble, reducing the spread between "killers" and average engines, and reducing the cost is going to give me an advantage?

3. The FAI guys have an advantage if we use less nitro.

There is not one single thing the same in an FAI engine. Engines that run on a full tuned pipe are set up very differently. Did you know we use 192 degrees exhaust timing, .020 head clearance, and turn 26,000 on the ground?

You should know, however, that my world championship engine has over 100 flights on it. I have 8 engines and all of them will run a full tank without going lean or burning a plug. I have not burned up more than six engines in five years of FAI flying.

4. Engines burn up the same on 15% as on high nitro.

Come on guys. The ones who tell you that want to sell you pistons and liners. First of all, lean runs do hurt an engine. All engines. The trick is not to get them lean. Nitro causes heat problems. Heat causes lean runs. How often do you get a lean run on your quickie (Nelsons excepted--they have a tuned pipe) and if they do burp lean occasionally they don't go hard-over lean nearly as easy.

Remember Quarter-Midget? How much money have you spent on burned up engines. I've run the same engine since 1982 (Henry Nelson just hates it!!) and still haven't used the extra piston, sleeve and rod I bought. I've won twice and won second twice. I run the head at .002, set the engine on the peak and never get a lean run and don't blow plugs.

5. This is an all out speed game--no restrictions.

People ask me why I quit control-line speed. I didn't, it quit me! Ask any of the three or four still flying competitively in any one event and they will tell you the something--"this is an all out speed event, no restrictions." Then they go on convincing themselves they still have an event. I don't want

to lose this event, but time is very short.

Look at Indy. They get faster every year and every other year they get restrictions. Technology will prevail.

6. People will cheat.

Cheating is not, and never will be rampant. Most of the cheating occurs in the more inexperienced group who thinks everyone else does. The fuel can be checked several ways if anyone thinks cheating is out of hand.

Look at Quickie. Does anyone get away with much? Not for long. Ideas for testing:

1. Color code the fuel and fuel at random.

2. Check specific gravity.

3. Test run through an .049 test engine.

4. Each person would be required to land with at least 1 oz of fuel and would be randomly sent to the defueling station for a check.

7. Airplanes wouldn't fly very good.

Try one on 15%. I estimate that after we find out how to run them, we will lose no more than 7 seconds. Less with time because you will be able to work with a set-up longer and get it just right.

Just a few thoughts - publish them if they are worthwhile. *DUB*

*(This is just the kind of input I am refering too. If you agree or don't agree with anything printed here, equal space will be provided for any and all rebuttals!)*

*Pete*



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## KAZE KILLER!

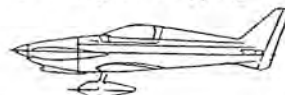
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# Around the Pylons!!

Special V.P.'s

Reports From Around the Nation!!

District V.P.'s

*(Before anyone gets upset because their Vice-Presidents didn't submit an article, you should know that I gave them a very short lead time for this issue so we can get things rolling on a more normal schedule. Don't get mad at them this month...but if there is nothing there next month, then give them what for!)*

## District 1 - Dave English

Well, the racing season is under way in District 1. I just returned from Phoenix Feb. 29 - Mar 1st. I have a few observations as well as a race report.

Let's get the complaining out of the way first! The headache began on Friday night. It seems there was a miscommunication on the starting procedure for this race. It was said that this race would be a 1-2-3-4 start but it was rumored that it would be a 1-3, 2-4 start. This is where the fun began! Phoenix has always been a very well attended and prestigious race. It also has always been a 1-2-3-4 takeoff start, as I feel it should be. There were a few people that were pretty upset and they decided to go home! It seems to me that this is taking something we are supposed to be doing as a hobby entirely too seriously!! I really don't think a \$50.00 trophy is worth all that trouble. Well enough complaining on my part because I know I'm not making a living racing model airplanes. It sure seems some people think they are!!!

Saturday morning saw the contestant moods a little better, as everyone was concentrating on going around the pylons for 10 laps instead of on where they started. 49 entries thinned to 46 after 3 dropped out because of the controversy on Friday night. A large Texas contingent, headed by none other than Dub Jett, made a strong showing with Dub Jett going through the weekend with a perfect 32 points. It was nice to see all the people from throughout the U.S. and Canada out here racing in the Phoenix sun. Well, almost sun!

The field was very fast with the top

5 positions in the sub 1:10 time area. Dave Shadel, although he finished 4th, had fast time for the race at a blistering 1:05.81! Apparently, he had to thank Rich Verano for the prop he used all weekend. Speaking of Richard Verano, he was untouchable. He was able to go 1:07 - 1:08 with ease, he also went through all 8 rounds with a perfect 32 points, which forced a fly-off with Dub Jett.

This fly-off heat was sure to be the best heat of the weekend with Verano having posted a 1:06.08 and Jett posting a 1:08.85! After the pre-race mind games of Dub Jett trying to help Rich adjust his motor in the pits, it was off to the flightline. When the 90 second clock expired, it was apparent that Jett tried for that extra 100 rpm and went lean on takeoff. Verano had only to fly around for the win.

Yes, it was an enjoyable race. It was nice to see everyone again. Henry Bartle was there - and when we could drag him away from his book long enough to fly, he still managed to squeak out his best time of 1:09.22 - "must be nice". It was sure nice to see someone this relaxed and able to enjoy himself as everyone should.

Charlie Brown came back from a flight and proceeded to check his motor, only to find that it would not turn over! He dejectedly took his seemingly expired motor out of the airplane and gave it to Dave Shadel to fix. When the head was taken off, a rock that had apparently made its way through the exhaust and into the cylinder was found. The rock was removed, the head reinstalled and Charlie was handed a bill for \$150.00 for motor repair. Thanks Dave!!

After everything was said and done, the race was a big success. Thanks to everyone who worked so hard to put it on and for your patience with Friday nights complaining. If it was not for the workers, we wouldn't be racing anyway.

On sad note, we have lost our Las Vegas date. It seems there is a big concert at the

stadium right next to the flying field so the race has to go and the concert stays. I talked to Tony Lopez, who is sincerely upset about this, and he stated we would have a race for sure next year.

Well, I am out of paper and out of time. I think I'm going to start painting my next airplane to get it ready for Whittier Narrows. Hope to see you all there. And plan on attending the First Annual Hollywood Nationals at Sepulveda Basin. It should be the biggest race of the year!

"Did I bring the right transmitter"  
Dave

## District 2 - Brian Richmond

For those of you who were not able to attend this year's Puyallup show it was, as usual, a great success. We had a District II N.M.P.R.A. Booth set up in conjunction with the Boeing Hawks "Special Interest Group". There was a great deal of interest and my personal thanks to everyone that helped out. Special thanks go to Matt Mikko for tearing down the booth by himself and working most of the day on Sunday.

Saturday, February 1, 1992, in conjunction with the show, we had our Annual District II Meeting to discuss new business. The main topic and discussion was about our Quickie 500 event (#428 of the AMA rulebook). It was mutually agreed that our attendance numbers for the 1991 season were dismally low with only 12 contestants at our first race and 6 at our last race.

Two main problems were identified. First, the advent of the Nelson Quickie 500 motor which was allowed to run in 1991. It was determined that the motor failed to meet the intent of the purpose section of event #428 which says "...to provide and entry level event for pilots new to racing and to provide a fun event for experienced pilots". A motion was made to ban the engine for our 1992 season. During the discussion, the point was made that should a Nelson

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**Dis 2-Brian Richmond cont**

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equivalent be introduced this year we will have the same problem. The motion was then modified to ban the Nelson Quickie Motor and any new engine introduced during the 1992 season. This motion passed almost unanimously.

This now left us exactly where we were 2 years ago when we still had trouble attracting new people to the event. With the Rossi's and the Webra's, the event is still 'intimidating' for the "...pilots new to racing...".

A motion was then made to limit our event to only engines that cost \$90.00 or less. This motion was defeated and rightfully so because this would not provide a "...fun event for experienced pilots.". It was becoming obvious that the only way to fully meet the intent of the rules and the needs of our District was to create a second class of Quickie racing.

A third motion was then made to create a second class of racing called "Sportsmans Class" which is identical to our Expert class (event #428) but with the \$90.00 or less engine limitation. This motion passed unanimously.

I feel this is the perfect solution for our district. It keeps the cost under control for the "experienced pilot" by banning the high-cost Nelson and provides an entry level event for the pilots "new to racing".

The two classes will be run in the same time frame but separated into different matrixes so the overall time it takes to run should be no more than the previous one class. Unless there are any objections, I propose the following guidelines for the two classes.

At the first race of the year the contestant will declare if he/she is an Expert or a Sportsman. Once you declare you are an Expert you may not move to Sportsman's class, however, a Sportsman may move up to Expert class at any time during the year. Points will be accumulated based on the total number of racers in both events. The Sportsman class will automatically be put underneath the Expert class for National and District point tabulation. Example: If there are 15 racers (10 in Expert and 5 in Sports

man) the first place sportsman racer will accumulate points based on an 11th place finish and so on. The advantages to this system are that if a Sportsman were to move up to Expert class he/she may take their points with them and would not have an unfair advantage if they had won numerous contests with more entries in Sportsman class. Once a Sportsman moves to Expert they immediately disqualify themselves for the year end point awards in Sportsman class. I feel this system is fair for everyone and has the added advantage of simplicity.

The following is a list of engines approved for the Sportsmans class for the 1992 season: Webra Silverline 40, Enya 40SS RC, Fox 40 Bushing, Fox 40 BB, Fox 40 BB Delux, Fox Q40 Sport, K&B 4011 40 RC, Magnum GP 40 FSR, Magnum Pro 40 FSR, Royal 40 RC, ASP 40 RC, OS 40 FP. This engine list is based on January 1, 1992 prices and will be revised each year as necessary.

I wish everyone a successful year and please do your best to bring out someone new this year.

*Brian*

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**District 3-Hank Kaufmann**

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Nothing Submitted

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**District 4-Mark Redding**

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Nothing Submitted

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**District 5-Arch Adamisin**

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Nothing Submitted

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**District 6 - Pete Reed**

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Nothing Submitted

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**District 7 - Rick Landers**

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Nothing Submitted

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**District 8 - Drew Jerina**

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Note to the Editor re: Bartle and James. How did you know my drinking habits while writing my reports?

The new Prez really pushes hard and moved up the deadline on us poor V.P.'s. I'm writing this report with one hand while driving to Phoenix with the other. the B & J?)hat for dual tasking and dedication?!

There seems to be more interest in running 15% fuel in Formula One. So, to experiment with the idea, we have come up with a rather novel scheme to test the practicality under contest conditions.

The option of running 15% lies with the Contest Director and the pilot in that a sixth round will be run at the completion of the standard #421 Formula One Event and using the same matrix. The pilots have the option of remaining and participating in the 15% heat or going home.

The pilots will be permitted to change planes, engines and props, but no tuned pipes. At the end of the season, the pilot with the most heat points will win a Formula One Kaze Killer donated by Jerry Small. National Points are not effected and again the 15% heats are totally at the option of the C. D. and the pilot.

During these races we can see the effect on times and experiment with the most practical method of fueling.

We'll keep you posted as to the results we experience.

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**Q-500 V.P.-Doug Whiteaker**

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Nothing Submitted

# HINTS AND TIPS

## THE TAKEOFF

by Brian Richmond

I think we are all aware that races can be won or lost in the first lap. A fourth place start combined with a poor takeoff compounded by a long first turn at the #1 pylon will end the "race for most before it starts. We now have an option on the takeoff order (1-3,2-4) and that first turn at the #1 pylon is up to your caller, so the only variable you have as a pilot is the "takeoff"!

First, it's important to understand the three 'left-turning' tendencies our aircraft experience after release:

1. Torque The first and most understood is torque. The crankshaft, rotating to the right, will yaw the nose of the aircraft to the left. Torque, like all the effects, is most prevalent at slow speeds.

2. Spiralling Slipstream The second is spiralling slipstream. The flow of air coming off the propeller swirls around to the right, underneath the fuselage, and ends up hitting the vertical fin on the left side. This, of course, also results in a left yaw. (If we had sub-fins of equal size to our vertical fin, this tendency would be cancelled out - but this is not the case).

3. P-Factor The third is P-Factor. At high angles of attack, the descending propeller blade (right side as seated in the cockpit looking forward) takes a bigger bite of air (higher angle of attack), and produces significantly more thrust than the left. Yep, you guessed it, another yaw to the left.

With these left-turning tendencies in mind, let's define the perfect takeoff - The aircraft should track perfectly straight from

the time of release until it is rolled up on its side for the first turn at #1 pylon. This means no left or right yaw and no unnecessary banking. The takeoff run should be of reasonable distance, breaking ground very slowly with a gradual accelerating climb to your preferred racing altitude. This means no sharp pitch changes, up or down, and arriving at #1 no higher than you normally fly. The only major risk you run with the 'gradual takeoff' technique is recontacting the ground.

To accomplish the perfect takeoff, hold enough right rudder and up elevator (not full up elevator unless your aircraft has a tendency to nose over or you are taking off downwind) to hold the nose straight and the tail on the ground immediately after release. Be prepared to make rudder corrections to compensate for crosswind conditions. As the aircraft accelerates the right rudder need to be released gradually, and you may find yourself not releasing it completely until you are well on your way to the #1 pylon. Once the aircraft breaks ground, you will probably have to release some back pressure almost immediately, then continue to release the back pressure slowly until full flying speed is attained. This is probably the most difficult part of the takeoff because releasing too much up elevator during a slow, gradual climb runs the risk of recontact with the ground. (Planes aren't very fast with broken propellers.)

The perfect takeoff is rarely accomplished by even the best of flyers, so let's take a look at the common errors and their negative effects.

1. Not Holding Enough Right Rudder. Not holding enough right rudder

after release will cause you to lose that precious heading, resulting in a costly right turn to correct.

2. Releasing the Right Rudder too Early. The second common problem is releasing all your right rudder immediately after the aircraft breaks ground. The vertical fin is not designed to offset all the left turning tendencies until the aircraft is well up to speed. An early release will again result in a left yaw and heading loss enroute to the #1 pylon.

3. Not Releasing Your Elevator. The final and most costly mistake is not releasing some elevator immediately after you lift off the ground. This results in a sharp climb that is compounded by P-Factor, which is at its worst at this moment, resulting in a sharp yaw to the left.

The last type of takeoff is seen a lot. A steep climbing left yawing turn followed by a steep right bank to regain your heading followed by a long left roll to get in position for that anxiously awaited "Turn!" from your caller. This type of takeoff, as we all know, can and will put you at the back of the pack and should be avoided! (Unless, of course, you are flying me - Ha Ha!!)

I hope a better understanding of all these left turning tendencies and common errors will help you search for that "perfect takeoff". I know I'm still working on it!!

Brian

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# 24th Annual TANGERINE INTERNATIONAL 1991-92

## QUARTER-MIDGET DECEMBER 30, 1991

On December 30, 1991, R.C.A.C.F. held the 24th Annual Tangerine International Quarter-Midget Race. The weather was good with temperatures in the seventies. Bruce Richmond, with Top Honors, took home a Hi-Tec radio donated by HiTec R/C. Jake Jacobsen placed second. After a five way flyoff, Jimmy Bartels placed third. Jim Katz took home the Fast Time trophy with a 1:12.53. Jim had a zero in the first heat when his Tiger Moth attacked the starter (CD) on takeoff. The Tiger Moth and the CD were both OK, but the start flag ended up with a good sized hole in it!!

Fuel was donated by Powermaster. Bill Roe took home a JR Max radio which he won in one of the drawings. The JR Max radio was donated by Craft House Hobbies, West Palm Beach, FL.

I would like to thank all the sponsors who supported the 24th Annual Tangerine International. I would also like to thank all the racers for coming, especially those who traveled from out-of-state. I hope everyone had a great time and I'll see you at the races!!

Bank & Yank,  
Guy Seidelman

### QUARTER-MIDGET FINAL RESULTS

<u>Place</u>	<u>Name</u>	<u>Points</u>	<u>Fast Time</u>
1	Bruce Richmond	15	1:14.80
2	Jake Jacobson	15	1:18.73
3	Jimmy Bartels	14	1:18.28
4	Steve Kovach	14	1:19.38
5	Greg Doe	14	1:19.86
6	John Dunham	14	1:21.51
7	Jerry Salisbury	14	1:22.34
8	Doug Whiteaker	13	1:19.03
9	Jim Katz	12	1:12.53*
10	Rick Landers	11	1:15.30
11	Carl Simms	11	1:24.47
12	Bill Williamson	9	1:16.09
13	Bob Schuster	8	1:27.75
14	Gary Walker	6	1:33.69
15	Dennis O'Brien	3	1:25.09
16	Jerry Jaeb	3	1:48.26
17	Don Moody	3	1:59.15
18	Bob Brogden	2	1:27.70
19	Peter Rourke	1	1:27.89
20	Jim Lyons	1	1:33.68
21	Bill Roe	0	N.T

## SPORT PYLON DECEMBER 31, 1991 - JANUARY 1, 1992

Under cloudy skies and cool temperatures, forty-one flyers turned out to do battle in Sport Pylon on New Year's Eve and New Year's Day, 1992. When the mist and balsa scraps settled we had two

## SPORT PYLON (cont.)

new experts. Brian Silwanicz of Cocoa, FL, who flew a 1:26.13 and a 1:26.95 followed by Steve Bowman of Palm Bay, FL who flew a 1:25.29 and a 1:27.51. Three other standard flyers were under 1:28 once during the two-day race. They were Bud Roane, Bill Jordan and Bill Yates. Bill Yates went home early after a mid-air with his only airplane or he might have broken out of standard with the others!

### SPORT PYLON FINAL RESULTS

<u>Class</u>	<u>Name</u>	<u>Points</u>	<u>Fast Time</u>
E	O'Brien	40	1:12.92
E	Bruce Richmond	37	1:14.16
E	Bartels	36	1:13.67
E	Whiteaker	36	1:13.28
E	Green	34	1:17.50
E	Salisbury	33	1:19.38
E	Landers	33	1:18.27
E	Doe	33	1:15.10
E	Jacobsen	30	1:18.97
E	Brian Richmond	30	1:15.83
E	Kovach	29	1:20.73
E	Farmer	29	1:15.28
E	Roe	28	1:23.24
S	Silwanicz	27	1:26.13
E	Zisman	26	1:24.28
E	Sousa	26	1:23.42
E	Schuster	26	1:15.54
S	Roane	25	1:25.95
E	Hall	24	1:25.23
E	Jim Lyons	24	1:21.60
E	Poulton	24	1:19.19
S	Milburn	23	1:31.50
E	Brad Clayton	23	1:25.22
S	Roberts	22	1:30.30
S	Steve Bowman	22	1:25.29
S	Bennett	21	1:20.04
E	Dunham	21	1:20.04
S	Kurzawa	20	1:32.22
E	Brown	18	1:22.09
E	Moody	17	1:23.51
S	Jordan	15	1:27.36
E	Steinbrook	15	1:20.20
S	Steve Clayton	14	1:54.31
S	Donaldson	14	1:31.29
E	Brogden	12	1:20.12
E	Williamson	12	1:16.06
E	Simms	8	1:23.95
S	Ellis	5	1:38.97
S	Llanos	4	1:44.33
S	Len Lyons	3	1:40.21
S	Yates	3	1:25.30

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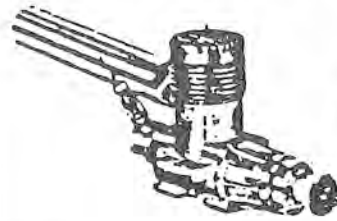
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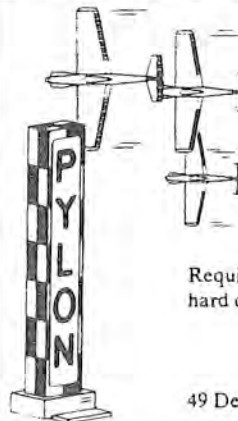
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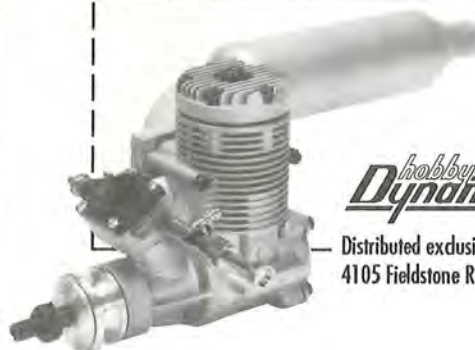
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