



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

JAN 93

Hot Laps by President Lloyd

Welcome to 1993. NMPRA is alive and well, and we're going to prove it.

First of all, for those fifty or so members that voted last year, thank you for your participation and electing me, Dave Doyle and Paul Page as your leaders this year.

Dan Kane Jr. will be continuing his duties as Quarter Midget VP once again, joined by Cliff Telford as Quickie 500 VP.

Quarter Midget is on the verge of major changes. There is much dissension in the ranks. Dan is on top of it and will report the goings on. I'm sure he'll also add his two cents worth.

I'm personally delighted Cliff has come aboard to help promote Q500. I have always had great respect for him and his level headedness. His leadership will bring needed organization and structure to this popular and very important part of pylon racing. Cliff will be in charge of maintaining national points for Quickie.

Returning by popular demand is Dave English, District 1, Arch Adamisin, District 5, Pete Reed, District 6, and Drew Jerina, District 8, the Texas hot bed of activity.

New people to the organization this year are Tom Strom, District 2, Orlan Dowdeswell, District 3, Leon Elbert, District 4, and Tom Bogut, District 7. Tom is

also the SMPRA president this year.

Tom and Mark Brown have agreed to co-CD the Formula One Championship race this year in their District. It will be hosted by the Indian River Kontorl Club in Valkaria, Fl on October 16-17. The airstrip will be open to participants for practice on Friday the 15th. More details to follow in latter issues.

Why not plan a family vacation in the area? Cape Canaveral, Disney World, and some of the greatest beaches on the East Coast are close to Valkaria. I'm told it's an excellent time to vacation.

Under old business, special recognition to Lou Rodriguez and his club in Modesto for putting on a first class Formula One Championship race last October. While piloting his commercial jet liner around the world, he organized a near perfect weekend of workers, banquet, prizes, and even good weather. Thank you for coming forward and assuming the leadership under some very adverse conditions.

Congratulations to the Dub Jett and John Shannon team for winning the National Formula One Points Championship. A tough act to beat.

Ron Schorr was presented with a set of beautiful bookends inscribed with the sincerest thanks for his contributions to the NMPRA over the last two decades. Even though Dave Doyle will be handling the Secretary-Treasurer duties, Ron will still be keeping track of the Formula One points. It's up to your district VP's to get

those race results to Ron and Cliff on a monthly bases. Don't wait till the end of the season, it overloads the system. And besides, the rest of the country wants to know what's going on.

New business - DUES - Mail to Dave Doyle by March 31st to keep your membership current and maintain your racing number.

As promised in my pre-election statement, NMPRA is going to concentrate a major effort on Q500 programs this year. This is the foundation racing event across the country. It can't be passed over lightly or be left to flounder aimlessly by itself. It needs guidance and leadership. Cliff, Dave and I are here to do just that.

The first thing we're doing is eliminating the Q500 Championship race at the end of the season. It just ain't working! The reasons are numerous. Location, travel expense, diverse rules, overlap with the Formula One Championship race, and on and on ...

NMPRA will sponsor a year end Regional Championship race for Q500 in various districts depending upon participation in the area. We may end up combining several districts. This will all be coordinated by the district VP's. The races will be run utilizing local rules. We will leave it up to each individual CD, rather AMA 428, NEPRO, Calzona, or SMPRA rules will be used. This will also be a non-qualifying race unlike that of Formula One. You will be required to be an NMPRA member. Even though we en-

courage racers to join immediately, membership will be accepted anytime throughout the year. You'll also be able to race out of your district, if you want to.

The trophies are very unique and impressive, and will be on display throughout the year in your district along with NMPRA information and membership applications. District VP's should be receiving them by the end of February and will make arrangements to get them to local races throughout the year.

The purpose of this restructuring is to promote and make the NMPRA more visible and help build up our membership. Any way you cut it, we need the numbers to have the influence with the AMA. NMPRA is the only nationally recognized organization of R/C Pylon racers in the country.

As mentioned, and as we all know, Q500 racing is where 98% of all pylon racers start. It is our foundation. Over the years, in some parts of the country, that foundation has become too complex for the beginner. AMA 428 and front rotor-rear exhaust piped 40's are not very attractive for entry level pilots. It's down right intimidating. Put yourself back at the beginning and be truthful. How many of us fresh off touch and goes, spins, and rolls with high wing planes, seeing a Nelson AMA 500 go by at 150 mph with three other planes chasing it would say: That's for me! We may all think and wish it, but are we capable of it? Can we afford a \$300+ motor and radio to crash, while we learn? Very few.

This is what has happened in many parts of the country. The results are less people are attracted to racing. Contest entries drop at all levels, workers are harder to come by, racing contests don't generate the dollars the clubs rely on, and you have less pilots making the transition to Formula One, FAI or Quarter Midget.

So - this is where we have to begin - again. My district (Six), is the home of NEPRO racing. Because of the severe limitations placed on flying and practice fields, we don't have the high numbers of

Formula One flyers, but it's not because of a lack of participation on the Q500 level. We run two separate classes of NEPRO Quickie, both using KB40's, an APC 9-6 prop and any AMA legal Q500 plane. Expert and standard class is determined by time. At all contests, we have 45-60 entries. Our standard class last year brought in 12 new racers, and eight pilots flew into the expert ranks. This program works.

Not fast enough, you say. Maybe so, but no one is forcing you to race this. What this does is allow other forms of racing to exist along with it, like Formula One, FAI, Quarter Midget, or AMA Quickie. As other parts of the country have found out, without numbers, clubs drop races from their calendars.

Last August I introduced a set of rules to the AMA built around NEPRO rules. If these are approved, I believe we will now have a well rounded AMA rule book, catering to all racers. It is not my intention to make the entry level Q500 "Sport" rules an AMA Nationals event. It is there strictly to introduce new racers to a way to get into racing, easily. Once proficient, he can move on to the more demanding 428 Q500, FAI, Formula One or Quarter Midget, all provided in the rule book now.

Besides the Northeast, I know the Toledo-Detroit area is running a Scat Cat-ASP 40 combination, and Arizona is just starting their new entry level class. Jim Allen, Mike Del Ponte, and Bill Schonemann have recognized the need for "Q500 Sport" rules. They have come up with a program designed for beginners in mind, utilizing a specific list of engines, two props and a \$100 claiming rule to keep the experts honest. In the next newsletter, I will go into greater detail concerning the Arizona Pylon Racing Association Q500 Sport rules, and have several results from there new program.

Speaking of Arizona, BIG Formula One race at Pheonix, February 27-28, scale judging, 1-2-3-4 takeoff, good food, warm weather, a first class motel, and the finest pylon workers in the Southwest. A great way to start the season. See ya there!

Editor's Request

ARTICLE SUBMISSION FORMAT AND PRIORITY

Best way:
 Modem file transfer
 Disk - IBM compatible
 Printed output - monospaced
 Fax (203) 584-1473
 Compuserve # 73627,1466
 Typewriter
 Long hand (worst way)

(Call the Editor if you have a problem)

Racing Schedule

February 93

27-28 Phoenix Pro Flyers D1 F1(1)

March 93

13-14 Bakersfield, CA D1 F1(2)

April 93

17-18 Whittier Narrows, CA D1 F1(2)

May 93

15-16 Sepulveda Basin, CA D1 F1(1)
 30 Whittier Narrows, CA D1 Q500(1)

June 93

5-6 Sepulveda Basin, CA D1 F1(2)

July 93

11 Sepulveda Basin, CA D1 Q500(1)
 18-26 Lawrenceville, IL AMA Nationals

August 93

8 Whittier Narrows, CA D1 Q500(1)
 22 Crows Landing, CA D1 F1(1)

September 93

17-26 FAI World Championship
 Notsch, Austria FAI(1)
 18-19 Sepulveda Basin, CA D1 F1(2)

October 93

16-17 NMPRA Championship
 Valkaria, FL D7 F1(2)

THANK YOU

FUTABA - POWERMASTER

NMPRA Western District #1 was the grateful receiver of a donated Futaba 7 channel PCM radio from the Futaba Corp. Raffle tickets were sold at the IMS show in Pasadena, Calif. to raise funds for the district. Over the years Futaba has made major donations to the NMPRA. Their graciousness is very welcomed. Major thanks also go to fuel guru Don Nix of PowerMaster Products for his generous donations of money, and a booth to the NMPRA at the IMS Show January 9-10. Funds were raised for the FAI Team. Don is a major contributor to NMPRA pylon racing and a consistant advertiser in the newsletter. SUPPORT THEM!!

WHY SHOULD I JOIN N.M.P.R.A.

SUPPORT

YOUR VOICE

YOUR VOTE

INFORMATION EXCHANGE

NATIONAL RECOGNITION

PROVIDE SUPPORT

As with any organization, ninety percent of the work is done by about five percent of the people. These five percent require the support and a small amount of input from the rest in order to adequately represent them.

NMPRA is the official advisory group to the AMA for pylon racing. The leverage we can apply depends on numbers. If we were a group of only five or so, the AMA would never recognize the group.

If you like to race model aircraft, you need NMPRA to have a voice in NOISE LIMITATIONS, INSURANCE, FLYING SITES, SPEED RECORDS, TEAM SELECTION, NATIONAL COVERAGE IN MAGAZINES, RACING RULES, QUALIFICATION OF CONTEST DIRECTORS AND ON AND ON. All of these apply to your special interest and your ability to find places to enjoy the sport.

Without your support as a member, those that actively work for the betterment are severely handicapped.

LET YOUR VOICE (opinion) BE HEARD

Good leaders usually have ideas of their own. It is imperative, however, to temper those ideas with the thoughts, needs and desires of the fliers they are supposed to represent. To do this, your voice as a member must be heard. To give credence to your voice, you must show your interest by at least being a supporting member.

INFORMATION AND NATIONAL RECOGNITION

The newsletter and the hard work of the scorekeepers keep you abreast of latest technical developments, contests, national products, as well as how well you are doing in relationship to your peers. NMPRA has developed a unique scoring system designed to lessen the gap between sections of the country with large turnouts and those with small turnouts. Just this past year, two individuals from the North East ranked in the top twenty nationally in Formula One and received National Recognition. The average turnout for their Formula One races was under twenty.

Finally, NMPRA does need funds to operate and to be an effective voice, Fund raisers, dues and gifts are the source. There are no paid helpers in the NMPRA administration. Every hour and all their travel is donated by the individual. You can do a little for your sport.

Start by joining the NMPRA - and bring a friend too



District 1-Dave English

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Article by Jim Allen

While most of the country is in the early stages of their building season, we here in the Phoenix area have just completed the second of our eight races on December 6th. This was the first race flown under the new Arizona Pylon Racing Association (APRA) rules. The APRA format has two classes, one flying AMA 428 and the old Calzona Quickie aircraft together, the other, a new class for AMA airframes with inexpensive sport .40 engines. This first race was a great success and hopefully is an indication of a very bright future.

The need for a change to a fun, inexpensive Quickie class was obvious when our "Rossi & Webra" Sport class was down to six to eight entries per race during most of the 91-92 season. There were very few new racers and through normal attrition, the current racers weren't showing up as often. It was definitely time to take action.

The first step was to form a new organization to promote and govern Quickie racing in Arizona. In October of 92 the Arizona Pylon Racing Association was formed. The APRA is governed by a Completion Committee consisting of five board members. Deciding what class would be flown for the 92-93 season was the first task to be accomplished.

First there should be a class where AMA Quickie racers could be competitive in rule book form (stock Nelson Q500 engine and stock props). There were also several racers who still had Calzona Quickie engines and didn't want to be required to "write the big check" for the Nelson. The two types of equipment have shown in the past to be very compatible with each other in their respective configurations. This season, entries can be flown in either configuration. The ultimate goal is to eventually evolve the upper class into

an AMA rule book class in the future.

Next, we needed a class that would attract new racers as well as racers from the past. It needed to be fun for everyone, beginners and experts alike. It should be inexpensive and controlled very closely to keep it that way. Pilots should also be able to progress within the class flying the same equipment.

The class that resulted is APRA Quickie Sport. AMA airframes are used with approved engines. The engines on the approved engine list were selected using a \$90 purchase price as a general guideline. Some older engines which are appropriate performance wise, were also placed on the list. Obviously, the engines and mufflers must be stock as supplied by the manufacturer. Propellers used are stock Master Airscrew 9-6 or APC 9-6 (Sport Series only). There is also a \$100 claimer rule to keep racers from putting too much effort into "fine tuning" their engines.

Within the Sport class there are two pilot skill levels, Sportsman and Expert. Sportsman racers fly nine laps and Expert racers fly ten laps per heat. The two classifications are flown together at the CD's discretion. A breakout time in the high 1:20's will be set by the next race (Jan 23-24). When a pilot flies under the breakout time in two race events, they will be moved to the Expert level and be required to fly ten laps. The breakout time will be carefully selected so that the faster of the Sportsman level pilots can turn the same time for nine laps that the faster Expert pilots turn for ten laps. All of this adds up to an inexpensive class that is a good training ground for entry level racers and fun for the Experts.

Pro-Flyers - December 6

At the Pro-Flyers December 6th race, thirteen pilots showed up for the AMA/Calzona class while eighteen pilots entered Quickie Sport. This was a substantial increase over the races flown with the previous format. Six of the entries in

Quickie Sport were racing for the first time.

In the AMA/Calzona class the racing was excellent. Nine of the thirteen entries were flying AMA configuration equipment, the remainder were flying Calzona equipment. In round one, Gary Schmidt set the pace with a smoke'n 1:05.42. Spencer Wallace and Jim Allen then raced and can feel fortunate to still have planes. There were so many lead changes I don't think we could count them all. Spence ended up with one cut and neither of us got times. After a fun race like that, times just don't matter. In round two, Tom Hart from Las Vegas countered with a 1:04.07 which would eventually hold up for the fast time of the contest. Mike Delponte once again had his Calzona legal piped rear exhaust Nelson burning up the skies but unfortunately got reminded that the Arizona desert has no forgiveness for flying too low. There were numerous other close races throughout the day with four pilots in the 1:0x range. Overall, the racing was fun and close.

It was good to see the Las Vegas group back. Larry Drury, Dave Ficacell, and Tom Hart are always tough competitors who are enjoyable to race with. Drew Telford returned for the first time since last May, had engine problems, but he'll be ready for the next race. The furthest distance traveled award definitely goes to Mark Holmstrand from Anchorage, Alaska. He actually was going to be in Phoenix on vacation anyway and found out we were having a race, but it was great to have him join us. If we continue to have this much fun we won't know what to do.

Quickie Sport class racing was also close with the ten fastest planes separated by only ten seconds (1:28.38-1:38.43). There was even a four way flyoff for 2nd thru 5th place (all Sportsman level pilots) that turned out to be the race of the day. Randy Schonemann, Tom Wetherill, and Scott Sibson battled right down to the wire. Bob Smith played it smart and stayed clean to pull out 4th overall when Tom cut.



Scott Sibson and Tom Wetherill were very impressive, considering this was only their third Quickie race. Good job to both of them.

The three Expert level pilots had fast times right in the middle of the top ten overall. Everything was working out exactly as was hoped for. Tom Wethrill, Randy Schonemann, and Glen Heithold were the class of the field with fast times under 1:31. Tom's 1:28 held for fast time of the day.

The most popular engines in Quickie Sport were the ASP.40 FSR ABC and the Supertiger GS.40 Ring. In the air you couldn't tell them apart. This makes for great racing. The only prop used was the APC 9-6. The two competitive engines were turning this prop around 16,500 to 16,800 rpm. There were no problems experienced. Well, with the exception of Tom Wethrill who decided to shorten his prop by about 1/2 inch with a near nose-over on take-off during the flyoff. He finished with no problems other than a cut. By the way, the prop balanced perfectly when he landed. Better luck next time.

The race was considered by all who in attendance to be a great success. The AMA/Calzona class had good racing all day. The Quickie Sport class was a tremendous success and hopefully is an indication of a very bright future for the class. The format used for the Quickie Sport class is not new or original. It is just a combination of ideas built into a class which the APRA competition committee feels will be the most successful and fun in Arizona. I will keep you updated on the progress.

Race Results

Quickie Sport Class

1	Bill Schonemann	1:34.38
2	Randy Schonemann	1:30.83
3	Scott Sibson	1:35.85
4	Bob Smith	1:34.06
5	Tom Wethrill	1:28.38**
6	Ron Saum	1:34.81
7	Robert Moorier	1:33.38
8	Bud Mellor	1:38.05
9	Joe Prizina	1:49.14
10	Bob Mellor	1:38.05

AMA/Calzona Class

1	Jim Allen	1:06.46
2	Tom Hart	1:04.07**
3	Larry Drury	1:10.41
4	Gary Schnidt	1:05.17
5	Spencer Wallace	1:06.77
6	Dennis Roeper	1:12.01
7	Ron Saum	1:13.91
8	Tom Wethrill	1:47.21
9	Drew Telford	1:11.82
10	Dave Ficacell	1:10.99

Formula One District Point Standing - 9/30/92

	Races-Points
1	Mike Hiesel 7 521.10
2	Lyle Larson 6 455.44
3	Rusty VanBaren 6 452.01
4	Richard Verano 8 451.50
5	Gary Hover 7 449.36
6	Henry Bartle 10 443.66
7	Scott Manning 7 419.51
8	Lou Rodriguez 6 400.91
9	Dave Shadel 5 389.98
10	Bruce Brown 7 343.86
11	Dave English 7 306.38
12	Ron Schorr 8 269.29
13	Jeff Carpenter 4 254.67
14	Chuck Brown 7 208.21
15	Rudolf Tisza 5 198.97
16	Larry Laulom 3 191.32
17	Paul Stenberg 4 182.45
18	Chip Hyde 2 156.89
19	Bob Dibble 3 132.19
20	Gene Sidwell 5 131.00
21	Leonard Curiel 4 105.02
22	Jessie Carta 2 81.73
23	Michael Otto 3 68.87
24	Todd West 1 50.67
25	Dan Anderson 2 50.34
26	David Hill 3 49.78
27	Russell Tokyoka 2 45.63
28	Jay Replogle 1 36.53
29	James Kennedy 1 35.46
30	Mike DelPonte 2 34.82
31	Peter Priest 2 31.80
32	George Lacort 1 18.33
33	Edward Hotelling 1 14.90
34	John Creagh 2 12.68
35	Francisco Gonzalez 1 1.20

District 2 - Tom Strom

1420 South West 160th St, Seattle, WA
(206) 246-4258

Article by Brian Richmond

Our 1992 season closed with our Spokane, WA contest hosted by the Baron's R/C Club. Jr. Wilbur was the CD. We had nineteen in Formula One and seven in Quickie. Congratulations go to Scott Winslow who finished 1st both days in

Formula One, with a best time of 1:16.59. This was done at 3,000' elevation in 35mph winds! Q500 was won on Saturday by B. Borchers and on Sunday by M. Bergan. Congratulations to both of you.

Formula One 9/19/92

1	Winslow	1:19.15
2	Sperry	1:22.05
3	Powell	1:23.95
4	McIndoe	1:26.51
5	Watson	1:19.38

Formula One 9/20/92

1	Winslow	1:16.59
2	Watson	1:16.88
3	Mikko	1:26.90
4	Headley	1:22.88
5	Sperry	1:23.67

Q500 9/19/92

1	Borchers	2:36.03
2	Johnston	1:48.71
3	Bergan, M	1:45.71
4	Bergan, D	2:04.46
5	Mayo	1:45.49

Q500 9/20/92

1	Bergan, M	1:51.18
2	Borchers	2:19.28
3	Johnston	1:51.18
4	Brooks	2:21.79
5	Mayo	1:54.24

Throughout our 92 season, we hosted eleven Formula One contests with thirty-one different racers attending. These are fairly respectable numbers, and like the economy, are showing a slow steady growth. For the 93 season, we have tentatively scheduled ten races in each category.

I would like to personally thank all the CD's and workers, who worked so hard to make our season a success. All too often, the workers are just nameless faces behind the cages. Wouldn't it be nice if, we the racers, went over to them occasionally and introduced ourselves and added our thanks?

We had the usual amount of rules interpretation problems this year. I've been racing twenty-three years and thought that I'd seen it all, but things do come up that simply are not covered in the rules. They are called "gray areas". With the assistance of the President, I "ruled" on some of these gray areas for our District. It has been printed and distributed to the District 2



membership, CD's, and Starters. CD's will keep this with their AMA rule book and will be added to as necessary.

I feel this was a long overdue solution to some very basic problems and should serve to eventually eliminate controversy (imagine the perfect race). This "gray area" rule book is available to other District VP's on request.

Formula One District Point Standing - 10/01/92

	Races-Points
1 Tom Strom	8 527.92
2 Scott Winslow	11 507.57
3 Jerrett Cangie	8 461.96
4 Darrol Cady	17 446.56
5 Andrew McIndoe	9 439.29
6 Al Watson	10 434.64
7 Matthew Mikko	11 431.86
8 Don Rice	10 429.35
9 Bob Hunt	9 429.04
10 Tony Huber	5 398.43
11 John Packer	9 394.98
12 John Headly	10 375.50
13 Brian Richmond	5 306.38
14 Ted Puzio	11 296.56
15 Phil Barnes	7 273.07
16 Walt Chickmoroff	5 243.96
17 Pete Bergstrom	5 243.79
18 Jim Kelly	8 174.94
19 Waltr Riess	4 166.41
20 Randy Ling	4 153.88
21 J.R. Wilbur	9 133.91
22 Charles Eads	2 29.87

District 3 - Orlan Dowdeswell

2238 Newis Bay, Regina, Saskatchewan,
Canada S4V0S5 (306)789-3302

Formula One District Point Standing - 10/01/92

1 Orlan Dowdeswell	7 467.08
2 Cecil Graval	7 384.96
3 Harold Sattler	9 309.08
4 Hank Kaufman	11 302.66
5 Roy Andrassy	8 182.93
6 Delbert Godon	4 143.46
7 Clayton Wright	7 89.74

PHOTOS - Send your slides, B/W or color negs or photographs to Lloyd Burnham for the newsletter. Every effort will be made to use them.

District 4 - Leon Elbert

PO Box 73, Jefferson City, MT 59638
(407) 729-6682

Nothing submitted

Formula One District Point Standing - 9/30/92

	Races-Points
1 Leon Elbert	5 320.68
2 Mike Sperry	6 285.37
3 Mel Reed	5 208.48
4 Hans Algrad	1 75.53
5 Duane Felstet	3 60.28
6 Mark Redding	1 1.20
7 Daryl Tulberg	1 1.20

District 5 - Arch Adamisin

20620 Emmett, Taylor, MI 48180 (313)
673-7883

Article by Mike Condon

Yes, I do have an opinion, but first I would like to congratulate all who have flown and worked pylon racing throughout the country. It's a great sport, and I hope, everyone continues to work together, to see to it, that it grows. Which brings me "To My Opinion".

We must never forget the novice trying to break into pylon racing. The Magcat series in the Detroit area has boosted interest in racing 100%.

The response to the availability of a kit (Scat Cat) and an engine (Magnum 40 GP) and a prop (Master Airscrew 9-6) for under \$85 is too hard to resist. The Mag-Cat Classic Pylon Race, sponsored by The Signal Seekers Airplane Club and Hobbies Unlimited hobby shop, drew thirty-six entries, limited to the above specifications.

I would also like to congratulate Pete Waters, who walked away with Top Honors. (Pete is a novice, isn't he?) By the way, Pete, which airplane are you putting the Futaba radio you won, into?

Getting back to the main topic, moving

up from there to Q500 seems to be the main topic for concern. I can only say from twenty-five years of U/Control Combat and two years of R/C/ Pylon, that if the average flyer can't go into his local Hobby Shop and talk about and see the airplane and engine, that he may need, he will not likely stay too interested.

This may come as a surprise to those I speak of, but there are people who make engines, repair engines, and produce airplanes, that are not available locally at your neighborhood Hobby Shop! How does the average guy starting in Q500 see and talk about the above mentioned? Let me give this example: John Doe must call long-distance all over the U.S.A. and talk to certain people he reads about and sees pictures of, winning national and world events. He may by chance go to a local contest and see these same people all gathered and talking to each other about their own products and comparing notes. I am "sorry to say", that in most cases, John Doe will not approach these people or call to ask questions, therefore, not pursuing to advance any further. The false intimidation factor is present and it cannot be reversed, unless the products are made readily available in the local Hobby Shop.

If you think this may not be true, check this out for yourself. In U/Control Combat there is not one airplane you can go into a store and buy to fly, Slow, Super Slow, FAI, or Fast Combat. In 1982 there were thirty-six entries in Fast Combat at the Michigan State Championship. This year, 1992, there were thirteen!! This is not the only event, there are many others (C/L Stunt, R/C Pattern, R/C Pylon, etc).

We must all take a good look at our formats and try to make everyone, even the least interested in pylon, feel totally comfortable, to ask all the questions he wishes to ask, and not feel the least intimidated. Would you call or walk up to the "Top Guns" in your eyes, and ask the simple question, how is the best way to get started in Pylon Racing?

It would be a shame to go to a race ten



years from now and have only ten racers in Quickie and be the same ten racers that are racing now.

The question has been asked, should we try a new type of race like the proposed "Quarter 40", or try to save what we have, the "Quarter Midget"? Maybe offering at a Q500 race, PRIZES!! First place: Nelson .15, Second place: Quarter Midget Airplane, etc.. Just a thought!

In closing, just let me say, please watch out for the Novice, he really would like some help and even FLY.

District 6 - Pete Reed

49 Anvil Dr, Avon, CT 06001 (203) 673-7883

Nothing submitted

Formula One District Point Standing - 9/30/92

1	Lloyd Burnham	7	402.06
2	Dave Doyle	7	395.03
3	Pete Reed	6	370.14
4	Bill Glode	6	259.67
5	Don McStay	7	249.06

District 7 - Tom Bogut

3479 Florida Palm Ave, Melbourne, FL 32901
(407) 729-6682

Nothing submitted

District 8 - Drew Jerina

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(214) 240-7725

Just got back from the F1 Championship Race in Modesto. I had a great time and went fast. Special thanks to Lou Rodriguez for the great contest.

Race Results

Dallas RC Club - Sept. 6

1	Dave Layman	1:14.62
2	Sam Womack	1:20.34
3	Jim Young	1:18.16
4	Drew Jerina	1:18.92

5 Randy Ritch 1:15.33

Brazoria County Modeler's - Sept 12

1	San Womack	1:18.28
2	Dave Layman	1:19.97
3	Dub Jett	1:33.23
4	Mike Hammett	1:22.91
5	Bill Hager	1:12.12

Brazoria County Modeler's - Sept 13

1	Bill Hager	1:13.30
2	Dave Layman	1:10.31
3	Red Cranfill	1:20.20
4	Jim Young	1:12.70
5	Norm Johnson	1:15.32

Sept 26 - Space City

1	Dub Jett	1:09.88
2	Bill Hager	1:11.11
3	Randy Ritch	1:09.88
4	Norm Johnson	1:12.52
5	Dave Layman	1:11.85

Sept 27 - Space City

1	Dub Jett	1:09.80
2	Bill Hager	1:10.44
3	JP Hanway	1:19.13
4	Jim Young	1:11.14
5	Sam Womack	1:16.65

Formula One District Point Standing - 9/30/92

		Races-Points
1	Dub Jett	10 578.24
2	Bill Hager	13 539.39
3	Norm Johnson	13 486.87
4	Dave Layman	13 465.23
5	Sam Womack	12 452.29
6	JP Hanway	10 438.29
7	Bruce Hobbs	6 422.75
8	Drew Jerina	11 398.95
9	Randy Ritch	8 392.71
10	Richard Tocchi	7 382.97
11	Jerry Small	7 347.42
12	Don Martinson	9 345.61
13	Red Cranfill	9 321.04
14	Jim Young	10 321.04
15	Robert Greer	8 309.15
16	Richard Oliver	7 276.56
17	Fog Tanner	7 213.24
18	Gary Clay	7 210.22
19	Mike Hammett	3 113.04
20	Wiley Brown	4 101.69
21	William Shults	4 93.76
22	Randy Kent	2 61.69
23	Bucky Miller	2 28.96
24	Phil Bussell	3 12.61
25	Bob Miller	2 1.20

Quickie 500 - Cliff Telford

1512 S Greenleaf Ct, Winter Springs, FL
32708 (407) 359-9958

Article by Randy Ritch

Phil Bussell crossed the finish line a

tenth of a second ahead of Randy Ritch and Tony Lopez to win the 1992 NMPRA Q500 Championship race. This year's prestigious race was hosted by the Space City R/C Club of Houston, Texas and CD, Dick Ritch, on October 10-11.

Racing started promptly as 9:30am, Saturday morning, and at the end of the first round more than half the field had posted zero's due to cuts and mechanical problems.

Seven rounds were completed with almost everyone getting their act together. Lopez led, with Bussell second, and Randy Ritch third. Richard Oliver posted fast time for Saturday with a 1:05.00.

The awards banquet for the year end season points was held at the Holiday Inn. Good food, good drink, and a good time was had by all attending.

Fog delayed the start of Sunday's race by half an hour. Once it cleared, the air was fast and the weather better than the day before.

Round twelve found the top three flyers facing off. Ten laps latter Bussell beat out Ritch and Lopez, all three posting 1:04's.

Tony Lopez won the second place fly-off, besting Randy Ritch with another 1:04.

The top three flyers, along with national record holder Ken Howell, entered into a Calcutta race at the end of the contest. Howell showed them why he is the record holder, coming out on top, to win the purse.

Many thanks go to the tireless efforts of Dick Ritch and the Space City R/C Club for making the Championship Race a huge success.

My Opinion

by Drew Jerina

As most people were, I was very disappointed on the mediocre turnout for a National Invitational Championship



Race. Eighteen entries, of which thirteen were from the district, is nothing to be proud of at all. What better way could you have for discouraging clubs to put on races other than low turnout? Without the clubs, there will be no racing. We could have done better by having another district race to encourage participation rather than structure this event to restrict it.

Was it a scheduling problem? A methods problem? Is Q500 a regional event because of the various regional rules, which mostly govern the use of equipment? Do Quickie flyers travel on a National level? Only for the Nats it seems. Why the need for National Points for this less than spectacular end?

That's enough complaining. On the constructive side, from my perspective we still need a healthy national racing organization which promotes pylon racing to that level. One of the biggest challenges the NMPRA has is, how to encourage participation at the national level and at the same time support regional needs. This is not an impossible goal, it is up to the officers and membership of the NMPRA to find positive ways to solve these challenges. Let's all do it. Let's start by having NMPRA support District Regional Quickie Championships.

That's my opinion. What's yours?

Quarter Midget - Dan Kane Jr.

5058 N Sawyer, Chicago, IL 60625
(312) 463-5488

Well the fat lady has sung for the 92 season. Those of you who missed Rough River this year, missed a good one. Twenty-four contestants fought it out, flying ten rounds, plus the prestigious Doo-little race.

Some things were discussed earlier this year concerning the future of QM. People have said it has died, while others feel it is still kicking. Several race sites in the Mid-

west have disappeared due to the lack of entries. Most of this decline is due to the recent booming interest in the now popular Q500.

Some racers from the Midwest, East coast, and Florida region feel a new class should be started. This class would be the combination of three events, sort of a Formula-40-Midget. QM type airplanes, Formula One dimensions and Q500 motors. Actually, the proposed dimensions, as per Gager, are slightly smaller than a Formula One, four hundred square inch wings, three inch fuselage width and six inch height. As for the engine, any side or rear exhaust .40, front intake motor, with a muffler. This will keep many people who are worried about noise, happy. Fuel would be 15% supplied by the contest. Props are the same as for QM, continuous filament, fiber glass or carbon fiber. These new dimensions are not really that much bigger than our present QM airplane, but we have more than doubled the engine size.

Go back a few years when the new Nelson 40 Quickie motor came out. The pilots probably couldn't handle intermediate trainers, yet they were at the controls of a 150 mph missile. With this new event, you have the attraction of the airplanes representing real airplanes. This aspect in itself will attract the average sport flyer, who has the urge to go fast. Can they handle the extra horsepower? Is this what we want?

The problem with QM, the way it is now, is that there are too few races to compete in, again due to the lack of entries. It's tough to go to two races a year and expect to be as consistent as in previous years.

A few years back, we had several races to chose from, including the Nats. Now that number has greatly decreased including attendance at the Nats, causing a decline in QM activity. As per this new event, Gager said "I guess I'll have to put these engines (QM) in the same drawer as my others". Other engines that became obsolete due to speed, availability, and perfor-

mance are: OS, K&B, Supertiger, Rossi, Cox, and now Nelsons. That sure is an expensive drawer of junk. Unfortunately, the Nelson .15 did not become obsolete, it is being phased out. Or is it? Due to the current economic conditions, it will be pretty hard to justify spending \$350 on an engine when you look in the junk drawer.

Starting a new, quieter, and faster event is a great idea, but keep the .15 class. There are pilots that say QM should be as fast as AMA 500. I would hate to see QM die. Many others feel this way too. We need to get new people flying QM. Somewhere we've lost our natural progression of events. Will this new event regain the progression? Can we have the best of both worlds, QM and Formula-40-QM?

The time allotment at the Nats had a major role in the decline of QM. AMA feels it's in their best interest to eliminate those events that don't have sufficient entries. I have a problem with dropping an event that has the least amount of time. There were sixteen racers at the QM 92 Nats. What about certain classes of pattern that had sixteen entries or less. Will AMA consider these events also? Unfortunately, they don't see why the numbers have fallen off. AMA has received many rules proposals on this issue. I have also received letters from Gail Jacobson, Jim Gager, and Duane Gaul expressing their opinions, and ideas.

How about some input concerning this event. Take the time to call or write. I will not make decisions for you, without it.

Next season will be more organized as far as the point standings are concerned. It's tough to break into the middle of a season, and catch up.

YOU MUST BE AN NMPRA MEMBER TO QUALIFY FOR THE 1993 CHAMPIONSHIP RACE.

Please return the QM Questionnaire as soon as possible.

Top Ten NMPRA 1992 Formula One Champions



(Standing l-r) Bill Hager-10th, Darrol and Rhonda Cady-9th, CD Lou Rodriguez, Gary and Linda Hover-7th, Rich Verano-6th, callers Rusty Van Baren and Jim Shinohara. (Kneeling l-r) Mike Helsel-4th caller Henry Bartle with Lyle Larson-3rd, Dave Layman-2nd and winner with fast time of 1:05.17, Dave Shadel. 5th place finisher Dub Jett was absent from this photo.

Congratulations to the 1993 FAI Team



(Kneeling l-r) Henry Bartle, Rich Verano, and Dave Shadel, (standing l-r) callers Lyle Larson and Jim Shinohara.

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1992 Formula One Championship

Modesto, California by Lou Rodriguez

The 1992 NMPRA Formula One Championship was held at Crows Landing NALF on October 24-25. Forty-six pilots from across North America (two from Canada) came to compete in the most demanding Formula One event of the year. Invitations were sent by NMPRA to those pilots who earned this opportunity by virtue of season standings.

Registration began at 6:00pm on Friday, October 23 at the Mallard's Inn in Modesto, California. The facilities and staff were absolutely delightful. As registration continued, our room became filled with wall to wall airplanes with some overflow proceeding out to the lobby. Pilots registered a total of 80 airplanes which were safety inspected, then assembled for static judging.

Dave English and company proceeded to the field at the crack of dawn on Saturday morning to setup the pylon course. By 7:00am, the pit area was starting to fill. The pilot's briefing started at 9:00am, after the morning practice period. The first heat was started at 9:20am and the race was on!

Round One: Dave Layman established the pace early by flying 1:09.13 against Gary Hover and Paul Stenberg. Two heats later, Lyle Larson upped the ante with a 1:07.41 win over Richard Verano, Bob Dible, and Bob Brogdon. The tightest race of the round was between Mike Helsel and Bruce Richmond, with Mike taking the race by 2/10's of a second.

Round Two: Bill Hager was in fine form against Norm Johnson with an impressive 1:09.02 victory. Gary Hover came back strong with a 1:09.09 win over Bob Dible, Henry Bartle, and Rich Tocci. Lyle Larson eased off to a 1:08.84, but still managed to win over Bruce Richmond and Bruce Brown. Richard Verano was pushed hard by Brian Richmond and Darrol Cady, but held on for the victory with a 1:10.83. In the final heat Dave Shadel stepped up to establish a new fast time of 1:06.99 against Todd West and Ron Rice.

Round Three: Rich Tocci and Lou Rodriguez literally fought for position until both airplanes collided between pylons one and two. Fifty feet later, the airplanes separated without any major damage and finished the race. Rich finished ahead of Lou, Drew Jerina, and Bill Hager, who's engine went sour. Dave Layman stayed perfect while Bruce Richmond just edged out Bob Dible to finish second. Brian Richmond and Henry Bartle were having a tight race when Henry got into wake turbulence at pylon three. Brian won with a 1:10.78, while Henry's airplane needed to be carried off in a body bag. Lyle Larson and Gary Hover had a fine match with each induced into a cut. Lyle won with a 1:13.26 (eleven laps) to Gary's 1:13.74 (eleven laps). Richard Verano very methodically found some more speed just in time to use it against Mike Helsel. It was close, but Richard held the edge with a time of 1:09.22 against Mike's 1:10.41. Dave Shadel stayed perfect by flying under 1:10 (again), while Jeff Carpenter and Paul Stenberg battled for second and third, half a lap back.

Round Four: Bruce Richmond and Dub Jett had quite a duel going until Dub cut, leaving the race to Bruce. Brian Richmond took the low course in a wild race with Bob Dible, as Bob put pressure on from above. Brian held on for the win with a 1:09.88 against Bob's 1:10.29. Dave Layman went to the line intent on staying in first place while Lou Rodriguez was out to be the spoiler. Dave got airborne first with Lou right behind. There was no margin for error in this one, and Dave didn't falter as he established a new personal best time of 1:07.40. Lou had to settle for second with a 1:09.92 as Bruce Brown and Dave Doyle finished third and fourth respectively. Henry Bartle put his backup plane to good use, winning in a close race over Don McStay, Tom Storm, and Chuck Brown. Paul Benezra was faster and more consistent at this contest than he has been in the recent past. He put his returning good fortune to work with a 1:11.02 win over Gary Hover, Don Rice, and Darrol Cady. And just in case nobody was paying attention, Dave Shadel went out and posted a new fast time of 1:05.31 against Rich Tocci and Dave English.

Round Five: Lyle Larson got a lot of excitement and a lot of pressure from Paul

Benezra, but managed to hold on to the win with a 1:09.29, to Paul's 1:09.84. Paul Stenberg kept his bid for the "Top Ten" alive with an extremely close win over Darrol Cady. Dave English came on with some speed to win over Rusty Van Baren, Drew Jerina, and Dave English. All eyes were on the flight line as Dave Shadel and Dub Jett were matched up. Dave got the early lead, but couldn't shake loose from Dub. Dub finally gave a little distance in the final laps and had to settle for second behind Dave's 1:07.70. Another exciting match-up was a three plane heat with Norm Johnson, Gary Hover, and Mike Helsel. Mike was third to take off, but quickly made up for lost time and won with a 1:08.66. Gary won the second place over Norm.

Saturday's racing finished around 4:30pm. Dave Shadel, Dave Layman, and Lyle Larson were atop the leader board, each with a perfect score through five rounds. Mike Helsel was just one point down and waiting for Sunday. Pilots, wives, and friends started to gather at 6:30pm to enjoy some libation before the NMPRA banquet. The annual awards were presented by Ron Schorr, with Dub Jett receiving top season honors in Formula One. President elect Lloyd Burnham spoke briefly on the future of NMPRA and seems prepared to do a great job with our help and support.

Round Six: Heat one started at 8:35am on Sunday, just five minutes behind schedule. Dave Layman took advantage of Lloyd Burnham's generosity (two cuts) and cruised to victory. Paul Benezra continued strong over Paul Stenberg and Henry Bartle. Lou Rodriguez took off second behind Lyle Larson and needed eight laps to edge past Lyle. Lou built a small lead in lap nine, then Lyle made a dash to the finish. The results: Lou held on to win with 1:08.07 to Lyle's 1:08.10. There were now just two pilots with a perfect score. John McDermott fixed a fuel tank problem Saturday night and found everything working fine Sunday, as he won a close 1-2-3 finish over Don McStay and Drew Jerina. Dub Jett and Rusty Van Baren matched up in a close race with Dub holding on to win with a 1:07.11 against Rusty's 1:09.74. Dave Shadel was matched against Bill Hager, Chuck Brown, and Matt Mikko. Hager flew a good race and posted

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a respectable 1:11.07, but Dave chose this moment to lock up fast time for the contest with a 1:05.17. Chuck Brown finished third ahead of Mikko.

Round Seven: Lyle Larson got the jump on Rich Tocci, finishing first with a 1:09.67, while Tocci was plagued by cut-outs. Mike Helsel was taking no prisoners with a well flown 1:07.26 victory over Lou Rodriguez, Jeff Carpenter, and Brian Richmond. Tom Strom put together ten good laps to finish with a 1:12.91 ahead of Dave Doyle, Pete Reed, and Rudolf Tisza. Gary Hover used one of his faster race times to best Drew Jerina, Al Watson, and Todd West. With Bob Dible and Don Rice on the line, it was Stinger versus Stinger. Dible got the best of this one with a 1:11.19 finish ahead of Rice and John Headley. Richard Verano put together a good race at 1:08.01 to answer the call against Bruce Brown, and Matt Mikko. Lloyd Burnham put in his fastest race of the weekend with a 1:11.17, but was matched against Dub Jett, who was really moving on Sunday. Dub flew a 1:08.88 (his slowest time for four rounds flown on Sunday) to beat Lloyd, as Chuck Brown finished third. Bill Hager, who was in the points battle with Paul Stenberg, took control with a 1:11.74 victory with Dan Kane Jr. finishing second and Stenberg third. Dave Layman was pressured by Paul Benezra and Rusty Van Baren. When Paul cut, it was up to Rusty, but he didn't quite have the speed to pass Dave. Layman's perfect score was still intact as Rusty finished second, Paul third and Norm Johnson fourth. Dave Shadel knew he would have to win in order to stay with Layman for first place. Henry Bartle gave it his best shot, but couldn't keep up with Shadel's 1:08.97.

Round Eight: Jeff Carpenter had a lead over Darrol Cady until lap five, when his caller was a bit early on the turn at pylon one. Darrol went on to win with a 1:11.93, with Dave Doyle second, then Jeff.

There had been only one airplane lost on the race course until this round, when Don McStay splattered coming out of pylon three. Two laps later, it was Scott Manning testing the concrete around pylon one. The runway at Crow's Landing is very hard and very unforgiving to vertical impact. Ron Schorr sacrificed his airplane to the pylon gods just two heats later. It was starting to get a little messy, but this was

fortunately the last casualty of the contest.

Back to serious racing, it was Gary Hover with a 1:10.03 win over Bruce Brown and Lloyd Burnham. Chuck Brown took the checkered flag as Dave English and Paul Stenberg pushed each other into cuts. Dub Jett flew strong with a 1:07.05 win over Norm Johnson and Richard Verano, who was helpless after his plug blew. Dave Layman was blessed with good fortune as he got a cut against Dan Kane Jr. and Rich Tocci. Dan also cut, while Rich was once again affected by cut-outs. Henry Bartle forced Rusty Van Baren into a cut and took his race with a 1:08.47. Dave Shadel, Lyle Larson, Brian Richmond, and Andrew McInoe were staged for a real barnburner. Dave, Lyle, and Brian were three abreast when the cut boards dropped at pylon one. No one gave any ground for the remainder of the race, and it was time to check the heat card. Dave finished first with a 1:05.50 and no cuts. Lyle was second with one cut and a time of 1:11.88. Andrew was third with one cut and Brian got a zero with two cuts.

Round Nine: Dave Shadel and Dave Layman started the round with perfect scores. Lyle Larson and Mike Helsel were next in line at two points down. Dub Jett was fifth at three points down. Mike Helsel cruised to victory as Don Rice double-cut his way out of the race. Bruce Brown came through with his first win of the weekend in a close race with Paul Stenberg and Todd West. Chuck Brown posted back to back wins as the other pilots in his heat suffered cuts. Dave English got a cut and still took the win over Gary Hover as Gary's engine four-stroked around the course. Dub Jett won a hotly contested race with a 1:08.13 over Rich Tocci and Paul Benezra (two cuts). Richard Verano found the good needle setting and flew 1:07.49 to handily put away Bill Hager. Dave Layman flew his slowest ten lap time of 1:17.88, but won anyway, as Brian Richmond's engine crapped out after four laps. A little luck can go a long way in this event. Dave Doyle came away with the victory over Dan Kane Jr., Andrew McIndoe and Henry Bartle (two cuts). Lyle Larson posted a 1:07.54 victory as Rusty Van Baren double-cut. Dave Shadel had to get past Darrol Cady and Al Watson to finish with a perfect score and force a fly-off with Dave Layman. Shadel

left no doubt as he finished his heat at 1:07.73.

Fly-offs: Dave Shadel and Dave Layman went to the line to determine who would be the 1992 NMPRA champion. Layman came down a little too hard on his needle valve and had to pull out early as his engine sagged. Dave Shadel was left alone to go for a fast time, but one cut ruined his bid to improve his 1:05 contest fast time. This was the only cut and the only time over 1:09 for Shadel all weekend. Very impressive. Lyle Larson and Mike Helsel were up next to determine third place. Lyle continued to exhibit the speed he had all weekend, while Mike just missed the needle setting and finished fourth for the contest, just two points down.

The weather for this race was the CD's biggest concern, but turned out to be wonderful, thanks to Henry Bartle, who was in charge of this area. The Mallard's Inn provided us with great accommodations and a friendly staff. Dave English towed the pylon equipment from Southern California and should be recognized for his hard work all year long. The contest staff did an excellent job with only three re-flies required out of 108 scheduled heats. Not perfect, but pretty damn good! The quality of competition at this race reflects well of this event. There were no "gimmies" at this contest.

How did the CD fare from all this activity? Well, some people tell me I look pretty good for a man of fifty-nine. Thanks go to all who participated. I hope you enjoyed it.

I would like to recognize the following individuals for their interest, hard work, and patience at the race. Our organization and every participant at this event owes their highest appreciation to:

RC FLYERS UNLIMITED - Ward Hendricks, Mike Ollar, Ken Flora, Don Robinson.

EAST BAY RC - Larry Bickers, Diane Bickers, Pete Bowen, Alex Garcia, Vince Garcia, Don Ncnely, Bob McConnaghey, Larry Murphy, Leslie, Ken Sapp, Dale Wright.

MERCED COUNTY RC - Dave Ferrell, Alice Ferrell, Dave Kuhr, Jim Mathew, Bill Murphy, James Ruhn.

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Lets also recognize Donna Bartle, Russ Post, and Paul Page.

It takes a willing and able crew to conduct a race of this stature. This group did a fine job throughout this event. Without their help, we simply could not race. My apologies to anyone I may have missed from this list. Thank you all for a job well done!

Race Results

	Points-Time
1 Dave Shadel	36 1:05.17**
2 Dave Layman	36 1:07.40
3 Lyle Larson	34 1:07.41
4 Mike Helsel	34 1:07.26
5 Dub Jett	33 1:07.11
6 Richard Verano	32 1:07.09
7 Gary Hover	31 1:09.09
8 Lou Rodriguez	31 1:09.07
9 Darrol Cady	29 1:11.66
10 Bill Hager	28 1:09.02
11 Rusty Van Baren	26 1:09.74
12 Paul Stenberg	26 1:14.69
13 Andrew McIndoe	25 1:16.70
14 Paul Benezra	24 1:09.84
15 Bruce Brown	24 1:14.16
16 Pete Reed	24 1:15.70
17 Henry Bartle	23 1:08.47
18 Drew Jerina	23 1:13.70
19 Richard Tocci	22 1:11.92
20 Dan Kane Jr.	22 1:18.35
21 Brian Richmond	20 1:09.38
22 Dave English	20 1:13.52
23 Chuck Brown	20 1:15.65
24 Bob Dible	19 1:10.29
25 Bruce Richmond	19 1:11.27
26 Don McStay	19 1:15.07
27 Jeff Carpenter	18 1:12.12
28 Tom Strom	18 1:12.91
29 Norm Johnson	18 1:13.03
30 Dave Doyle	18 1:14.63
31 Matt Mikko	18 1:18.74
32 Todd West	17 1:22.14
33 Al Watson	16 1:15.20
34 Rudolf Tisza	16 1:19.74
35 Don Rice	15 1:18.52
36 Robert Brogdon	13 1:16.73
37 Ron Schorr	13 1:22.25
38 Jim Young	12 1:21.20
39 John Headley	12 1:24.18
40 Lloyd Burnham	11 1:11.71
41 Dave Hill	8 1:21.25
42 Gene Sidwell	7 1:30.91
43 Mike Sperry	6 1:25.01
44 Ted Puzio	6 1:33.04
45 John McDermott Jr.	4 1:14.12
46 Scott Manning	2 0:00.00

National Point Standing

	Dist-Races-Time
1 Dub Jett	8 10 601.99
2 Norm Johnson	8 13 545.66
3 Bill Hager	8 13 544.48
4 Mike Helsel	1 7 538.04
5 Gary Hover	1 7 537.02
6 Tom Strom	2 8 527.92
7 Henry Bartle	1 10 524.53
8 Darrol Cady	2 17 513.70
9 Scott Manning	2 11 507.57

10 Dave Layman	8 13 502.14
11 Dave Shadel	1 5 490.11
12 Randy Ritch	8 8 490.74
13 Harold Sattler	3 9 480.28
14 Lloyd Burnham	6 7 479.34
15 Richard Verano	1 8 468.25
16 Orlan Dowdeswell	3 7 467.08
17 Jerrett Cangie	2 8 461.96
18 Dave Doyle	6 7 457.95
19 Lyle Larson	1 6 455.44
20 Sam Womack	8 12 452.29
21 Rusty Van Baren	1 6 452.01
22 Mike Sperry	4 8 442.44
23 Richard Tocci	8 7 441.36
24 Andrew McIndoe	2 9 439.29
25 JP Hanway	8 10 438.29
26 Al Watson	2 10 434.64
27 Matt Mikko	2 11 431.86
28 Don Rice	2 10 429.35
29 Bob Hunt	2 9 429.04
30 Bruce Hobbs	8 6 422.75
31 Scott Manning	1 7 419.51
32 Pete Reed	6 6 410.21
33 Lou Rodriguez	1 6 400.91
34 Drew Jerina	8 11 398.95
35 Tony Huber	2 5 398.43
36 Don McStay	6 7 395.02
37 John Packer	2 9 304.98
38 Cecil Graval	3 7 384.96
39 Robert Greer	8 8 378.22
40 John Headley	2 10 375.50
41 Jerry Small	8 7 364.70
42 Hank Kaufman	3 11 363.08
43 Bill Glode	6 6 356.27
44 Don Martinson	8 9 345.61
45 Bruce Brown	1 7 343.86
46 Roy Andrassy	3 8 337.62
47 Ron Schorr	1 8 322.29
48 Red Cranfill	8 9 321.11
49 Jim Young	8 10 321.04
50 Leon Ellbert	4 5 320.68
51 Brian Richmond	2 5 317.07
52 Dave English	1 7 306.38
53 Ted Puzio	2 11 296.56
54 Richard Oliver	8 7 276.56
55 Phil Barnes	2 7 273.07
56 Mel Reed	4 7 270.82
57 Pete Bergstrom	2 5 268.97
58 Jim Kelly	2 8 254.78
59 Jeff Carpenter	1 4 254.67
60 Walt Chickmoroff	2 5 243.96
61 JR Wilbur	2 9 230.51
62 Fog Tanner	8 7 213.24
63 Gary Clay	8 7 210.22
64 Chuck Brown	1 7 208.21
65 Rudolf Tisza	1 5 198.97
66 Clayton Wright	3 7 197.75
67 Delbert Godon	3 4 196.88
68 Larry Laulom	1 3 191.32
69 Paul Stenberg	1 4 182.45
70 Walter Riess	2 4 166.41
71 William Shults	8 4 161.43
72 Clark Wade	5 5 158.47
73 Chip Hyde	1 2 156.89
74 Randy Ling	2 4 153.88
75 Paul Benezra	7 3 143.18
76 Bob Dible	1 3 132.19
77 Gene Sidwell	1 5 131.00
78 Mike Hammett	8 3 113.04
79 Leonard Curiel	1 4 105.02
80 Duane Gall	4 4 104.79
81 Wiley Brown	8 4 102.89
82 Jessie Carta	1 2 81.73
83 Hans Algard	4 1 75.53
84 Michael Otto	1 3 68.87

85 Duane Felstet	4 5 68.14
86 Randy Kent	8 2 61.69
87 William Hauth	6 1 61.27
88 Todd West	1 1 50.67
89 Dan Anderson	1 2 50.34
90 David Hill	1 3 49.78
91 Neil Watson	6 1 47.13
92 Russell Tokyoka	1 2 45.63
93 Jay Replogle	1 1 36.53
94 James Kennedy	1 1 35.46
95 Mike Delponte	1 2 34.82
96 Peter Priest	1 2 31.80
97 Charles Eads	2 2 29.87
98 Bucky Miller	8 2 28.96
99 Bob Miller	8 2 27.13
100 Jerry Krasser	6 1 22.40
101 Phil Bussell	8 3 20.93
102 George Lacort	1 1 18.33
103 Edward Hotelling	1 1 14.90
104 John Creagh	1 2 12.68
105 John Landers	7 1 8.27
106 Robert Brogdon	1 1 4.73
107 Francisco Gonzalez	1 1 1.20
108 Mark Redding	4 1 1.20
109 Daryl Tulberg	4 1 1.20

1992 Quarter Midget Championship

Rough River, Kentucky by Dan Kane Jr.

The 20th annual QM race proved to be better than everyone expected. Mother Nature aided us in pulling off a successful race. Seven rounds were flown on Saturday and three on Sunday. All ten rounds were flown without a single refly! The contest ran smoothly, due to the experience of the workers. Cathi Waters did a superb job with starting. Here is where experience pays off. Cathi has been starting races regularly for the past two years, and has assisted Karen Yeager at the Nats since 1987. The Louisville R/C Club worked hard all season to cure the problems they faced in the past, to pull off one of the best contests I've ever been to. To all the workers, a great job! Three members who worked extra hard were CD Joe Codispoti, computer whiz Evans Hunt, and Bob Leason, the person who kept things moving when the CD wasn't there. The crew that worked number one did great, curing their past problems.

I also want to thank my Dad, brother, and Chuch Harrison, who came all the way from Chicago to help.

We had 24 pilots, coming from as far as Texas and Florida. We also had some new racers, which included Tom Doe, yes Greg

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Doe's son, Tom, over the two days, cut thirty seconds off his time. Great job Tom. Hope to see you in the future.

All the races were close, not one gimmy. You know things are tuff when you turn a personal best time of 1:13.10, and get beat. That hurts, but maybe next year I can return the favor Katz.

Round One proved to be quite interesting. Jerry Salisbury feel two points. Grunk dropped one, as Katz cruised to a 1:19, to post round one fast time. The Texans earned themselves zeros for cutting. After JP Hanway calmed down, protesting that the race was fixed, he proceed to the pits. JP and Don Martinson took out their tape measures and measured pylons two and three (they both cut out at pylon three). There measurement showed the course to be three feet too wide. The CD's measurement, from the top of the bent pylons, showed that the course was seventeen inches to wide. The course workers moved the pylons in seventeen inches, and the CD elected not to refly the round.

Round Two, the times were coming down. Salisbury turned a 1:17.74 for a new fast time. Will this be the fast time. JP makes his mark, by turning a 1:17.09. Joe Dodd's 1:18 wasn't good enough for first, dropping him down one. Grunk continued to bad luck, receiving zero, putting him five points down.

Round Three found one of the best heats of the race. By lap 8, Kane caught up. By lap nine, all three planes turned pylon together. Rounding pylons two and three, Kane squeaked past Grunk, turning a 1:15.85, to Grunk's 1:15.95. JP came in third with a 1:16.20. Katz turned a 1:15.85 all by himself.

Round Four, Rex "too low" Knepper and Gager were in a heated battle when Rex discovered someone flew just as low. Knepper felt the old squeeze play with no place to go except, splat, with his P-51. Katz is still leading, with a perfect score. Salisbury and Kane are two points down in second. Doe and Dodd are in fourth, four points down.

Round Five saw another spalt, as Katz's Tiger moth bit the dusk. A faulty switch harness forced an early retirement. There goes the perfect score.

Round Six proved the zero virus was still around. Kane's blown plug, gave him a zero. The field is now trying to play spoiler. Greg Doe turned a 1:08, for nine laps. Too bad for Greg. It would have been a good run in the 1:14 range. Grunk, with his smooth flying, blistered the course with a 1:13.25.

Round Seven, the zero virus again. Joe Dodd, who by the way, is the oldest living human know to man, due to his many birthdays, one per contest, had aileron problems. It's too bad this wasn't the Olympic gymnastics team selection because Joe's airplane did the finest cartwheels Ive' ever seen. We had to show score cards every time Joe landed. Joe's "finally it's gone" quote, wasn't really the case. The Columbus crew rebuilt the airplane overnight.

Sunday, the host club planned to fly four more rounds, but the pilots voted to call it a day after three.

Race Results

	Pilots	Points-Time
1	Jerry Salisbury	37 1:15.27
2	Jim Katz	36 1:13.17
3	Greg Doe	34 1:18.00
4	Dan Kane	33 1:15.02
5	Craig Grunkemeyer	30 1:13.25

Doolittle Trophy Dash

The cutoff time this year was 1:22. The Pilots: Jim Katz 1:13.17, Craig Grunkemeyer 1:13.25, Dan Kane 1:15.02, Jerry Salisbury 1:15.27, JP Hanway 1:16.24, Don Martinson 1:17.74, Greg Doe 1:18.00, Joe Dodd 1:22.21, Bob Petrincec 1:20.04, Jim Gager 1:20.44, Rex Knepper 1:22.21, and Ben Martin 1:22.65.

The first heat pitted Kane against Katz. Katz won with a 1:12.89 to Kane's 1:13.08. Grunk and Knepper won there heats, with the latter flying a borrowed airplane. In a later heat, Knepper vs Gager, Gager showed us the relationship between cheese and a quarter midget as it passes over a shredder. Gager hit the pylon two judge's cage. Joe Dodd won, posing a frequency problem. Grunk and Katz flew in the final. Grunk pulled ahead early and never looked back. Katz tried too hard and cut, ending his chances.

In summary, the trophies were beautiful. The NMPRA gave cash prizes from first to fifth and the fast time. These cash prizes wern't much, but they sure do help.

Thank you to all who made it happen. The Louisville R/C Club and all the workers did a great job.

1992 Quickie 500 Championship

Houston, Texas by Dan Kane Jr.

Phil Bussell crossed the finish line a tenth of a second ahead of Randy Ritch and Tony Lopez to win the Q500 Championship race. This year's prestigious race was hosted by the Space City R/C Club of Houston, Tx and CD Dick Ritch.

Racing started promptly at 9:30 Saturday morning and at the end of the first round, more than half the field posted zeros.

Seven rounds were completed with almost everyone getting their act together. Lopez led with Bussell second and Randy Ritch third. Richard Oliver posted fast time for Saturday with a 1:05.

The awards banquet for the season points standing was held at the Holiday Inn. Good food, good drink, and a good time was had by all attending.

Fog delayed the start of Sunday's race for half an hour. Once it cleared, the air was fast and the weather better than the day before. Five more rounds were scheduled, making for a total of twelve. The Space City Club and CD Rich insisted on giving the contestants their money's worth.

Round Twelve found the top three flyers facing off. Ten laps latter, Bussell beat out Rich and Lopez, all posting 1:04's.

Tony ended up besting Randy in a fly-off for second place with another 1:04.

The top three flyers, along with the national record holder, Ken Howell, entered into a Calcuta Race at the end of the contest. Howell showed them why he was the record holder, coming out on top winning the purse.

Many thanks go to the tireless efforts of Dick Ritch and the Space City R/C/ Club in making the 1992 Championship Quickie Race a high success.

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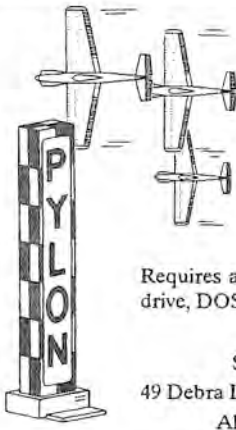
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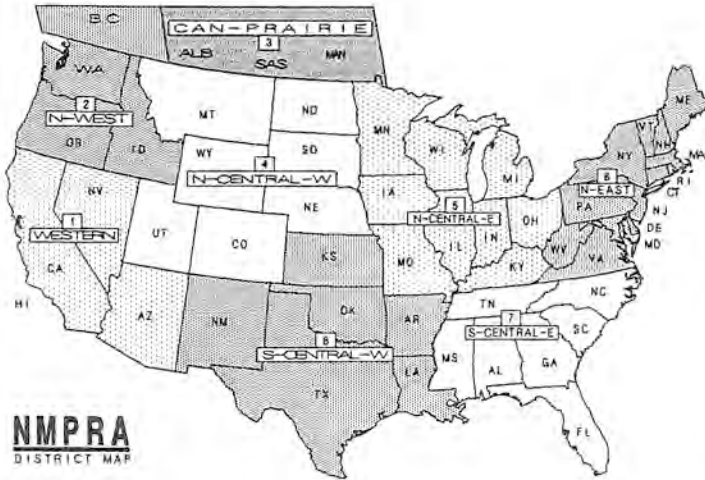
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