



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

November 93

Congratulations to all our new and returning officers. Our jobs will be very demanding in the upcoming months. There are many issues to be addressed besides the regular newsletter articles, scheduling races and maintaining points. There are safety issues to be dealt with, declining entries, site development, escalating costs and new events. All will demand our attention along with what ever else comes up. It is up to all the officers to insure pylon racing will con-

Hot Laps by President Lloyd

tinue on.

I want to personally thank Dave Doyle and Paul Page for agreeing to another year of service. These two individuals spend hundreds of hours devoted to the NMPRA and are an invaluable help to me.

Many thanks to Cliff Telford and Ron Schorr for maintaining Q500 and FI points for another year. The job demands many hours of work. Each CD can help by getting their race results to them immediately after their event. It seems that every year around about September alot of results come in—some as far back as June. September is busy enough without having to post three month old races.

Dan Kane has another interesting year ahead of him in QM. The anti 40 QM faction is gathering alot of momentum. Time will tell which event will survive.

The USA FAI team reigned victorious once again in Austria. Henry, Dave, Dub

1994 NMPRA Election Results

President — Lloyd Burnham (72)

Sec/Trea - Dave Doyle	Newsletter - Paul Page
QM VP - Dan Kane Jr. (64)	Q500 VP - Cliff Telford (68)
District 1 - Lyle Larson	District 2 - Kay Larson (10)
	Opponent - Scott Winslow (7)
District 3 - Roy Andrassy	District 4 - Pam Sperry
District 5 - Karen Yeager	District 6 - Pete Reed
District 7 - John Dunham	District 8 - Drew Jerina
District 9 - Fransisco Tobaoda	

All Candidates ran unopposed except District 2 - () votes

and Richard came through at the very end to nose out the Germans. Rich Verano was the class of the field setting fast time and becoming the new world champion. Well done, Richard.

The NMPRA Formula One points champion this year is Henry Bartle. Henry beat out his partner, Lyle Larson, by five points. This is the second time Lyle has been a bridesmaid to Henry.

Henry was awarded the FI perpetual trophy and permanent plaque at the awards banquet in Valkaria, Fl. A beautiful painting of Henry's and Lyle's airplane was presented to him and wife Donna. The painting is an original oil done by Ken Wakeen, a well known Connecticut artist.

District 2 had three of the top five finishers this year. Along with Henry, was Andrew McIndoe in fourth and Darrol Cady,

fifth. Darrol also receives the Ironman award for entering 19 FI races this season. That's alot of pistons and sleeves!

Our Formula I Championship race was a huge success thanks to the tireless efforts of Tom Bogut and the Indian River Kontrol Society. Everything from the motel and banquet facilities to the flying site were perfect. Tom even provided us with a light dose of liquid Florida sunshine. The sun finally came out on Sunday along with alot of spectators. The IRKS is big into community relations doing several events for charity. The good PR insures they continue to have a place to fly.

Racing was hot and fast with a couple of us Northeasterners showing the way around the course on Saturday. When the nitro fumes cleared out on Sunday, however, the West coast boys emerged on top. Gary

continued on page 2

Hot Laps continued from page 1

Hover made it a clean sweep winning the race, fast time and best of show. Rich Verano was second and Dave Shadel third. I finished fourth and Bill Hager was fifth. Yes, all that bad luck that's been following me around all year finally didn't show up in Florida. I was beginning to think being the NMPRA president came with a built in jinx.

Thanks to Mike Stokes, Horizon Hobby Distributors and JR Radio for the towels, kneepads and radio. Jerry Salisbury, representing JR, did most respectable, but most important, he had a great time. He promises to do more competing in FI next year.

A Futaba radio was also donated for a pilots raffle. The winning pilot turned the radio over to the host club to be auctioned off. Motor mouth and part time auctioneer, Dave Doyle, went to town raising a sizable amount of dollars for the club. Thank you all, for your generosity.

Tom says he and his members had a great time putting on the race and said they're ready to do it again, anytime. You can bet we'll return.

Be sure to check out the top 30 national finishers in Q500 in this issue. With well over a hundred fliers from all over the country earning points this year, Charlie

Poulton in District 7 emerged on top and Craig Grunkemeyer finishing a close second.

Many of the NMPRA districts have had there Q500 district Champ races by now. The NMPRA provided a fancy first place trophy for each district. The race format was to be determined by each district. This was done to help bring more visibility to the NMPRA and increase our membership. I would like to have some feedback on what you think about this format. How can we improve it. Jot down your thoughts or give me a call. Q500 is a large and very important part of racing and the NMPRA.

Lastly, we have finally got some NMPRA hats available. I plan to send some out to each district VP to sell at races. They will cost \$6.00. If you can't wait till next racing season, sent me a check for \$7.00 (\$6 + 1 for P&H) made out to the NMPRA and I'll mail it our right away.

That's it for another season. I hope all of you had an enjoyable year of racing. Now's the time to start building for next year and planning what races to attend. The NATS will be in Lubbock, Tx. in July.

Lloyd

Editor's Request

ARTICLE SUBMISSION FORMAT AND PRIORITY

Best way:
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 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
 Paul Page (203) 584-9437

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on a first come, space available basis. Also, camera ready copy no larger than 7.5" wide by 2.5" deep. Copy must be received by the Editor or President no later than the announced due date.

Advertising Rates

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Quarter Page	7.5 x 2.5	\$ 40	\$280
Econo Ad	3-5/8x2-3/8	\$ 20	\$140

Wanted

Interesting photos of races, planes, events. Send slides, B/W or color negs or photographs to Lloyd Burnham for the newsletter.



**Why is NMPRA Sec/Trea
 Dave Doyle
 ALL SMILES ???
 Because he's wearing a
 New — Official
 NMPRA Hat**

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Choice of colors: all white, red/white, black/white
 Send check payable to NMPRA
 Lloyd Burnham — 715 Avery St., S Windsor, Ct.
 06074



District News



District 1-Dave English

1195 S Thompson Hemet, CA 92543
(714) 764-0922

District 2 - Tom Strom

1420 S W 160th St, Seattle, WA 98166
(206) 246-4258

First of all, I want to thank everyone for electing me as VP for District 2. I certainly will do my best to keep everyone informed as to what is happening. I know there is more to the job of VP than just that, however, and I will seek the assistance of the pro's, as necessary.

Jim Kelly called to inform/congratulate me, and during our chat, I asked if he could send me some input on the Spokane Pylon races that he had attended. I will appreciate any/all help in keeping others informed!

Spokane Pylon Races 18-19 September:
(from notes sent to me by Jim Kelly).

Formula One had fourteen entries, and Q500 had five on Saturday, and seven on Sunday. A 'Mr. Batt', from Spokane, made his debut into the world of Quickies, and made it through the entire weekend! Congrats, Mr. Batt! Hope you will come over to races on our side of the mountains!

Jim Kelly writes, "It's really too bad we didn't get a better turnout for this race from this side of the mountains. It's a great place to fly and usually has a pretty good turnout of help..." Because they were short of help this year due to some other big event, Jim, as he always does whenever the need arises, lent his assistance to J.R. Wilbur, the CD, insofar as making up the time-consuming, complex, matrix, score-keeping setup methods, etc. Jim had brought a non-modeler friend along (Chris Peters from Sumner), and put him to work too! Jim writes, "He (Chris) really got caught up in record keeping. Boy! Once the cards got turned in, he took personal control. Got mad if someone started thumbing through the cards...!"

And only fourteen pilots showed up for Formula One?! Gee, we had eighteen show

up at the Camano Island cow pasture! Ummmm...come to think about it, I don't think my write-up ever appeared in here regarding the amusing Camano Island races - something I may reflect back on this coming winter!)

Jim Kelly continues, "Racing was good in both events, even though times weren't real fast. Spokane is about 2500 feet above sea level, which makes a difference." Don Rice hauled the equipment trailer, with Matt Mikko for company, as Bea (Don's lovely wife), was not feeling well again.

(BEA! It is *never* the same when you are not at a race! Rest up this winter and take it easy. Your husband and Al Watson can find someone else to fix sandwiches for the "help" - but that won't be the same, either, sigh... Seriously, Bea, you are much loved, and certainly missed when you aren't beside Don. Do take care.)

Jim Kelly also made a note on the light side, "We had good medical coverage at this contest with Doctors Easingwood and Andrassy. I'm sure they must be good doctors, cause they sure try hard at the racing events".

In closing, Jim brought up a very good point - that Canada be made a separate District for Q-500 points so they can have a Championship race of their own, with a trophy and all. Something to definitely consider!

For record/info purposes, I'm listing all the attendees of the Spokane races.

Spokane 18-19 Sept.
Quickie 500

- 1 John Hanks
- 2 Jim Weissert
- 3 Brooks
- 4 Borchers
- 5 Batt
- 6 Dick Bergan
- 7 Mike Bergan

Formula 1

- 1 Darrol Cady
- 2 Scott Winslow
- 3 Mike Sperry
- 4 Roy Easingwood
- 5 Matt Mikko

Other pilots attending included; Dan Powell, David English, H. Kauffman, Mel Reed, Daryl Tulberg, Don Rice, Jim Kelly

Kay Larson

District 3 Orlan Dowdeswell

2238 Newis Bay, Regina, Saskatchewan,
Canada S4V0S5 Tel (306) 789-3302, Fax
(306) 522-6848

Hi race fans. This edition of High Performance is probably full of the latest information on the World Championships in Austria and the NMPRA Championship in Valkaria, Florida. The latest information from our district includes the following Top Ten lists;

District 3 Formula I Top Ten (by points)

- | | | |
|----|------------------|-----------|
| 1 | Cecil Gravel | 1:17.28 |
| 2 | Harold Sattler | 1:11.69** |
| 3 | Orlan Dowdeswell | 1:17.75 |
| 4 | Rod Kelln | 1:15.20 |
| 5 | Hank Kauffmann | 1:15.28 |
| 6 | Randy Smith | 1:20.25 |
| 7 | Duane Carruthers | 1:14.47 |
| 8 | Lyle Baker | 1:20.94 |
| 9 | John Barnsley | 1:21.12 |
| 10 | Roy Andrassy | 1:21.95 |

District 3 Q500 Top Ten (by points)

(Rossi class, no Nelsons, 100' x 475' course)

- | | | |
|----|---------------------|---------|
| 1 | Cecil Gravel | 1:22.88 |
| 2 | Orlan Dowdeswell | 1:30.38 |
| 3 | Rod Kelln | 1:27.84 |
| 4 | Jack Ellefson | 1:29.74 |
| 5 | Steve Landry | 1:30.20 |
| 6 | Brad Gomery | 1:48.85 |
| 7 | Richard Moldenhauer | 1:30.03 |
| 8 | Sam Ferris | 1:30.86 |
| 9 | Roy Andrassy | 1:24.78 |
| 10 | Henry Redekope | 1:32.20 |

It certainly pays to attend as many district races as possible.

For the 1994 points season, the Q500 rules in our district have been expanded to allow the Webra Q500 engine with a stock muffler. Our Nelson Q500 class is presently limited to the Calgary area only. Unfortunately we only manage to get one or two of the Nelson class races in per year. Rats!

We are Presently in the midst of our "winter building season". There are no scheduled district races to keep our thumbs in shape so our minds and skills are exercised in our work shops to build up our "ammunition" for the 1994 flying season.

Send Formula I race results to Ron Schorr. NO RESULTS—NO POINTS



District News



In the Calgary area, a dedicated addicted group of racing enthusiasts gather at one of our local flying fields every second Sunday through out the entire winter and spring to fly in what we call our "Club 20 Winter Racing Series".

The rules for our local Club 20 racing are patterned somewhat after the British Club Twenty Association Pylon Racing Competition Rules, however our rules have been modified to minimize the number of course workers and to maximize participation by all club members.

Calgary Club 20 Rules Summary

Any aircraft from your basic trainer to the most advanced pattern ship is allowed to race as long as the noise requirements for the field are met, ie: 102 db at 10 feet. For the more serious racer, the following aircraft rules apply:

Fuselage — Minimum width 2.75", minimum depth 5.00". These dimensions must occur somewhere within the wing chord but need not coincide. The cockpit must measure a minimum of 1.25" wide at a point 1.50" down from the top.

Wing — Minimum span 30", minimum area 300 sq.in.

Controls — no restriction on the number of flying controls. Generally people utilize two or three channels.

Prop — Fixed pitch commercially available propeller manufactured from filled nylon or wood. No fiberglass or carbon fiber props.

Spinner — A rounded spinner may be used with a minimum diameter of 1.50".

Weight — Minimum weight is 2.5 lbs. dry.

Fuel — Any fuel up to 15% nitro is allowed. During the very cold weather, some people add some ether to the fuel to aid in starting.

Engines — Stock, front induction, side exhaust, 3.5cc (.21) engines. Carb or venturi maximum throat diameter of 4.5mm.

Muffler — Any exhaust system is allowed as long as the maximum noise level does not exceed 102 db at 10 feet. Full wave

pipes, magic mufflers etc., are all allowed.

Course Dimensions — A three pylon course is used; 100' by 380'.

Starting Procedure — The race will consist of four competitors maximum and ten laps of the course are to be flown. Models will be launched from behind the start line when the starter drops the flag. The pilot's caller is also the pilot's timer. All stop watches are started when the ninety second count down is activated. Watches are stopped when the pilot's plane flies over the start/finish line upon completion of the tenth lap.

Penalties — One cut; pilot is awarded a fifteen second penalty. Two cuts; pilot is awarded zero points for the race. Dangerous flying; pilot is awarded one cut. No time; if a timer is not able to supply the starter with a time for a particular pilot, the pilot receives one point for the race. It is the pilot's responsibility to make sure his caller knows how to operate a stopwatch.

Pylon Judge — A single pylon judge is situated at pylon 1. This pylon judge flags the airplanes as they pass the #1 pylon and records any cuts that may occur during the race. The cuts are then communicated back to the starter at the end of the race. Pylons 2 and 3 are manned by pilots and/or timers who are not actively racing during that heat.

Placing — Points are awarded after all penalties have been assessed (ie cuts etc.). Four points for first place, three points for second place, etc.

Rounds — Five rounds are flown; 1pm to 3pm. We fly in all weather conditions.

Contest Director — Each race is run by a different contest director. During our fourteen race winter season, each contestant puts in one day as the CD. This way all contestants, experienced or beginner, will acquire an appreciation for the duties and responsibilities of a Contest Director. I will be sending the editor several pictures of sample Club 20 racers. I hope they will be published in future editions of High Performance.

Wanted — Many members in my district would like to purchase the 8.5oz bladder tank (Tetra Tank). If anyone knows where these tanks are available, please let me

know.

Wanted — Information/guidelines on how to run FAI pylon engines.

I have some experience in dealing with control line FAI speed engines indirectly through my friend Paul Gibeault. Paul has competed around the world with his C.F.S. FAI Speed Model. CFS is supposed to stand for "centrifugal fuel switch" but Paul will be the first to tell you that it actually stands for "can't find setting"!!!

My personal experience with FAI pylon racers came to an abrupt end earlier this year when I flew my airplane into my friend's truck. The airplane was totally destroyed including a new experimental Russian FAI engine and Cecil's truck needed a whole new fender. Never fall in love with a model airplane!!!

The Brandon Manitoba Canadian Nationals (July 8-17/94) will include the FAI Team Trials. Many western Canadians are interested in making an attempt at FAI racing. Information coming my way in the form of letters, references, or telephone conversations will be distributed to other flyers via our local CPPRA Newsletter. I have already had a very interesting conversation with Andrew McIndoe from the Delta BC. Andrew was a member of the 1993 Canadian FAI Pylon Team.

In Canada, we head to the polls on Oct. 25/93 to elect a new federal government. One must remember that politicians are like diapers: they should be changed often and for the same reasons. That's it for now. Happy Flying

Roy Andrassy

NEXT ARTICLE

DUE DATE

DEC 11



District News



District 5 NMPRA Quickie 500 winner Craig Grunkemeyer and his caller Lisa, center, pose with district championship trophy. Left, Santiago Panzardi and caller Barry Anderson second place finisher. Right, Mike Condon with caller Bob Longsdorf.

In standard class championship race (Rossi) l-r: Ken Points and caller Jim Holbrook - second, winner Ray Hendriksma and caller Lisa and third, Karen Yeager, Dan Kane Jr. was her caller. Karen had personal best and fast time of 1:24.07 for the contest.

District 4 - Leon Elbert

PO Box 73, Jefferson City, MT 59638
(406) 933-5666

District 5 - Karen Yeager

15387 Forrister Rd, Clayton, MI 49235
(517) 547-4430

The racing in our district is pretty much over for the year. I leave next weekend for the district championship race in Ft. Thomas, Ky. Hope the weather is not too cold. The same weekend Wayne will be in Lubbock, TX for a Nats planning meeting. Looks like Lauren will be calling for me!! Wayne says that it looks like the pylon site will be off by its self next year, no sharing with pattern. Will write more next month after he gets back.

On October 3 the TORKS club in Columbus, OH hosted its first pylon contest at Bolton Field in conjunction with a full size airshow. In between heats you could watch various full sized airplanes doing all sorts of things. The CD's were Craig Grunkemeyer and Ed Spiker and they did a great job. There were 49 entries in two classes. Due to the high number of entries only 4 rounds in each class were run. Ed was disappointed that they didn't get 5 in, but when I said that if you looked at it they actually got in 8 rounds (4 in each class),

with this Ed felt better. He said that they would look at having a two day race next year. This is good to hear, because Columbus is such a great location in our district. They draw from my area up north as well as from the SEMPRA area to the south. It was nice to fly against some new people. Unfortunately, of the 49 entries, there were only 12 NMPRA members. Maybe with this new system of hosting a district championship race each year we can get some of those people to join us. We had a house guest from Australia named Bruce DeChastel, who I lent an airplane to, and Wayne lent him a Nelson. Bruce went out and turned a 1:09 with an airplane that he had only flown twice in our backyard. Not bad. He finished the contest with a perfect score, and took a rather nice trophy home with him. Bruce was looking forward to flying off against Grunk who had lapped the field in his last heat and was cruising home to an easy win, when suddenly Craig's plane met the ground around #3 pylon. Craig later admitted that he was flying to low in the wind we had. He ended up 7th, setting fast time of the day of 1:04. The standard class was won by Rob Neuisus, who also had fast time.

Last month I printed what I thought were the standings for our district in Q500, NOT! First it seems that NMPRA is only going to count races that complete 5 full rounds. I would like to see this changed next year, because in this area we fly two classes and

can get up to 50 entries. With one day contests it is impossible to get in more than 4 rounds. I don't think our members should be penalized because of this. The rule this year will cost Grunk 104.6 points and Dane Kane 91.7. Doesn't seem fair. Also I have been trying to get results of some contests in the Rockford II area, and it seems that someone is by passing me and sending them right to Cliff Telford. I don't care, but if I get them first, I can write about the races here. I had originally planned to make up some nice certificates and hand them out at the championship race to the top 5 in our district. I won't do it now because the standings I have are not correct. Maybe I will be able to do it next year.

Time to go out and try to find some horse power to take to the Championship race with me.

The District 5 Q500 Championship race was held on October 23-24 in Ft. Thomas, Ky. The turn-out was lower than expected with a total of 37 contestants. Even though you didn't need to be an NMPRA member to compete, we were able to sign up nine new members for 94 leaving us with a total of 4 non-NMPRA members.

The host club was the Flying Cardinals, who hold several contests each year. The workers were all very experienced which made for two very smooth days of racing. Their field sits in a very pretty river valley, however, because of the river and adjoining



District News



mountains, each morning we were fogged-in until around 10:30 and this meant that we were only able to complete eight rounds.

The first day had just a few crashes. Once again, Dan Kane had horrible luck and crashed in his first heat. He then went to a back-up and in his third heat, had a collision on take-off with Tom Scott. Dan's plane got flipped upside down and crashed. Tom went on to turn a 1:10.82. Dan carried the pieces back and started looking at the damage. He decided to try and put the plane back together while Craig Grunkemeyer and Tom Scott went to work trying to find some carbon fiber strips to use as spars in the wing.

As it turned out, Weir Thurman had some and donated several strips to the cause. Dan had to scratch from one heat but after borrowing a mono-kote iron from Bennie Martin, he had his plane ready to fly again. At this point the sun was getting rather low and it was decided that only Rex Knepper would be able to fly without going through the sun so we called it a day with 4 rounds of "Standard" and 4 rounds of "Expert" completed.

The Standard class was led at this point by Ray Hendriksma with 10 points followed by little-ole-me with 9 and tied with 8 were Mark Fuller, Peter Cooke and Jim Holbrook. Expert was led by Craig Grunkemeyer and Joe Dodd with 12 points followed by Santiago Panzardi and Mike Condon with 11. The fast-time in Standard was Cooke with a 1:31.80 and Grunkemeyer in Expert with a 1:03.17.

Sunday started with the normal fog bank lurking over the field and Dan Kane got in a test flight around 9:45 with several people in the pits expecting Dan to lose it in the fog but he didn't and we went racing. Sunday unfortunately, had more crashes than Saturday including a mid-air around number 1 involving Rick Cromer and Richard Green. In the second round I had to fly Ray Hendriksma and several people were jumping up and down after the heat when they found out I didn't win, however, I did set a personal best-time of 1:29 while Ray turned in the Standard class best time of 1:28.83, so we had a terrific race between us.

My caller, Dan Kane told me that if I listen to him, do as he says, he said, that I

could set fast-time. I thought, we'll see. Meanwhile in Expert, Dodd lost a point and Grunkemeyer was cruising to a perfect score. Finally in my last heat, I had to race Jim Schwartz who had posted a 1:30 and a 1:31 so I knew listening to Dan Kane would be important to me if I was to pull out a win. Anyway, I did, plus Jim was kind enough to cut and after the heat Brenda Holbrook, the starter, told me my time. I probably made a fool of myself with the screaming and jumping around but it was a 1:24.07 which I know ain't no world beater to you pro's out there, but needless to say, I was just a little bit high, especially with this being fast-time for my class which is an absolute first for me. I have to thank Mike Condon for loaning me an engine after I had a muffler fall apart on mine and I also have to thank Lyle for building and Henry for giving me the airplane that flew like a dream.

At the end, Grunkemeyer had a perfect score and fast-time with Santiago Panzardi second with 23 points. There was a tie for third between Rex Knepper and Mike Condon who won the fly-off with a 1:08.10. In Standard, Ray Hendriksma finished first with 21 points and tied for second was Ken Points and myself. We of course also had to fly-it-off and all I can say is, if you get your Websters dictionary and look up the word "choke", you will see my picture!! I found out how tight, not-to-fly, by double cutting and Ken went on to a second place win with little-ole-me again finishing third.

The awards were nice plaques with the Expert class winner receiving a nice large trophy from NMPRA and the Standard class winner received a large trophy donated by the WAKY team. The Expert winner also got a Jett engine donated by Dub Jett.

The contest was well run with a crew of people who were experienced and friendly. At a Saturday night feed where 35 of us went to dinner, the CD, Joe Ruh, kicked out the idea of counting only your best 5 rounds instead of all 8. Talk about a way of stirring things up!! Whoooooeeeeee! It does sound interesting though. What do you think about this idea?? They drop worst scores in FAI. Something to think about this winter.....

Standard class		
1	Ray Hendriksma	1:28.83
2	Ken Points	1:30.63
3	Karen Yeager	1:24.07**

4	Jim Schwartz	1:30.71
5	Peter Cooke	1:31.80
6	Jim Holbrook	1:34.12
7	Jim Bolte	1:39.80
8	Mike Fuller	N/T

Expert class		
1	Craig Grunkemeyer	1:03.07**
2	Santiago Panzardi	1:04.46
3	Mike Condon	1:08.10
4	Rex Knepper	1:09.28
5	Dave Martin	1:08.23
6	Joe Dodd	1:07.31
7	Mike Klein	1:07.46
8	Barry Anderson	1:10.42
9	Mike McConville	1:05.85
10	Tom Scott	1:06.03
11	Joe Lemley	1:14.03
12	Terry Frazer	1:07.60
13	Jerry Salisbury	1:08.10
14	Ed Spiker	1:13.51
15	Fred Johanson	1:18.90
16	Joe Ruh	1:08.23
17	Bob Petrinec	1:10.53
18	Rick Cromer	1:11.72
19	Bennie Martin	1:11.74
20	Bob Longdorf	1:13.11
21	Richard Green	1:17.04
22	Greg Doe	1:13.25
23	Dave Bowman	1:14.01
24	Milt Bridges	1:17.76
25	Doug Whiteaker	1:12.05
26	Peter Rourk	1:18.15
27	Dan Kane Jr	1:11.59
28	Weir Thurman	N/T
29	Dave Ellis	N/T

**Fast Time

Karen

District 6 - Pete Reed

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

District 7 - Tom Bogut

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32901 (407) 729-6682

The annual fall Atlanta Air Races are over for another race season. A good turnout for both Quickie 500 events was evident as registration began on a cool October day. Twenty-two competitors signed up for AMA 428 and eighteen for SEMPRA Sport Pylon 426.

Saturday Oct. 9 SEMPRA 426 — It was observed from the first round that the Webra powered Quickies were really moving. Heat two saw Sam Shimizu post a 1:15.47. His Webra 40 had a Mac 3.5 header, small muffled tuned pipe, stock APC, D-1 and a



District News



9-1/2 x 7-1/2 prop. Cliff Telford (2nd) was hot on his tail with a 1:15.81 followed by Carl Simms (3rd) with a 1:21.57.

Kovach and Shimizu remained even until Sam cut in round four in his heat with Dave Bowman who posted a 1:19.78. Score — Shimizu one point down, Kovach leading.

Round five saw Telford vs Kovach. Cliff took the win with a 1:17.28 when Kovach cut. Shimizu won his heat with a 1:13.01. Kovach and Shimizu were now tied with fourteen points.

In the fly-off, Sam had a bad first lap but came roaring by Kovach for an easy win, taking 1st place in Sport Pylon and the Fast Time Trophy.

Results

1	Sam Shimizu	1:12:84**	
2	Steve Kovach	1:15.89	
3	Gail Jacobson	1:14.99	
4	Cliff Telford	1:17.28	
5	Carl Simms	1:15.53	
6	Bob Brassell	1:17.23	
7	Jim Copeland	1:19.81	
8	Dave Bowman	1:15.01	
9	John Dunham	1:17.74	
10	Stu Richmond	1:25.12	
11	Richard Green	1:20.43	
12	Kurt Stromberg	1:23.81	
13	Brad Clayton	1:16.18	
14	Lamar Blair	1:18.12	
15	Dean Hill	1:26.95	Std 1st
16	Gary Freeman Sr.	1:43.24	Std 2nd
17	Gary Freeman Jr.	1:47.53	
18	Gave Zeigler	NT	Std 3rd

Saturday Oct. 9 AMA 428 — The temperature has quickly heated up to the 80's and a light wind was blowing. Everyone was using the Nelson 40Q engine.

In round Doug Whiteaker flew a fast 1:07.49 against Rick Lander's 1:07.95. Sam Shimizu won his heat, 1:08.33 beating Kovach and Greg Doe. Dave Bowman's 1:10.01 was a winner when Jake, who was leading, cut, putting him behind Carl Simms. Bob Brogdon's double cut took him out of this exciting heat.

At the end of round three, Paul Benezra and Sam Shimizu were tied for 1st since Whiteaker double cut in his heat.

A lot of exciting and close races were turned in but fast Sam Shimizu was firmly in 1st place after the last flag with a perfect 20 points. A fly-off for 2nd-3rd ended when Benezra and Bowman mid-aired. Racer

Rick took home the Fast Time Trophy.

Results

1	Sam Shimizu	1:07.18**
2	Paul Benezra	1:08.90
3	Dave Bowman	1:10.01
4	Rick Landers	1:07.06
5	Doug Whiteaker	1:07.49
6	Steve Kovach	1:14.66
7	Mike Stokes	1:11.95
8	Peter Rourk	1:09.49
9	Gail Jacobson	1:13.68
10	Mike Klutz	1:09.22
11	Greg Doe	1:13.77
12	Lamar Blair	1:14.34
13	Pat Costello	1:26.59
14	Bob Brogdon	1:11.92
15	Carl Simms	1:12.43
16	Dennis Green	1:13.18
17	John Dunham	1:18.47
19	Bob Malik	1:15.66
20	Ted Puzio	1:23.13
21	Richard Green	1:18.81
22	Scott Puzio	NT

Sunday Oct. 10 AMA 428 — Temperatures in the 50's with a lot of wind. Round 1 saw Mike Stokes, Bruce Richmond, Cliff Telford, Gail Jacobson, Rick Landers and Bob Malik win their respective heats. Richmond posted the fast time with a 1:10.66.

Round 2 Richmond, Telford and Stokes still had all wins. Fast time fell to 1:08.73 by Telford.

Round 3 had one spectacular mid-air between Richmond and Shimizu that spread wreckage from pylon 1 all the way to pylon 2 where the engines and battery packs came to rest. Kovach lucked out as the only survivor for a win. Rick Landers won his heat and lowered fast time to 1:08.64, which held for the Fast Time Trophy.

Round 4 ended with Telford leading in points, with all wins. Landers re-kitted his plane near pylon 1. So far Stokes, Stromberg, Richmond and Shimizu were out due to crashes.

Round 5 saw Jake mid-air with Telford's tail, causing Cliff's plane to crash, while Jake, with a partly shattered prop, went on to win with Bob Malik in a dead heat.

Attrition was taking its toll. Bob Brassell kissed the ground with his plane and the ground won! Heat 5 was skipped, all crashed. Richard Green got a free-bee in heat 6 for the same reason.

In the fly-off for 2nd and 3rd, Greg Doe survived after Jake made a high speed pass

at the ground. Bob Brogdon came out on top as the winner, one point down.

Results

1	Bob Brogdon	1:12.74
2	Greg Doe	1:09.40
3	Gail Jacobson	1:10.06
4	Cliff Telford	1:08.73
5	Peter Rourk	1:11.82
6	Bob Malik	1:12.60
7	Richard Green	1:16.72
8	Steve Kovach	1:15.52
9	Rick Landers	1:08.64**
10	Bob Brassell	1:11.93
11	Lamar Blair	1:19.13
12	Dave Bowman	1:11.99
13	Mike Stokes	1:13.24
14	Bruce Richmond	1:10.66
15	Sam Shimizu	NT
16	Kurt Stromberg	NT

Sunday Oct. 10 SEMPRA 426 — Starting off about 1:30pm we began the SEMPRA SPort Pylon (no Nelsons), on a cool and windy day, with eighteen flyers. We knew from the day before that Sam Shimizu was the man to beat.

After round 1 Sam was right up there with Richmond, Telford, Hughes, Blair and Simms. Sam flew a great race with a 1:10.04 that held all day, earning him the Fast Time Trophy when we finished around 5pm.

Round 2, Shimizu, Jacobson, Simms, Brassell, Freeman and Telford each won their heats with only Simms, Shimizu and Telford battling 1000.

In round 3 Shimizu was beaten by Simms when Sam cut a pylon. This left only Simms and Telford with a perfect scorer.

Round 4 saw Telford, Simms and Shimizu all take wins.

Round 5 put Telford, Shimizu and Kovach racing for the win. Sam put it to Cliff's 1:17.43 and Steve's 1:19.19, with a winning 1:14.09. Everyone was watching as Carl Simms (perfect score), Stu Richmond and Dave Zeigler went to the line. Carl won it and ended the day with 15 points, followed by Shimizu (2nd) and Telford (3rd), each with 14 points.

Many thanks to all the racers that came from out of town, like Florida, Illinois, Tennessee, Alabama and the Carolina's. Thanks to all the workers in the Atlanta R/C Club that made it all possible. A special



District News



thank you goes to Nancy Telford, who came all the way from Winter Springs, Florida to work at the head shed keeping score and making announcements to get the flyers to the line.

Results

1	Carl Simms	1:17.77	
2	Sam Shimizu	1:10.04**	
3	Cliff Telford	1:16.37	
4	Bruce Richmond	1:13.94	
5	Bob Brassell	1:17.17	
6	Bob Malik	1:17.23	
7	Steve Kovach	1:19.19	
8	Gail Jacobson	1:16.24	
9	Richard Green	1:16.49	
10	Gary Freeman Jr.	1:25.45	
11	Stu Richmond	1:27.44	
12	Jim Copeland	1:25.39	
13	Dean Hill	1:24.67	Std 1st
14	Lamar Blair	1:18.28	
15	Hughes	1:30.10	Std 2nd
16	Steve Clayton	1:34.79	Std 3rd
17	Dave Zeigler	1:32.67	
18	Brad Clayton	NT	

Steve Kovach

District 8 - Drew Jerina

3109 Bluffview, Garland, TX 75043
(214) 240-7725

I appreciate the support of the District to put up with me for another year as VP. They tell me — either I'm doing a good job or there's no one else dumb enough to take it ??? I think more the later than the former. But any way let's look forward to 1994 and the challenges ahead. How do we increase participation in ALL events — this one is up in each of us. The District is also looking forward to hosting the Form 1 Championship next October. (Maybe a rematch with the Yankees again, too).

Well, we all just got back from Valkaria and I want to speak on behalf of all the District VIII Formula 1 pilots who made the trip. We could see that a lot of thought and preparation went into pulling this one off. It was well organized and there were plenty of people to help all three days. Our thanks to Tom Bogut and the Indian River Kontrol Society for their efforts and hospitality. We all thoroughly enjoyed ourselves.

Oct. 23-24, 1993 was our first District VIII Q500/QM Championship at Lake Benbrook in Ft. Worth sponsored by the Ft. Worth Thunderbirds. Paul Sandoval had the honors at CD.

Briefly, our AMA class in Q500 is any AMA legal engine. Our District class is any AMA legal engine, but excludes all high performance Quickie engines such as the Webra, Nelson, Supertigre and Jett engines.

We had nineteen entries in AMA, fifteen in District and eight in Quarter Midget. The weather was real co-operative all weekend so we flew five rounds on Saturday and four rounds on Sunday.

Don Martinson flew his Signature Series Napier to a first place in Quarter Midget and the fast time with a 1:15.22 to edge out Mike Tallman in 2nd place and Bob Greer for third.

In the District Class Rusty Higginbotham raced the new sport Jett engine to win first place with a fast time of 1:20.63. Robert Hughes finished second, Roger Bell third, Michael Lewis fourth, Mark Milstead fifth, and Ron Jacobs sixth.

In the AMA class Dub Jett carried home the NMPRA trophy and the first place trophy after flying off a tie with Jeff Horn. Mike Tallman finished third, Jerry Small fourth, Tim Edwards fifth after another fly-off with Mike Hammett for sixth. Stormin Norman had fast time with a 1:02.91.

Judging from the turnout and the contestants who came from Houston, Kansas and Louisiana, I'd have to say this format was considerably more successful for a Championship Race than the National Championships have been.

Our District meeting is December 4, 1993 in Huntsville, TX where 1993 District trophies will be presented, 1994 schedules will be co-ordinated and other District business will be conducted. Call me for details if you haven't received a mailing by now.

Drew

Quarter Midget Dan Kane Jr.

6302 W Giddings, Chicago, IL 60630
(312) 481-2561

Quickie 500 - Cliff Telford

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

The NMPRA Q500 1993 National Points, which appears elsewhere in this issue, ended on Sept. 30, 1993. All contestants have flown in seven or more races. The best seven count. Additional statistics follow:

Number of events reported — 120

Most races — Steve Kovach — 25

NMPRA members with points — 141

Fast time — Gail Jacobson — 1:00.13

District VP's — Please continue to send race results. Points earned after Oct. 1, 1993 will count for 1994.

Competitors — Points for 1994 will be credited only after payment of 1994 dues.

Cliff

Nebraska Is Alive

Please be advised that not only do we play football in Nebraska, we also have been flying Q500 once a month between May and October for five years.

We are currently flying at the Western Flyers field in Mead, Nebraska, about ten miles north of Lincoln and Omaha. We have ten to twelve sportsmen (OS-FP 40 with Master Airscrew 10-6 mandatory), six to ten Quickies (Webra, Rossi's), and three to four Open (Nelson, Jett).

The entry fee is \$5.00 per event and we keep points and cut the pie in each event at the end of the season. We don't have any problem with help as when you're not flying you flag or count laps, and it works real well.

*Dave Rieber 31G
Rt 8 Lincoln, NE 68526*

Letters to the Editor

QM Update ?

With all the rumors going around about .40 Midget, I figured your readers could use an update as they try to plan for next season. So here's an update, in Question and Answer format.

Q—Are the new rules “provisional”, or “supplemental”, or “experimental”, or what?”

A—None of the above.

The official QM rules formula in '94 will be muffled, front intake .40s on 4 lb, 400 sqin airplanes. This will be the formula used at the Nationals.

Q—So, is .15 racing dead?

A—Only as a Nationals event. As always, if there is enough interest in .15 racing in a particular area, clubs will put on races and contestants will enter. If not, they won't. In other words, life hasn't changed.

The whole point of changing QM instead of creating a whole new event was to use QM's existing Nationals status as a catalyst—sort of an “if you build it, they will come” approach. Otherwise, the .40 planes would be essentially just sport planes, nobody would bother with them, and both the new formula AND the old would stagnate. You may not agree with that policy, and it may not work. If it doesn't, plan on a return to the status quo.

Q—Are the .40 planes scary bombs?

A—No, they're more like Quickie than anything else. Or think of them as quiet F1s. Craig Grunkemeyer flew mine at Rough River last month and was averaging 5.5 to 6 seconds per lap, or 1:00 for ten on the short course. That's Quickie speed. Plus, unlike Quickies, you can build the wing strong and still make the weight limit. Landing is slower than F1. Takeoff is fine, even on grass.

Q—Where do you get kits?

A—Jim Gager has one available; so does Gail Jacobson. I'm working on one. There will probably be several more by the time you read this. Plus, any existing F1 or FAI airplane will qualify, it's just a little over-size.

Q—What about all those emergency proposals I hear about?

A—Most of those were mine, and they've been at least temporarily vetoed by AMA HQ. Wayne Yeager has one that's still alive, requiring wood props. I support that one and I think it's going to pass, but with AMA's move to Muncie and the personnel

changes there we haven't had a chance to vote on it yet.

Q—So, is Henry Nelson going to screw things up with his “death engine”?

A—It could happen, if you let him. My emergency proposals were intended to avoid “death engines”, but at present the door is technically open for Nelson or anybody else to make one. Of course, if there's no market for such a thing, no one will want to bother, and there won't be a market for it if every sanction application and all pre-contest publicity contains the following rules deviations:

— Props must be wood, 9" minimum diameter.

— Engines must be Quickie-legal except for venturi size.

(The prop diameter limit is to keep rpms about where they are now, so a muffler tuned for high rpm wouldn't work. The “Quickie-legal” engine requirement is to clarify what was intended all along but is not fully expressed in the existing rule.)

These deviations contain the essence of the emergency proposals, and they're better than nothing although they lack the thick crust of verbosity that transforms a mere idea into an official rule. They also won't apply at the Nationals, so a person could theoretically show up in Lubbock next year with a 30,000 rpm rear exhaust screamer as long as it was “available through normal retail channels throughout the United States.

Q—What's this about an AMA veto? I thought the Contest Board voted on all the rules.

A—Amazing as it may seem, the AMA contest boards not only can't consider rule changes more often than once every two years, but under current procedures we *can not amend* a proposal once it's been distributed! That's where 90% of the hassle over .40 QM came from: it was a take-it-or-leave-it proposition, warts and all. We couldn't fine tune it to take care of objections that arose in the course of the debate such as the “death engine” issue, provisional vs official status, the deviation from existing Form 1 aircraft specs, etc.

That left as the only alternative the use of “emergency” or “urgent” proposals. Emergency proposals are subject to veto by the Technical Director unless he decides that they are sufficiently safety related. I contend that the prospect of little model airplanes going a billion miles an hour

raises a safety issue, but in this case I obviously wasn't persuasive enough. Latest word is that the Board may get to consider these proposals under the “urgent” procedure, but it's possible we'll have to wait until the '96 rules cycle. That's why I urge all CDs to use the two deviations noted above until we can get this thing settled one way or the other. If so, nobody has to worry about having their equipment made obsolete right away by some new killer motor.

Q—What a mess. Wasn't it stupid and irresponsible for the Contest Board to get into this?

A—Perhaps we were stupid to try so hard to be responsible. The easy thing would have been to cave in to the opposition at the last minute, when Nelson's “death engine” letter came out. That would have made a few influential people happy, but it also would have done a disservice to what we perceived, based on the best information then available, to be the majority of our constituents.

The only national survey on this subject—conducted by NMPRA after months of soul searching and intensive discussion in all districts—showed 40% in favor, 27% opposed, and 33% undecided. So although it is possible (as always) that we made a wrong decision, we made it in good faith. And we have stuck by that decision in spite of many abusive late night phone calls, a manufacturer's embargo, and more infantile, vindictive treatment by a few of our fellow “sportsmen” than you can imagine. Remember that the next time you're tempted to write to this publication urging the Contest Board to show some guts.

Q—Okay, enough politics already. I just want to fly. What do I do now?

A—If you want to fly .15s, fly 15s. If you want to fly .40s, take the motor off your Quickie and put it in a .40 Midget. It's a free country. In two years we can count noses and see where we're at. Rule proposal forms are available from AMA, 5151 E. Memorial Drive, Muncie IN 47302.

Duane H. Gall 23F
AMA RCRCB, Dist. IX



The top 10 Formula 1 teams and the Indian River Kontrol Society workers pose at the finish of a perfectly run championship race.

Gary Hover wins 21st NMPRA Form 1 National Championships

Gary Hover scored a virtually perfect weekend at the Formula I Championship Race at Valkaria, Fl. Gary won Best of Show with his immaculately prepared Kaze, set fast time and won the contest.

Tom Bogut, CD, and his Indian River Kontrol Society Club had their work cut out for them at registration and judging. There were many planes that could qualify for Best of Show, but only one could be chosen. Of the approximately seventy aircraft entered, Hover's emerged the best insuring him with a guaranteed first starting position.

Registration went smoothly and promptly. NMPRA hats were distributed to all the pilots along with JR donated towels and kneepads.

First thing Saturday morning, CD Tom held a pilot's meeting amongst the thread of rain. The ground rules were set and the first heat went off at 8:20.

Round one highlights included Gary Hover dropping one point to Lloyd Burnham flying a personal best time of 1:07.28. Richard Verano had a no start

along with Bill Hager. The closest racing of the first round was Dave Laymen's 1:09.10 against Lyle Larson's 1:10.09 and Drew Jerina's 1:11.16.

Gary dropped another point in round two to rapid Robert Greer flying a 1:09.13 to Gary's 1:09.39. Also notable was Dave Doyle flying to his personal best time of 1:09.91 but being beat by Lloyd (1:09.55). Shadel, Verano and Ralph Rinaldi won their heats.

Round three found Verano, Hover, Burnham, Rinaldi and Shadel winning their heats handily. Gary Hover set fast time for the contest of 1:06.49. Dub Jett experienced damage to his plane on landing after winning his heat.

Rinaldi, Jett, Shadel, Verano and Hover collected four more points each while Burnham double cut against Henry Bartle in round four. Dub collected more damage to his plane on landing forcing him to go to his backup.

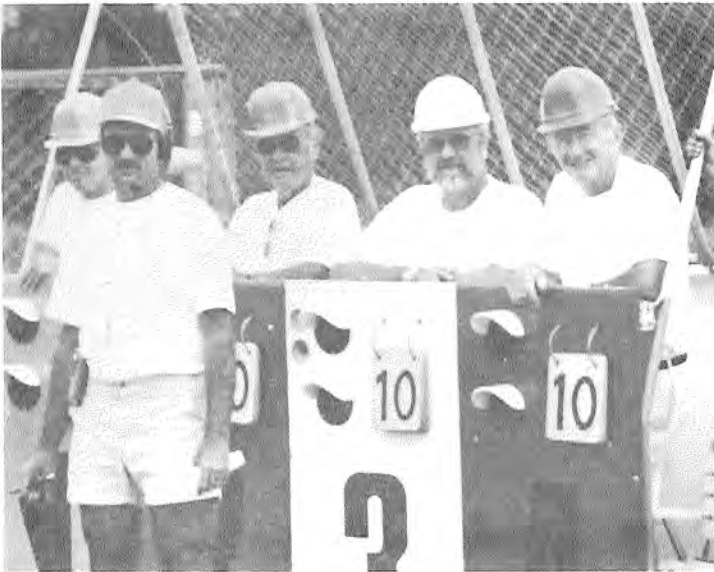
In round five Ralph Rinaldi emerged as the only pilot to maintain a perfect score. Verano, Hover and Burnham won their heats. Dub and Dave Shadel's air-

planes disintegrated over pylon one after nine laps of prop to prop racing. This ended Dub Jett's weekend and put Shadel down four points.

Last round of the day. Rinaldi won his heat to remain the only pilot to have a perfect score. Verano and Hover won their heats along with Burnham posting another 1:07 against Shadel dropping him two points.

Saturday evening was the awards banquet at the Day's Inn. After a first class meal, President Lloyd held a brief meeting giving the members a chance to air their concerns over the future. The falling FI attendance in some districts, going to 15% fuel and rising costs were discussed.

Trophies were handed out to the top 20 national points winners with Henry Bartle taking first place honors beating out his partner, Lyle Larson, by five points. Henry received the FI perpetual trophy along with an original oil painting of his airplane by a noted Connecticut artist, Ken Wakeen.



CD Tom Bogut and his starting crew. The club turned out in force with more than 30 members to work the weekend. Thirty-eight pilots were entered and ten rounds were flown



Neal Chancellor, Chairman of the Valkaria Airport Advisory Board, and Tom address the flyer's at the pilot's meeting. The club and towns people made us feel very welcomed.

Sunday morning, amongst the rain drops, round seven got under way. Ralph Rinaldi, under great pressure cut pylon two and drops three points against Verano. Shadel beat out Greer; Bill Hager, Burnham and Hover won their heats. Gary Hover took over the lead for the first time with Greer, Rinaldi and Burnham following.

Ralph continued to fall back double cutting against Hover. Burnham beats Verano. Shadel, Greer and Hager won their heats and moved up in the standings.

In round nine, Verano pushed Rinaldi to his second double cut. Lyle Larson forced a cut on Hover dropping him another point. Greer double cut against Burnham; Shadel and Hager won their heats. Ben Johnson posts a 1:16.06 for a new National Senior Record. Ben went on to finish in ten place overall.

Final round. Burnham dropped three points to Hover, and Greer dropped one to Verano. Shadel and Hager win their heats setting up the only fly-off of the contest for fourth place between Hager and Burnham. Lloyd emerged victori-



Lyle Larson's 'Shark' takes off toward pylon #1. Lyle thinks this design has the best take-off characteristics.



Dubb Jett and Partner John Shannon had a tough weekend. He and Dave Shadel had a spectacular mid-air over pylon one after nine laps of wingtip racing.

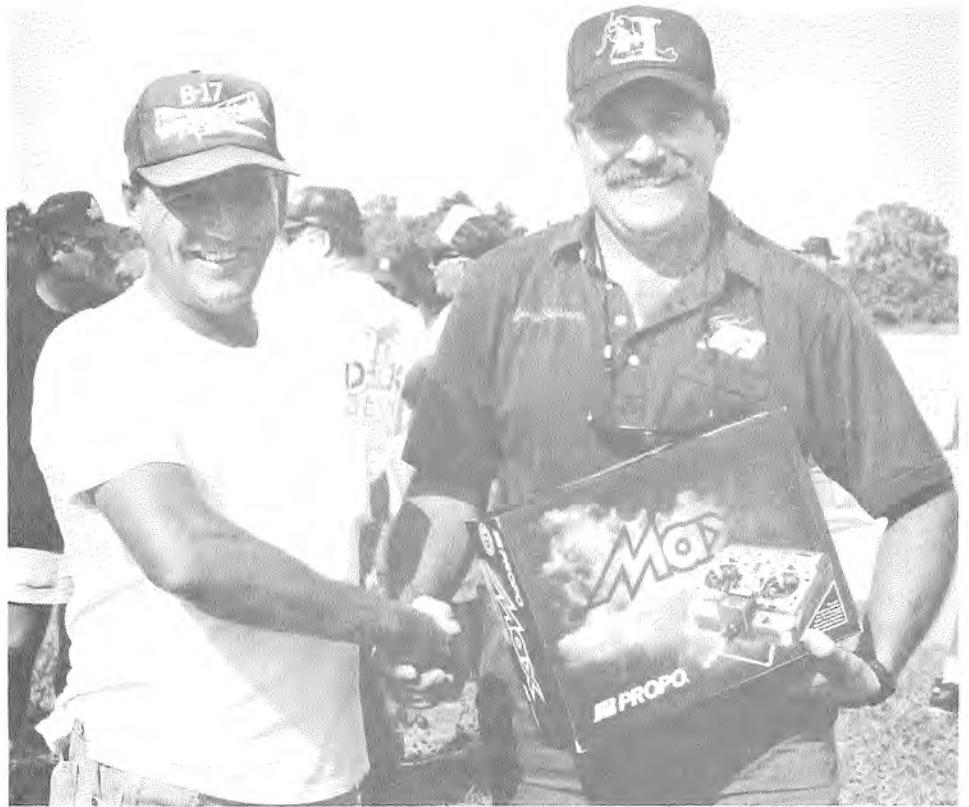
ous taking fourth place honors.

Cash awards and silver bowls from the NMPRA were awarded to Hover-first, Verano-second, and Shadel-third. Forth and fifth place finishers also received silver bowls from the NMPRA.

Tom Bogut and his crew should be congratulated for putting on a most successful NMPRA FI National Championship Race. Many hours of hard work went into producing a first class event. Many thanks to JR Radios-Horizon Distributors and Futaba Radio for their generous donations.

1993 NMPRA Formula 1 Championship Race Standings

	Pts	Fast Time
1 Gary Hover	37	1:06.49
2 Richard Verano	35	1:08.05
3 Dave Shadel	34	1:09.44
4 Lloyd Burnham	33	1:07.28
5 Bill Hager	33	1:09.91
6 Robert Greer	32	1:09.01
7 Lyle Larson	32	1:09.27
8 Drew Jerina	31	1:09.18
9 Norm Johnson	30	1:10.66
10 Ben Johnson	29	1:16.06
11 Henry Bartle	28	1:10.42
12 Ralph Rinaldi	27	1:09.64
13 Dave Doyle	20	1:09.91
14 Jerry Salisbury	26	1:16.34
15 Dave Layman	23	1:09.10
16 John McDermott	23	1:09.49
17 Scott Puzio	22	1:13.50
18 Bob Brogdon Jr.	21	1:11.75
19 Darrol Cady	21	1:13.17
20 Gary Gau	20	1:12.68
21 Clark Wade	20	1:13.64
22 Fog Tanner	20	1:17.80
23 Stu McAfee	19	1:15.22
24 Dub Jett	16	1:08.84
25 Ed Easingwood	16	1:20.68
26 Dave Zisman	16	1:25.93
27 Don McStay	15	1:15.51
28 Mike Sperry	15	1:17.04
29 Don Martinson	14	1:18.57
30 Red Cranfill	13	1:11.00
31 Paul Benezra	13	1:16.84
32 Jerry Small	12	1:12.09
33 Craig Korsen	11	1:17.70
34 Peter Reed	10	1:22.37
35 Jim Bartels	7	1:17.28
36 Carl Simms	7	1:34.28
37 Bryan Silwanicz	7	1:38.75
38 Ron Schorr	2	N/T



Always smiling Jerry Salisbury presents worker raffle winner Ernie Howering with a JR radio donated from Horizon Distributors.



Dave Doyle auctions off a Futaba donated radio for the Indian River Control Society treasury. More than \$500 was raised from this one radio.



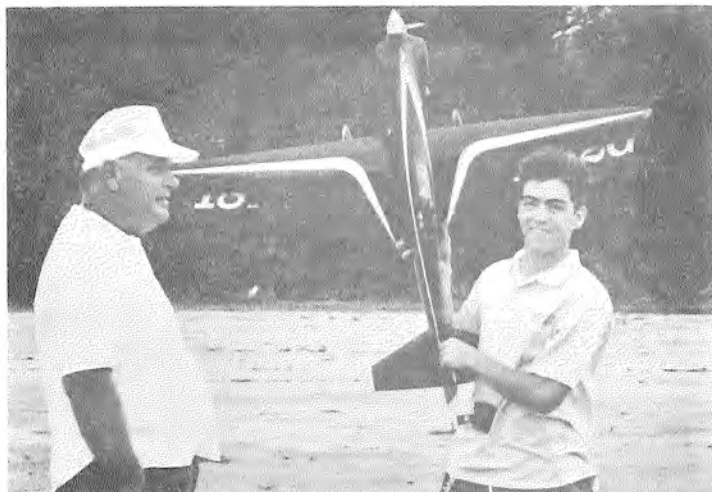
Henry Bartle, right, displays his awards and painting with his two callers, Lyle Larson and Ronda Cady.



President Lloyd presents Darrol and Ronda Cady with their fifth place plaque for 1993 Form 1 National points. Ironman Darrol entered 19 Form 1 races.



Jim Shinohara receives a photo of himself admiring a nude statue in Austria from Dave Shadel.



Ben Johnson called for rapid Robert Greer. Ben finished 10th overall with a 1:16.06, a new Senior National record



Ralph Rinaldi, left, called his partner Lloyd to a 4th place finish. Ralph had a perfect score for day one.

1993 NMPRA NATIONAL POINT STANDINGS

Formula 1 — National Points

		Dist	Races	Pts
1	Henry Bartle	9B	2 13	582.64
2	Lyle Lason	16B	1 11	577.19
3	Cecil Graval	35X	3 8	556.12
4	Andrew McIndoe	41x	2 10	554.95
5	Darrol Cady	5G	2 19	550.60
6	Harold Sattler	59X	3 8	540.94
7	Richard Verano	22B	1 7	533.38
8	Bill Hager	1BH	8 13	526.43
9	Tom Strom	3E	2 7	522.05
10	Mike Helsel	5A	1 10	521.29
11	Norm Johnson	8I	8 13	516.43
12	Dub Jett	4I	8 8	506.50
13	John Heady	38E	2 10	495.31
14	Chip Hyde	26D	1 9	493.47
15	Dave Doyle	11H	6 10	483.51
16	Dave Layman	51H	8 10	482.33
17	Rusty VanBaren	7D	1 6	442.36
18	Lou Rodriguez	24A	1 6	435.73
19	Matthew Mikko	36E	2 12	433.07
20	Red Cranfill	65H	8 10	417.99
21	Scott Winslow	37E	2 8	415.38
22	Orlan Dowdeswell	11X	3 8	402.20
23	Richard Oliver	26H	8 6	397.74
24	Walt Chickmoroff	17X	2 11	383.19
25	Hank Kaufman	9X	3 8	372.76
26	Lyle Baker	19X	3 10	372.68
27	Al Watson	15E	2 10	345.74
28	Craig Korsen	35J	6 5	343.31
29	Sam Womack	48H	8 6	339.63
30	Roy Andrassy	31X	3 7	324.13
31	Jerry Small	5H	8 9	318.81
32	Stew McAfee	58M	6 4	312.33
33	John Packer	19E	2 9	311.69
34	Scott Puzio	49E	2 4	309.61
35	Robert Greer	18H	8 6	296.17
36	Dave Shadel	39C	1 3	296.02
37	Dave Chapdelaine	18J	6 4	289.38
38	Drew Jerina	15H	8 10	288.09
39	Don McStay	25M	6 8	279.17
40	Ben Johnson	16I	8 5	277.52
41	JP Hanway	41H	8 8	273.43
42	Rudolf Tisza	96C	1 7	265.97
43	Ron Schorr	1C	1 8	262.02
44	Pete Reed	1PR	6 4	258.25
45	Ralph Rinaldi	27J	6 6	249.71
46	Brian Richmond	85S	2 4	248.27
47	Ed Easingwood	44E	2 11	247.96
48	Dave English	85C	1 6	246.36
49	Don Martinson	25I	8 8	245.40
50	Nelson Eddy	4E	2 5	226.24
51	Jerry Stephen	23J	6 4	224.50
52	Lloyd Burnham	22J	6 9	218.98
53	Bill Glode	30J	6 4	212.84
54	Fog Tanner	47I	8 6	209.13
55	David Hill	82C	1 3	188.17
56	Luis Blake	33Y	9 2	168.11
57	Mike Delponte	44D	1 4	167.83
58	Mike Sperry	25G	4 9	162.00
59	Gary Hover	27F	1 4	137.99
60	Richard Tocci	43I	8 3	135.11
61	Bruce Brown	15B	1 2	132.52
62	Don Rice	24E	2 6	129.07
63	Daryl Tulberg	22G	4 4	104.85
64	Wiley Brown	59H	8 3	99.41
65	Lewis Schwab	25J	6 3	98.31
66	Arnold Wile	8M	6 2	97.11
67	Gene Sidwell	86D	1 5	95.57
68	Gary Clay	3I	8 4	92.25
69	Leon Elbert	7G	4 2	89.31
70	Paul Benzra	12A	7 4	87.14
71	James Young	53I	8 6	85.84
72	Mel Reed	2G	4 2	83.17
73	Bruce Richmond	2H	7 2	75.20
74	Walter Riess	5E	2 2	74.37
75	Randy Ritch	4H	8 1	72.23
76	Robert Brogdon	1S	1 3	69.53

77	Russell Tokyoka	83C	1 3	68.04
78	Larry Laulom	4C	1 1	67.56
79	Ted Puzio	55E	2 4	66.13
80	Anthony Lopez	23B	1 1	65.40
81	Dan Kane Jr.	23U	5 1	65.06
82	John Landers	28S	7 1	56.35
83	Clark Wade	13U	5 1	53.35
84	Thomas Hart	43D	1 1	48.65
85	Edward Hotelling	51A	1 1	48.04
86	Norm Whittle	59E	2 1	46.35
87	Neil Watson	17M	6 1	44.74
88	Roy Cortlick	58B	1 2	40.50
89	Dave Ficucell	9C	1 1	39.16
90	Jim Kelly	1A	2 2	39.11
91	William Hauth	16K	6 1	38.94
92	Mike Hammett	54I	8 2	38.58
93	Randy Kent	52I	8 1	35.93
94	Richard Berner	26J	6 1	16.98
95	George Lacort	24C	1 1	16.98
96	Phil Bussell	1PB	8 1	16.09
97	Marvin Qualls	76B	1 1	12.91
98	Bob Petrinec	50U	5 1	12.81
99	Leonard Curiel	29C	1 1	9.01
100	Mike Mungavin	19J	6 1	8.54
101	Guy Laine	22A	1 1	4.26
102	Michael Huff	32H	8 2	2.40
103	JR Wilbur	22E	2 1	1.20

Formula 1 — District 1

1	Lyle Lason	16B	1 11	511.83
2	Richard Verano	22B	1 7	491.87
3	Mike Helsel	5A	1 10	483.65
4	Chip Hyde	26D	1 9	366.51
5	Rusty VanBaren	7D	1 6	339.56
6	Lou Rodriguez	24A	1 6	338.74
7	Rudolf Tisza	96C	1 7	265.97
8	Ron Schorr	1C	1 8	262.02
9	Dave English	85C	1 6	246.36
10	Dave Shadel	39C	1 3	196.13
11	David Hill	82C	1 3	188.17
12	Mike Delponte	44D	1 4	167.83
13	Gary Hover	27F	1 4	137.99
14	Bruce Brown	15B	1 2	132.52
15	Gene Sidwell	86D	1 5	95.57
16	Russell Tokyoka	83C	1 3	68.04
17	Larry Laulom	4C	1 1	67.56
18	Anthony Lopez	23B	1 1	65.40
19	Thomas Hart	43D	1 1	48.65
20	Edward Hotelling	51A	1 1	48.04
21	Robert Brogdon	1S	1 3	45.11
22	Roy Cortlick	58B	1 2	40.50
23	Dave Ficucell	9C	1 1	39.16
24	George Lacort	24C	1 1	16.98
25	Marvin Qualls	76B	1 1	12.91
26	Leonard Curiel	29C	1 1	9.01
27	Guy Laine	22A	1 1	4.26

Formula 1 — District 2

1	Andrew McIndoe	41x	2 10	554.95
2	Henry Bartle	9B	2 13	542.93
3	Darrol Cady	5G	2 19	531.94
4	Tom Strom	3E	2 7	522.05
5	John Heady	38E	2 10	495.31
6	Matthew Mikko	36E	2 12	433.07
7	Scott Winslow	37E	2 8	415.38
8	Al Watson	15E	2 10	345.74
9	Walt Chickmoroff	17X	2 11	340.85
10	John Packer	19E	2 9	311.69
11	Scott Puzio	49E	2 4	309.61
12	Brian Richmond	85S	2 4	248.27
13	Nelson Eddy	4E	2 5	226.24
14	Ed Easingwood	44E	2 11	184.36
15	Don Rice	24E	2 6	129.07
16	Walter Riess	5E	2 2	74.37
17	Ted Puzio	55E	2 4	66.13
18	Norm Whittle	59E	2 1	46.35
19	Jim Kelly	1A	2 2	39.11
20	JR Wilbur	22E	2 1	1.20

Formula 1 — District 3

1	Cecil Graval	35X	3 8	556.12
2	Harold Sattler	59X	3 8	540.94
3	Orlan Dowdeswell	11X	3 8	402.20
4	Hank Kaufman	9X	3 8	289.31
5	Lyle Baker	19X	3 10	248.77
6	Roy Andrassy	31X	3 7	229.99

Formula 1 — District 6

1	Stew McAfee	58M	6 4	312.33
2	Dave Doyle	11J	6 10	296.45
3	Dave Chapdelaine	18J	6 4	289.38
4	Craig Korsen	35J	6 5	231.74
5	Jerry Stephen	23J	6 4	224.50
6	Bill Glode	30J	6 4	212.84
7	Pete Reed	1PR	6 4	207.70
8	Ralph Rinaldi	27J	6 6	133.18
9	Don McStay	25M	6 8	112.18
10	Lewis Schwab	25J	6 3	98.31
11	Arnold Wile	8M	6 2	97.11
12	Lloyd Burnham	22J	6 9	70.68
13	Richard Berner	26J	6 1	16.98
14	Mike Mungavin	19J	6 1	8.54

Formula 1 — District 8

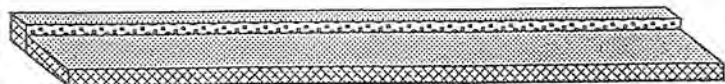
1	Bill Hager	1BH	8 13	526.43
2	Norm Johnson	8I	8 13	471.91
3	Red Cranfill	65H	8 10	400.73
4	Dave Layman	51H	8 10	353.76
5	Dub Jett	4I	8 8	340.37
6	Sam Womack	48H	8 6	339.63
7	Drew Jerina	15H	8 10	287.96
8	Richard Oliver	26H	8 6	275.15
9	JP Hanway	41H	8 8	273.43
10	Jerry Small	5H	8 9	266.95
11	Ben Johnson	16I	8 5	244.39
12	Robert Greer	18H	8 6	216.90
13	Don Martinson	25I	8 8	188.67
14	Fog Tanner	47I	8 6	160.29
15	Richard Tocci	43I	8 3	106.40
16	Gary Clay	3I	8 4	92.25
17	Randy Ritch	4H	8 1	72.23
18	Mike Hammett	54I	8 2	38.58
19	Randy Kent	52I	8 1	35.93
20	James Young	53I	8 6	23.38
21	Phil Bussell	1PB	8 1	16.09

Quickie 500 — National Points

1	Charles Poulton	706.2
2	Craig Grunkemeyer	696.2
3	Steve Kovach	690.2
4	Gail Jacobson	689.9
5	Richard Oliver	685.2
6	Dan Kane Jr.	680.5
7	Jim Bartels	677.3
8	Mike Tallman	671.5
9	Joe Dodd	670.9
10	Dennis Green	664.1
11	Lloyd Burnham	661.9
12	Mark Parker	659.2
13	Sam Shimizu	650.2
14	Cecil Graval	641.9
15	Richard Green	634.8
16	Cliff Telford	630.7
17	Norman Whittle	620.7
18	Jerry Salisbury	618.0
19	Dave Doyle	617.2
20	Carl Simms	614.7
21	Tom Rebenklaus	601.3
22	Ralph Rinaldi	591.1
23	Jerry Stephen	584.9
24	Jim Allen	580.6
25	John Dunham	557.1
26	Tom Pownall	552.6
27	Paul Seiden	551.8
28	Bruce Richmond	546.2
29	Tim Edwards	541.3
30	Kenneth Howell	538.6

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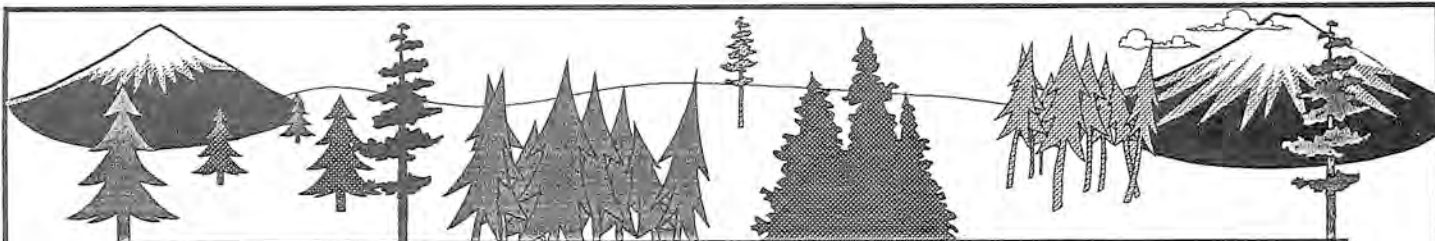
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The National Miniature Pylon Racing Association will retire a number for an individual of particular note. In order for this to happen, we must be presented with a petition from someone, other than the individual named in the petition, to do so. The petition must include the persons NMPRA history as well as reasons why the number should be retired. NMPRA will print the request in the newsletter and solicit comments from the general membership. The "Racers Hall of Fame" will contain all members with retired numbers along with the history of their contribution to racing.

NMPRA Racing Numbers to Expire

Certain areas of the country have over 130 numbers issued yet the actual number of active racers is about 35. Starting this fall (93), we will be purging the system of all unused racing numbers in order to make them available for active members. If you know of anyone that has been inactive for more than a year, please let them know that if they do not at least keep a non flying status, they will loose their number.



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1/22-23	Phoenix AZ - Winterfest Q500 Raceway Park Jim Allen (602) 464-1443	Q5AMA(1) Calzona Q5(2) Arizona Q5(2)
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District 7 - Tom Bogut

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

12/5	Brandon, Fl - Club Field Lucian Miller (813) 980-2685	Q5
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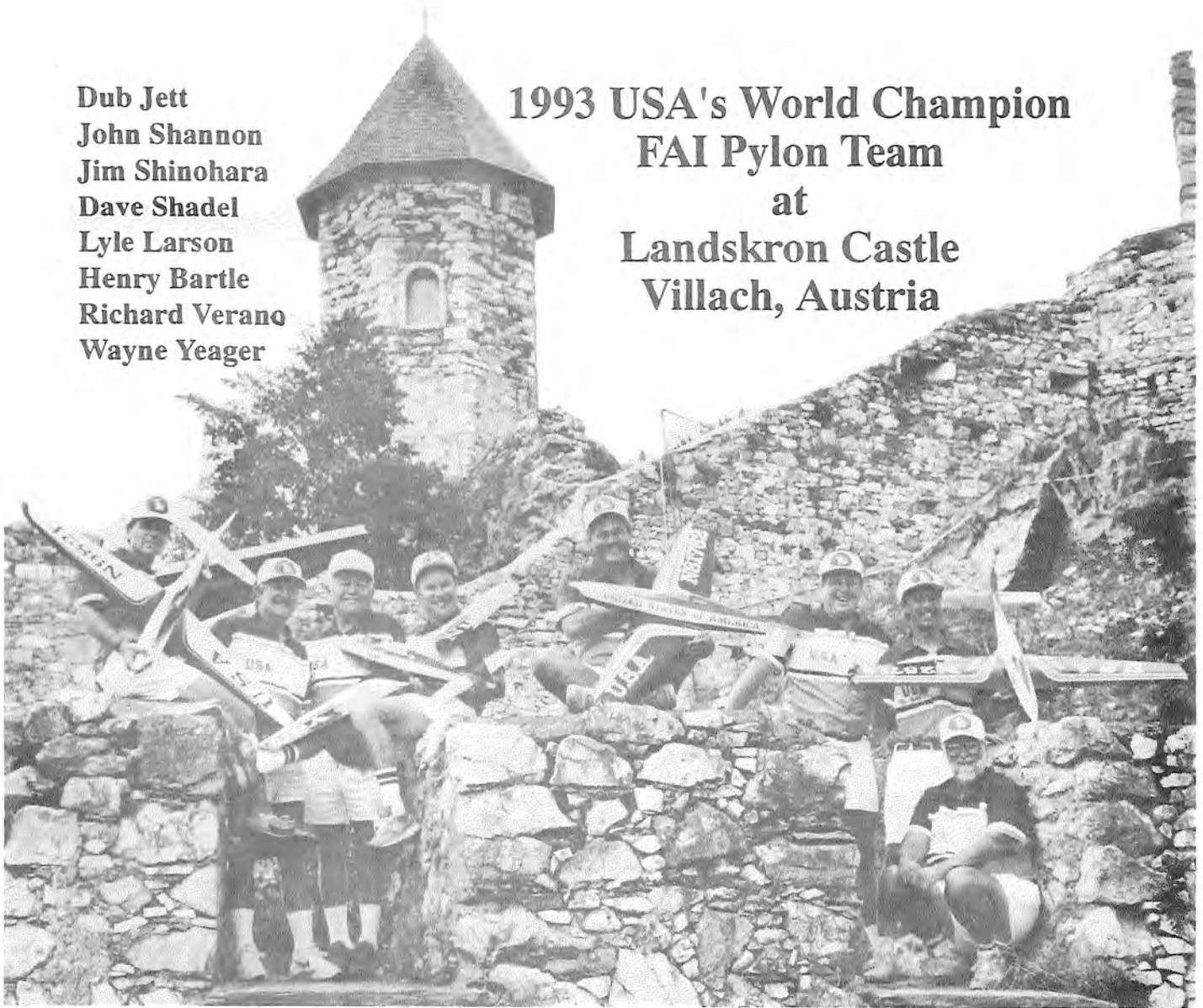
Non-District

6/7-18 Canadian Nationals
Brandon Manitoba

(1) one race per date period
 (2) separate race(s) each date
 (?) tentative
 (B) Beginner, (S) Standard
 (E) Expert, (AMA) AMA 428
 (Q5) District rules unless otherwise noted
 EXAMPLE:
 Q5SE,AMA - Q500 Standard and Expert District rules plus Q500 AMA 428

Dub Jett
 John Shannon
 Jim Shinohara
 Dave Shadel
 Lyle Larson
 Henry Bartle
 Richard Verano
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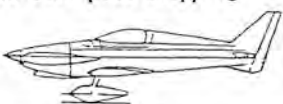
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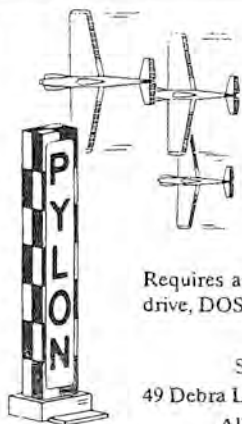
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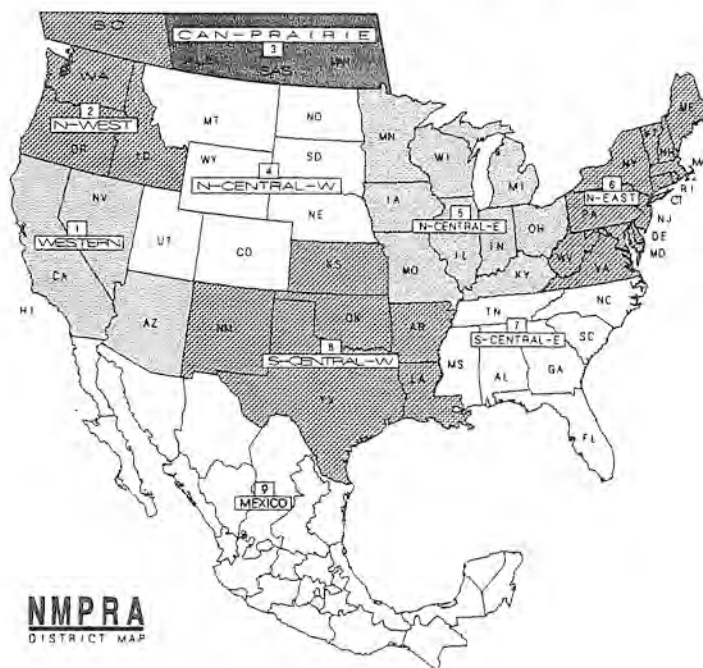
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DISTRICT 8 VP - Drew Jerina - 3109 Bluffview, Garland, TX 75043 Tel (214) 240-7725

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