

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE



National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

March 94

Springtime looms just around the corner and just in time. For those of us who have endured cold, snow, ice, rain and earthquakes it's time to get outside and have some fun.

Some of us have had the good fortune of racing in Phoenix, Az. already this year. Temps

Hot Laps by President Lloyd

were in the 70's with a very mild breeze. I hadn't flown since the October Champ race in Florida and found myself very uncomfortable at the sticks. The added day of practice was very welcomed.

Safety

Several incidents occurred with drastic results. A servo arm screw came out of the elevator on the first flight of a new racer sending it immediately into the ground. Another well known pilot forgot to turn his radio on—both the transmitter and the airplane—instant crash! The point I'm trying to make here is we are all a little rusty and out of sync with our routines. Take a couple of extra minutes and check the radio installation, hinges, motor mounts and wing bolts. Think twice about your flight line procedure—make sure all those surfaces are moving—especially your brain.

Phoenix Form I

Once again the Pro-Flyers of Phoenix and CD's Mike DelPonte, Guy Lane and Bill Schone-mann proved why this is one of the finest racing clubs in the world. Two separate contests were held with 35 entries flying six rounds on Saturday and five on Sunday. I believe there was only one re-fly the whole weekend. Donna Bartle helped co-ordinate the flight line and as always, did a banner job. She, like Karen Yeager, adds an extra bit of fun and helps relieve some of the tension on the line while insuring everything is moving along.

World champion Richard Verano proved once again to be a class act winning both days with perfect scores. I'm sure Richard was very happy about the two one-day contest format this year. However, a vote was taken at the pilot's meeting to return to the traditional two day format next year.

This race also marked the debut of the 15% tuned muffler FI's of Jerry Small and Dub Jett.

Jerry struggled with various problems all weekend, but Dub got his going pretty quick. With a few more races under their belts, the setup looks to be around 1:10. As predicted, Dub flew the same glow plug all day long. There is still plenty of sound coming from the engine and prop, but the harsh bark of an open pipe is gone.

Flyer returns

At the encouragement of Ron Schorr and friends, we saw the return of Bob (on rails) Smith after a five year absents. This gentleman hasn't flown a RC airplane in five years, let alone race. After a fast refresher course on Saturday, Bob became very competitive posting a 1:09 time. (And I complain about being rusty after only four months.)

Also of interest was Lyle Larson flying his new 40 size quarter midget during the lunch break. Utilizing his Nelson Q500 motor and stock prop, unofficially, Lyle turned in a ten lap time on the long course of 1:11. The airplane is sleek and very fast and runs just like a quickie.

One final comment from Phoenix, The weather, the accommodations and the flying were great, but the best part of all was the camaraderie shared on and off the field. Each night a large group of husbands and wives gathered for dinner. We traveled all over Phoenix in our vans laughing and joking everywhere we went. Where else can you sit down to dinner with friends from Texas, Rhode Island, Connecticut, New York, Washington, California, Arizona, Wyoming and British Columbia, Canada? It's a great experience.

Dues reminder

Dues are due NOW! We plan to print a new membership roster next month. Only current members will be listed. Please send in your renewal today if you want to be included for the year.

Lots of interesting articles and letters again this month in this issue. Please, if you have opinions you think can help our organization, send them in. Communication is the key to our future success.

New Procedure Guide

After several months of intense work by Paul Page and others, the new NMPRA procedure guide has been published. We have expanded each section in detail and incorporated additional safety procedures recommended by the AMA Safety Ad-Hoc committee. Several hundred copies have been shipped to AMA Headquarters for distribution with racing contest sanctions. These

guides will help insure our position of leadership in R/C racing and safety with AMA.

1994 AMA Nationals

It's not too early to make your plans for the Lubbock, Texas Nat's. All motel arrangements are being handled by the Lubbock Convention and Visitors Bureau. Simply call 1-800-692-4035 and they will take care of your needs. Since they're investing \$20,000+ into this week, I think they are keeping close tabs on just how many modelers are going to show up and spend \$'s in their city. Paul Page, Dave Doyle, Ralph Rinaldi and I are planning eight days there, so why don't you plan to join us for the fun.

FAI Team Selection Site

Late word is the Pro-Flyers are bidding on the FAI Team Trials at their site Nov. 11-13. This is great news. Jim Allen will CD. With this contest being scheduled latter than usual, it will not interfere with the FI Champ race and all the other Q500 Champ races in October.

\$5000

Ron Schorr is still waiting for someone to match his offer of a \$5000 purse for a first class FI race. He's offering to put a weekend race if another group does the same. Anyone???

Help your local club

Lastly, I want to comment on our position as racers with our local clubs and sport fliers. Because racing demands both skill in flying ability and building quality, we are held in a position of eliteness by our fellow sport fliers, like it or not. Our contests require that clubs have many workers available to put on a race. Usually, less than 10% of the club's members are racers. We need the cooperation and understanding of the general membership in order to race. Please make a special effort to return something back to your clubs. Volunteer to CD a fun-fly, show up to work at the club field day, be a judge at the local building contest, give a demo on painting or fiberglassing. Show up at your field without an airplane and spend an hour or two helping to trim out a beginner's plane. You'll be amazed at how much you have learned and can share with someone new, and watch the dividends that return to you and your fellow racers.

A handwritten signature in cursive script that reads "Lloyd".

Profiles

Lou Scarlino (11K)

45 Hunts Place, Shappaqua, NY 10514. Vice-President of Finance at St. Mary's Hospital for Children, NYC, NY and Associate Professor, New School for Social Research. Married to Cecelia. I've been modeling for forty+ years. Former president of the Westchester Radio Aeromodelers (WRAM) club. Current show manager for the WRAM Trade Show, held at the Westchester County Center, for the last twenty-six years. Licensed charter boat captain, licensed pilot, instrumented rated, twin engine qualified, certified diver, former skydiver (1000+ jumps). My most rewarding aspect of professional life is providing/protecting financial resources required to care for the children with special health needs, makes it easy to come to work with continued enthusiasm. I get to see the tangible results of my efforts in the smiles on the faces of the children we care for as they go home to lead a better life. I also enjoy salt water fishing, big game to flounder.

Mike McConville (39U)

706 W Ridge Rd, Hobart, IN 46342
Design Engineer for Midwest Models. Responsible for the manufacture of all new model airplane and boat kits. I also worked as plant manager for Hobbico in charge of engine and kit lines and operated Arrow Straight Aircraft, a small custom building business. Single, soon to be married to fiancée, Raney, who has a 4 year old daughter, Rachel. Raney has worked at Great Plains and Horizon Distributors in sales.

Involved in modeling for the past twenty-nine years. Ranked among the top ten in US pattern. Former US National Pattern Champion. Second time invitee to the Las Vegas Tournament of Champions (Oct 94). Designed several models including the currently popular Desire & Desire 1.20 Pattern airplane. Started racing (Q500) in 1993 and am totally hooked. The 1993 Nats was my first race. Turned a personal best time at the NMPRA District Championships (1:05) in Oct 93 and plan on attending several races in 94. I



Mike McConville (39U) District 5.

really love racing and plan to become more involved as time allows. Hope to fly F1 as well as Unlimited and AT6's in addition to Q500.

Bill Jensen (63I)

800 Sunshine Rd, Brownsville, TX 78521
Engineering Manager for Airshield Corp, makers of aerodynamic fairings for heavy duty tractor trailers since 1963. Model aerodynamics help me to understand truck aerodynamic problems. Married to Geri, have daughter, Holly and son Bob.

Involved in modeling forty years. Am airplane and helicopter instructor and co-organized clubs first Q500 race in 1993. Relocated (company moved) from Connecticut to south Texas in Nov 93. No racing here, four to twelve hours travel time one way to race. I'm not happy.

Bruce Richmond (2H)

2211 Nine Oaks Dr, Kennesaw, GA 30144
Consultant specializing in logistics operations. Married to Sandi and have three sons, Christopher, Nicholas and Zachary.
Modeling for 30 years. On World Championship F3D Teams 1987 and 1989. Fourth place overall in 1989. First place Eurocup (European F3D Championship Race) in 1988. Top ten in NMPRA points four times.

Al Waston (15E)

130 145th Ave NE, Bellevue, WA 98007
Structural/Mechanical/Propulsion Design Engineer for Boeing (35 yrs). Retired August 1993. Married to Ena and have a son, Steve and daughter, Michelle.

Modeling for forty years. Member of the AMA Frequency Committee, 1980-84. Recognized by the USAF and NASA for contributions to the US Space Program.

Donna Bartle (1DB)

21527 NE 227th Ave, Battle Ground, WA 98604
Housewife, busier than most CEO's. Only another mom would understand. Married (when

Editor's Request

ARTICLE SUBMISSION

FORMAT AND PRIORITY

Best way:
Modem file transfer (8N1 Xor Y)
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

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost.

	Size(WxL)	Single	Annual
Full Page	7.5 x 10	\$100	\$700
Half Page	7.5 x 5	\$ 70	\$490
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.

not having PMS) to Henry. Have two daughters, Shauna and Sheena and two sons, Jayson and Henson.

Number One in BMX bicycle racing in my district at beep, beep years old. Helped organize the 1986 NMPRA F1 Championships (55 contestants). Secretary-Treasurer-Newsletter Editor in 1986 for the NMPRA.

Soloed in our full size plane. Jumped, not once, but twice from a perfectly sound airplane.



Paid Advertisement

Dues are now due. If the year 1994 doesn't appear on your mailing label, this will be your last issue of High Performance Mail your dues to Dave Doyle to maintain your membership.



District News



District 1 - Lyle Larson

26612 Las Tunas Drive, Mission Viejo, Ca
92692 (714) 365-1155

Here we are returning from Phoenix again. We have just attended the first Formula One race of the season. It's about a six hour drive home, so I have plenty of time to reflect on everything that happened at this race.

First, I would like to say, whoever missed this race, missed the race of the year. The Phoenix Club, which Mike DelPonte and his group of workers, put on a fantastic race as usual. It's nice to have a club that is race oriented put on a race. Rumor has it that the team trials for F3D might be held at the Pro-Flyers Field. They have my vote.

It was a pleasure to attend a race where everyone was having fun and the pressure of racing seemed secondary. It was great to see Bob Smith return to flying after a number of years absence. Sorry about the death of your airplane, Bob. First lap — first heat — first day! I would like to thank Chip Hyde for loaning Bob a plane for the second day. Bob showed us he still has the magic of his flying abilities.

It was also good to see some people from the southeast. I would really like to see Florida and Georgia here next year. Also, what happened to the large group from the northwest? Canada represented themselves well with four pilots. The Texas/Oklahoma group showed up in force as usual. All the pilots from Oklahoma showed up — thanks Norm! Almost all the pylon addicts from California were there.

Now, let's talk racing...What happened? It was really pretty uneventful. I didn't win. Seriously, there were a lot of close races. The only airplane that I believe was lost on the first day was Ralph Rinaldi's. Ralph has only been racing

for two years and was flying wing-tip to wing-tip for eight laps with Dave Shadel. Lesson #1 — do not follow Kaze's through corners at low altitudes. Whala! Instant confetti! Ralph assured us he would return for lesson #2.

I noticed that we did not have a lot of engines burn down during this race. I bet I didn't see 1/2 dozen. Sorry Henry, Dave and Dubby. Also, the kit makers didn't do real well this weekend. I think only about three airplanes were lost racing.

Remember last year when we voted on carbon fiber and wood props? Thank God we went safety over speed. One of our flyers accidentally caught his hand in a prop this weekend and although he was cut up pretty good, he still has his hand.

F1 Phoenix 02-26-94 (1,2,3,4 static)

Pos	Name	Pts	Time	Freq	Dist
1	Richard Verano	24	1:06.13	25	1
2	Mike Helsel	23	1:08.98	0	1
3	Dave Shadel	23	1:07.52	25	1
4	Lou Rodriguez	22	1:07.75	16	1
5	Bob Greer	21	1:09.00	31	8
6	Lyle Larson	19	1:09.34	31	1
7	Henry Bartle	18	1:07.85	31	2
8	Dub Jett	17	1:07.23	13	8
9	Lloyd Burnham	17	1:10.38	34	6
10	Harold Sattler	16	1:12.48	22	2
11	Richard Tocci	16	1:13.57	16	8
12	Darrol Cady	16	1:14.20	31	2
13	Mel Reed	15	1:34.99	49	4
14	Norm Johnson	14	1:13.55	16	8
15	Fog Tanner	14	1:20.88	46	8
16	Dave Doyle	12	1:17.65	16	6
17	Roy Andrassy	12	1:21.99	55	3
18	Chip Hyde	11	1:06.05*	25	1
19	Red Cranfill	11	1:18.84	46	8
20	Ed Easingwood	11	1:22.09	43	2
21	Dave Layman	10	1:10.59	13	8
22	Don Martinson	10	1:13.88	40	8
23	Mike Sperry	8	1:18.52	25	4
24	Stu McAfee	8	1:19.59	31	2
25	JP Hanway	7	1:23.07	34	8
26	Roy Cortlick	7	1:44.51	34	1
27	Mike DelPonte	6	1:20.30	46	1
28	Bill Hager	5	1:10.48	13	8
29	Ralph Rinaldi	4	1:13.82	34	6
30	Russell Tokuoka	4	1:21.37	46	1
31	Jerry Small	3	1:17.02	16	8
32	Drew Jerina	2	1:26.45C	40	8
33	Gene Sidwell	1	1:32.38	0	1

34	Dave Hill	1	1:42.30	0	1
35	Robert Smith	0	0:00.00	40	1

So ended Saturday racing.

The Sunday race was a non-scale race. I'm personally in a real dilemma about this. First of all, I like the beauty of the airplanes and having the rest of the country look at us as some of the finest modelers there are. However, the 1,2,3,4 take-off is not fair. I've seen a lot of airplanes that are scale judged the same go to the line and the group that takes off 3rd and 4th do not have a chance. I wish I had an answer to this problem. What I would personally like to see is the 1-3,2-4 take-off or a timed event like in FAI. The reason that I say this is because we've had and are going to have more money involved with Formula One racing. Don Nix, of Power Master Fuel, put up \$250 for fast time on Sunday. Congratulations Dave Shadel for his fast time of 1:05! I'm personally thankful that we were taking off 1-3,2-4 because I felt like I at least had a chance. Maybe we could get together and address this issue at a future event where there is a big turn-out of flyers.

I was glad to see everyone show up at the race and voice their opinions regarding the one two-day race vs the two one-day races rather than boycotting. I think a lot was accomplished. A vote was taken and next year will be one contest.

Back to the races — the people that did not attend this race missed the race of the century. World Pylon Champion, Richard Verano, and World Pattern Champion, Chip Hyde, had a fly-off for first place. The race started out with

NEXT ARTICLE

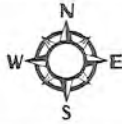
DUE DATE

APRIL 20



Phoenix, AZ, Pro-Flyers field — The early morning herd round pylons 2 and 3. Are they running on 15% or 65% nitro?

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



District News



Phoenix Sat. winners: Standing: Shadel-3rd, caller Shinohara with 1st place Verano, Helsel-2nd. Kneeling: Hyde-fast time, Greer-5th, Rodriguez-4th



Phoenix Sun. winners: B. Greer-4th, D. Shadel-3rd and fast time, R. Verano-1st, C. Hyde-2nd and J. Shinohara accepting N. Johnson's 5th plaque.

Chip's great flying ability taking the initial lead. Then the speed and patience of Verano started creeping up on Chip. So, it was wing-tip to wing-tip lap after lap. So, who won? An absolute dead heat. Nobody on the sidelines could tell who won, and apparently no one on the starting line could either. So did they fly it over? They didn't think their hearts could take it. The crowd sure wanted them to. They said, once was enough. This race will be talked about for many years. The race was decided by fast time with Richard Verano winning again. Way to start out the season Richard! Chip Hyde was second, and by the way, they were calling for each other all weekend and had to switch frequencies for the fly-off.

F1 Phoenix 02-27-94 (1-3,2-4 non static)

Pos	Name	Pts	Time	Freq	Dist
1	Richard Verano	20	1:06.85	25	1

2	Chip Hyde				
3	Dave Shadel				
4	Robert Greer				
5	Norm Johnson				
6	Mike Helsel				
7	Russell Tokuoka				
8	Henry Bartle				
9	Lloyd Burnham				
10	Bill Hager				
11	Harold Sattler				
12	Darrol Cady				
13	Cecil Graval				
14	Mike Sperry				
15	Lyle Larson				
16	Richard Tocchi				
17	Lou Rodriguez				
18	Drew Jerina				
19	Mel Reed				
20	Dave Layman				
21	Robert Smith				
22	Dave Hill				
23	Dub Jett (15%)				
24	Ralph Rinaldi				
25	Dave Doyle				
26	Fog Tanner				

20	1:08.75	25	1
19	1:05.80*	25	1
18	1:10.82	31	8
17	1:12.09	16	8
16	1:08.30	0	1
15	1:13.90	46	1
14	1:10.89	31	2
13	1:10.37	34	6
13	1:11.66	13	8
13	1:12.55	22	2
12	1:12.49	31	2
12	1:17.57	25	2
12	1:20.03	25	4
11	1:08.25	31	1
11	1:08.34	16	8
11	1:08.88	16	1
11	1:15.46	40	8
10	1:45.87	49	4
9	1:09.27	13	8
9	1:09.36	55	1
9	1:11.88	0	1
9	1:14.78	13	8
8	1:14.17	34	6
8	1:17.53	16	6
8	1:21.02	46	8

27	Mike DelPonte	8	1:21.60	46	1
28	Ed Easingwood	8	1:23.52	43	2
29	JP Hanway	7	1:17.88	34	8
30	Stu McAfee	6	1:18.60	31	2
31	Don Martinson	6	1:18.65	40	8
32	Red Cranfill	6	1:20.34C	46	8
33	Jerry Small (15%)	5	1:20.02	16	8
34	Roy Andrassy	3	1:22.94	55	2
35	Gene Sidwell	0	0:00.00	0	1

Again, I can't tell you how great it was to be at a race where everyone was having a good time. Thank you Phoenix.

Remember, the first 15% Sportsman Class will be in Las Vegas, March 19th and 20th. We need your support if this is going to work. If at all possible, let me know whether or not you are going to attend. We need to know how much fuel to get. No one has called me to say good, bad, or indifferent about the idea. I really want to know what you think.



CD's Mike DelPonte and Bill Schonemann ran an excellent Formula I contest.



Former NMPRA president Bob Smith returns after a five year absence.



District News



Weekend winner Richard Verano and caller Jim Shinohara take early lead in Form 1 national points.

Also, as you know, we have a new Quarter Midget 40 class which seems to be taking off like wild fire. We have come up with the idea of combining Formula One racing and Quarter Midget 40 racing on the same day. Everyone seemed to like the idea. This means running a round of Formula One and a round of Quarter Midget. Jim Allen from Phoenix told me that he would come to a Quarter Midget race and would bring his Formula One along as well. The general consensus is that one would generate interest in the other. Other clubs might want to consider doing the same thing. Personally, I don't think Quarter Midget will kill Formula One. I think one will help the other.

The attendance at this race was great and I'm looking forward to as good a race if not better in Las Vegas.

Lyle



Phoenix Winterfest Q500 fly-off for second, third and fourth places in Quickie Sport on Sunday.

PHOENIX WINTERFEST Q500 RACE

January 22nd and 23rd, 1994

While the Central and Eastern parts of the U.S. were just coming out of record cold temperatures, the pylon racers in the Phoenix area were preparing to host the second edition of what they hope will become THE Quickie race to attend during the winter months. The weather man was predicting what we call a "Chamber of Commerce" weekend, and the news of entries from around the country was starting to roll in. It looked like it would be a great time.

Friday morning dawned with clear skies and no wind. Racers started showing up in the mid morning to practice and find the right combination for the Arizona air. By about 10:30, it was tee-shirt weather and the thermometer was on its way to an afternoon high of 80 degrees. With the Pro-Flyers great flying field and permanent racing course, what more could red blooded racers ask for.

Registration opened on Saturday morning at 7:00. Many pilots were at the field before sunrise. Test flying was not allowed prior to registering. Three classes were scheduled, AMA #428, Calzona, and APRA Quickie Sport. AMA class would be one 2 day race and two 1 day races would be flown in the other classes. On Saturday morning, it was obvious that the turnout would be large. Several pilots entered in more than one

class resulting in a total of 54 entries.

AMA class had the largest number of entries with 24. The list of entries looked like a Who's Who of pylon racing. Among the entries were 4 past Q500 national record holders, two time World Aerobatic Champion Chip Hyde, and the recently crowned World Pylon Champion Richard Verano. Nine of the entries are regularly seen on the Formula 1 circuit. Quickie is definitely being taken more seriously these days.

The 1st round confirmed the predictions of tight racing. Ken Howell set the pace with a 1:03.95 in what started as a good race with fellow Texan Richard Oliver who ended up with two cuts. It became obvious right away that cuts and broken airplanes would be common occurrences this weekend.

In round 2, the Texans continued showing that they came to race, FAST. Ken Howell came out ahead of Phill Bussell in a great race with a 1:01.58 to Phill's 1:02.56. Mark Parker was then the victor in THE race of the round. To win the heat he had to get by Lyle Larson, Mike Helsel, and Chip Hyde. Larson and Hyde ended with one cut each. Marks winning time was 1:01.45. Times under 1:05 were becoming commonplace.

Round 3 saw the fast time get pushed down even further by Chip Hyde with a 1:01.43 in a race with Richard Oliver. Mark Parker then raced Ken Howell and came out ahead when Ken

13th Annual Bob Downey Formula 1 Pylon Race

Whittier Narrows, CA, — April 16 & 17

Two one day races — Sunday is the Bob Downey Memorial — Scale Judging on Saturday for both days

Trophies for each day through 3rd place and fast time — Plus

\$500 for highest combined score — \$250 for second highest combined — \$100 for third highest combined

Absolutely no frequency ganging — be prepared to change frequencies

Pre-entry (before April 13) — \$25 per day — \$40 for two days — Late entry \$30/\$50

Special Sportsman class on 15% if 8 or more entries — Formula One rules

Free entry for any first time Formula One competitors

contact: John Krohn, 6460 E. Gage Ave., Bell Gardens, CA 90201 (310) 928-3012



District News



Winterfest AMA-428 winners: kneeling; Ken Howell-1st, Norm Johnson-2nd, Chip Hyde-3rd and fast time and caller Gary Schmidt. Standing: caller Jeff Horn, Mark Parker-4th and his caller Bob Bailey, Drew Telford-5th.



Sunday Winterfest Quickie Sport winners: kneeling Ron Piercey-1st, Bob Mellor-2nd and fast time, caller Bob Mellor and Fred Foster-3rd. Standing: Roy Hookey-5th, Willie Anderson-4th and caller Marv Martinez.

received a cut and could not quite get his lap back. At the end of this round, only Mark and Jeff Horn had perfect scores, a status that would not last long.

The 4th round saw still more close races and more cuts by many pilots. Only seven pilots finished their heats in round 4 with no cuts, less than 1/3 of the pilots entered. Chip Hyde had the fast time of the round again with a 1:02.29.

The 5th and final round for Saturday saw less cuts and a new fast time for the meet, again for Chip with a 1:00.85. Chip definitely was making up for his zero and third place finish in rounds 1 and 2. Cuts and crashes continued.

Trophies were then handed out in Calzona and Quickie Sport. Winners were Tony Lopez in Calzona and Chip Hyde in Quickie Sport. Arizona Quickie Sport Class continues to be a fun and inexpensive entry level class of racing. The pilots who are learning to race in the class have shown marked improvement with several pilots breaking out to the expert pilot level by flying two fast times under 1:30 for nine laps. They now race ten laps. The best part of this class is the enthusiasm that the racers have about breaking out. They are proud of the accomplishment.

On Sunday morning Calzona and Sport class entries were required to register again. AMA class was flown first while the heats were made out for the other two classes. The AMA class pilots voted at the Sunday pilots meeting to fly four rounds for a total of nine. The weather was still beautiful with slightly cooler temperatures and a little more humidity. Course workers arrived early enough to get started only three minutes after the scheduled starting time, 9:00.

Round 6 of AMA Class opened with more good racing. Heat 2 of the round had Phill Bussell, Richard Verano, and Drew Telford bat-

ting right down to the wire, all with no cuts. Richard stretched out about a 200 ft lead at mid race but Drew closed in during the last half of the race for a very close finish. At the line Richard finished with a 1:06.61 to Drew's 1:06.91. Phill was a close second at 1:08.43. In heat 4 Gary Schmidt and Jeff Horn had a spectacular mid-air at Pylon 3 on the first lap. The times were definitely slower under the weather conditions on Sunday morning. Norm Johnson set the pace in this round with a 1:04.09 in a very close heat with Mike Tallman and Mark Parker. Mike finished second with a 1:06.20 and Parker ended with one cut for third place.

The 7th round started showing the results of all of the crashes and mid-air's. Only one heat had four racers and Richard Verano had a solo to open the round. Ken Howell and Chip Hyde got back on pace with 1:01.85 and 1:01.02

respectively in their individual heats for wins.

Rounds 8 and 9 were highlighted by Chip Hyde turning a 1:00.22 time against Mark Parker who was close for a while until he got a cut. Richard Verano capped off his weekend with a 1:00.57 using Chip's prop from his near record run earlier in the round. Great Prop!! Great Flying!!

When the points were tallied, a flyoff was needed to decide 2nd, 3rd, and 4th between Norm Johnson, Chip Hyde, and Mark Parker with 30 points. The race started close with Chip taking the early lead flying an awesome course. Mark got two early cuts and had to pull out. Chip had a problem and was flying too low to recover. Norm ended up with one cut and the win to take 2nd Place. Chip was definitely on a record pace when he crashed. He had a first lap under eight seconds and never let up. One of the worst things about the crash was the loss of THAT PROP.

The final standings had Ken Howell one point down from perfect for 1st place. The results of the flyoff resulted in Norm 2nd, Chip 3rd, and Mark 4th. Drew Telford filled out the top five with very consistent flying. Fast time went to Chip Hyde with a 1:00.22, only :07 seconds off of the current record.

In Calzona Class Sunday, racing partners Tom Hart and Larry Drury tied for first and decided to flyoff. On launch, Larry nosed over and took out his prop giving Tom the win. Mike Delponte took another fast time with a 1:00.54.

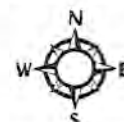
Quickie Sport Class on Sunday saw Ron Piercey take the win. Tied for 2nd, 3rd, and 4th were Bud Mellor, Willy Anderson, and Fred Foster. A flyoff had Willy Anderson cutting once during a close battle Bud. The times were 1:31.28 for Mellor to a 1:31.82 for Anderson. Fred kept his nose clean with a 1:36.88 to finish



Calzona winners: kneeling - Larry Drury-2nd, Tom Heart-1st and Mike DelPonte-Fast Time.



District News



2nd in the flyoff and 3rd overall. 5th went to an ever improving Roy Hookey. Bud Mellor turned his first of two allowed breakout times with a 1:29.34 for fast time.

Overall the weekend went very well. The workers, including starter Spencer Wallace did a great job keeping things moving. Among the three classes, 74 heats were flown on Saturday and 68 on Sunday. That would be equivalent to running 63 entries through 9 full rounds of racing in just two days. The Pro-Flyers have great workers and a great sight.

The level of competition had to be seen to be believed. Seven pilots in AMA Class had fast times under 1:04. All but 6 pilots broke 1:10. Unfortunately, racing that is this close also lead to many broken airplanes due to both mid-air's and impact with the ground. The unofficial tally was 17 lost planes, not counting the ones crashed during practice on Friday.

We look forward to continued growth next year. To handle this, only AMA Class will be flown. The dates are January 21st and 22nd, 1995. A block of rooms have been reserved at the favorite hotel in the area, The Windmill Inn. It will definitely be worth attending. Start planning to attend now.

Jim Allen

District 2 - Kay Larson

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Well, I jumped into my first and probably the most important meeting of District 2, and promptly turned right and went off course! (That's what happens when an amateur is elected.) I found that voting doesn't always work, there are more pilots than CDs. That night, and the next day I learned that most of our CDs were going to quit, so I rescinded the voting, and gave our CD's authority to run their race as they chose, in keeping with NMPRA/AMA rules, of course. I sent out a special letter to the CDs, and even had a meeting with some of them, asking that they meet amongst themselves and please consider our many fine pilots' desires. The pilots had justifiable concerns regarding starting order and scale judging. Andrew McIndoe gave a strong, but calm rationalization of eliminating the judging altogether, and, I must say that even us course workers get tired of waiting for the judging to begin, then waiting for it to end. I am glad to report that most of our CDs did get together and have agreed on the following so far:

1. Bremerton - Toledo - Spokane races: 1-3, 2-4 Starting Order, with scale judging.

2. Whidbey Island - Arlington races: 1, 2, 3, 4 Starting Order, with scale judging (Best of

Show at Arlington).

3. There will be NO Formula Ones using 15% fuel, other than the two provided to our District, at least for this year. (Some of the CDs were concerned with the safety factor.) Fuel for these two planes will be the responsibility of their pilots.

4. At the Bremerton race there will be two classes of Quickie; Q-Expert (428) and Q-Standard. The Q-Standard class will be a modified version of 428 rules, especially regarding engines allowed. No Nelson, Jett, or engines offered after January 1994 will be allowed.

5. Impound Area will be strictly enforced — absolutely NO exceptions.

6. Hawks Winter Season races (Q-500) will count for Championship Points (season started Oct 93).

The Toledo race is still iffy. If Don Rice cannot get assurance of a complete airport shut-down, there will be no race there.

Concerning the scale judging, the CDs are shortening the form, and will do their best to quicken this heretofore time-consuming affair. Jim Kelly (CD, Bremerton) hopes to get the Q-Standard underway while the judging takes lace.

Despite some of the arguments at that February 5th meeting - our Banquet that followed was a lot of fun! Tom Strom made the following presentations of jackets, hats, and pins, for 1993: Quickie 500 - Norm Whittle, 1st; Dan Nalley, 2nd, John Castleman, 3rd. Formula One: Andrew McIndoe, 1st; Henry Bartle, 2nd, Darrol Cady, 3rd. Tom pointed out that Andrew (whose best time was a 1.11) "always starts, always completes his laps, and always lands!" (VP note: So there is something to this consistency business!) Additionally, Ed Easingwood would receive the infamous Melt Down Award, and Dave English, Rookie of the Year Award.

I made some Certificate presentations myself, (as seen from a course worker viewpoint); some of them were serious; i.e., Gregg and Diane Smith, Distance Award (former District 2 people, they came from South Carolina to attend our Banquet); Pete & Marie Bergstrom, Sportsmanship Award (for giving away the beautiful Arlington Championship Trophy to Norm Whittle, who they felt deserved it more); Jim Kelly, Benefactor Award (for his continual assistance wherever necessary).

Other Certificates I issued got some laughs! Some of the more amusing went to pilots like Jon Packer, Constant Threat Award (Jon just did not have a good year, but when he was in the sky, he was up front with the best of them!); John Headley, Entertainment Award (John gets so caught up in the spirit of the race, he sometimes forgets he is supposed to go around the Pylon's when he chases after Henry Bartle!); Dan Nalley, Slime Award (I refuse to describe that ditch in the cow pasture from which Dan had to

retrieve his plane, suffice it to say, it certainly was no babbling brook!); Andrew McIndoe, Most Exciting Pilot Award, and John Castleman, Cool Man Award (cleanest rounds all year).

The only sad note of our Banquet for me, personally, was when I had to inform Gregg Smith that I had no luck in trying to find his and Jim Weissert's scores for 1993 (as I am sure Tom Strom must have tried, I was just taking another shot at it when I learned how unhappy they were). Gregg & Jim stated that they both joined at the 1993 May races in Bremerton; however, for some reason, their memberships were not received/entered by NMPRA until September. They had been competing with each other all year, and were eager to see who bested who. As I compose this, I have thought of one more avenue to pursue in this regard!

RACES! Well, our 13 February Q-500 date was rained/blown out, but the 6 March date had a great turnout! The wind was strong, and it was a little chilly, but we had sunshine! Norm Whittle attended, although he didn't fly; as did our big friend, John Harris. John Harris and Patty Nauer are now engaged! Congratulations! I also shoved an application at him and asked him to join NMPRA, which Patty stated she will have him do right away! John also told me about a fellow in Yakima, who said there was quite a group of them over there who were interested in Pylon racing. John couldn't remember the fellow's name, but I have some resources available and will check into this.

Following are the results for the March 6th Q-500 (short course) held at the Boeing Hawks field:

Quickie Standard			
	Name	Pts	Best Time
1	Headley, John	14	1:26:68
2	McIndoe, Andrew	14	1:35:89
3	Bartle, Henson	11	1:40:56
4	Case, Brian	11	1:38:10
5	Ling, Chris	11	1:55:68
6	Sparks, Tim	6	1:37:11
7	Mead, Jim	5	1:59:37
8	Stavinga, Scott	0	DNF
Quickie Expert			
1	Eddy, Nelson	15	1:05:81
2	Bartle, Henry	13	1:06:11
3	Watson, Al	13	1:06:74
4	Cady, Darrol	12	1:07:35
5	Packer, Jon	12	1:11:23
6	Nalley, Dan	11	1:12:52
7	Easingwood, Ed	10	1:11:53
8	Bergstrom, Pete	10	1:11:35
9	Ling, Randy	10	1:12:56
10	Richmond, Brian	9	1:12:30
11	Weissert, Jim	6	1:16:12
12	Hanks, John	5	1:19:73
13	Puzio, Ted	5	1:25:38
14	Bartle, Henson	4	1:37:96
15	Mikko, Matt	3	1:30:17

These races were really exciting, and certainly provides the F-1 pilots a chance to keep in practice! Due to the fact that Newsletter deadline is now, I can't go into as many details as I would like, but there were some really close heats; for instance, Ed Easingwood (1:11:53) against Pete



District News



Bergstrom (1:11:82); and Nelson Eddy (1:07:69) against Al Watson (1:07:95)! This was Ed's Best Personal Time! Al Watson got his BPT of a 1:06:74, as did Henson Bartle with a 1:37:96! And former 'cage workers', Scott Stavinga, Jim Mead, and Brian Case are now pilots in the Standard class! Super!(I gave them applications and encouraged them to join NMPRA.)

Walt Parker came up from Oregon, and worked the Lapcounter's cage. He really enjoyed himself, as I did. And we had a new young man, Gary Beardsley, working that cage with us, entirely new to Pylon racing. He can't wait to see the beautiful Formula One's, and offered to work whenever he could.

By the way, many of you received a Quickie Newsletter from a Bill Clarkson in California because I sent him your addresses. Guess what? *I didn't get one!* Bill and I talked for about twenty minutes on the phone and I sent him an NMPRA application. He didn't know about this great Newsletter of Paul's and said he would join!

I think I have personally recruited over a dozen members now! (I've lost count!) And how are *YOU* doing?

Think summer....
Kay

District 3 - Roy Andrassy

240 Sandpiper Circle NW, Calgary, Alberta,
T3K 3T9 Canada (403) 274-5103

Hi race fans. Cecil and I just got back from the Phoenix Formula One season opener. This trip was full of many emotional highs and lows. I don't think we could handle too many more of these great adventures.

We packed the van very early the morning of Feb 20 and were on the road by 6:30am (outside temp -26 deg C). The distance to Phoenix from Calgary is about 1500 miles one way, a hard drive at the best of times. Our first day of traveling took us about 30 miles south of Salt Lake City. We had to stop a little early because the heavy snow fall we were battling for the previous 150 miles was taking its toll on my fatigued eyes.

The next day we continued our drive to Phoenix including a short gambling stop in Las Vegas. Cecil's luck was good as he managed to gain about \$50 from the one armed bandits. I, on the other hand, lost \$20. Later that day we finally made it to Phoenix and met up with Harold Sattler and his wife Jan who are from North Dattleford Saskatchewan (also District 3).

Our first day of practice was Tuesday. Unfortunately Cecil lost his brand new airplane on its third flight. We believe the screw came loose that

held the elevator servo wheel in place. The airplane and the electronics were a total write-off. One was tempted to call it quits for the day and make it Miller Time but we decided to dust off the back-up airplane (which was borrowed) and get right back into the saddle again. The first two trim flights were uneventful but during the third flight, Cecil lost sight of the airplane shortly after shutting the engine down. Cecil and I stared hard into the sky hoping to catch a glimpse of the airplane before it hit the ground. After one long minute, we both realized that the beautiful Phoenix sun had swallowed Cecil's borrowed F1. We had lost two airplanes in one day. Now it was Miller Time!!! Over the next few days, several people wandered off into the Phoenix landscape in search of a lost Formula One but their efforts were in vain. The Formula One was gone.

My test flying on Tuesday was not bad except for some engine difficulties. The rotor pin came loose in my engine and damaged my connecting rod. On Wednesday I test flew my new KAZE. The airplane flew well on its maiden voyage until I hit a bush on the final approach for the landing. My Kaze did a nice pirouette and cart wheel at the beginning of the runway. Damage to the airplane was moderate. She will fly again but not this weekend. Rats!!! It appears that myself, Norm Johnson and Mike Sperry all hit the same group of bushes at the beginning of the runway some time throughout the week. Maybe the three of us should hire someone with a chain saw to clear those obstacles once and for all.

So its back to my trusty old purple Toni to continue my test flying. I had switched the liner from ABC to an AAC (one ounce lighter) but did not add nose weight. Bad!!! After I shut the engine off, the dead stick handling characteristics had changed dramatically. I managed to recover the airplane from its first snap and spin but not the second. She hit terra firma and was out for this race. Now I was down to one airplane and we decided to save it for the race. Fortunately this airplane survived the whole weekend with a few engine and propeller difficulties.

On the first day of the race, an ultra light buzzed the flying field and then landed on one of the runways. Cecil offered the pilot a reward for locating the lost Formula One. The pilot was quite positive in taking up Cecil's offer. After about 10-15 minutes of searching, the ultra light returned with no good news. Cecil asked the pilot if the ultra light could carry two people. Unfortunately it could and before I knew it Cecil was strapping his butt into this flying kite!!!! I tried to convince him otherwise but his mind was set and he was going to find that missing F1. If anything should happen to him, his wife would have my guts for garters!!!

Within ten minutes of searching, the F1 was located. Three to four hours later, after a through cleaning and a few minor repairs, the F1

was ready for a test flight. As luck would have it, everything worked well and the plane would be ready to race on Sunday. Cecil was now a happy man.

The remainder of the trip went smoothly. We picked up a little extra cash in Vegas but ended up giving it to a state trooper in Utah (speeding ticket). Rats!!! After returning from Phoenix, we have two weekends of Club 20 racing and then four of us will pile into my van and head down to Las Vegas for their two day F1 contest. After that, we have another two weekends of Club 20 racing and then our winter racing series will be over. We had a busy start to our 1994 flying season. I hope no one get burnt out too soon. That's it for now.

Roy

District 5 - Karen Yeager

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"Poo-Poo Nose" married Catherine.

Since both their parents raced pylon and lived in the midwest, it was inevitable that their paths would cross, even though 250 miles separated their homes. Poo-Poo Nose lived in the Chicago area and Catherine resided outside of Detroit.

Somewhere they did finally meet but since they probably were quite young, only their personal thoughts could reveal when the first spark fired. They saw each other at the Nats and some local races but otherwise, were separated by this big land mass that only hindered them while growing up. No matter, it did start seriously when they were finishing high school. Poo-Poo Nose got a job coaching the wrestling team at the same high school he had just graduated from while he went to college in the Chicago area.

In the meantime, Catherine started college at a school somewhat closer to Poo-Poo Nose yet too far to see each other on a daily basis so the phone became their only way to whisper those things that young lovers whisper.

This worked out for a while however, the phone bills started to approach the national debt so Dad agreed that a transfer to a college in the Chicago area would be a prudent and wise financial decision.

Now they were close enough to see each other daily but they were smart enough to continue with college and talk of their future as they grew a little older and wiser. Maturity, they call it. Finally there was no more waiting. Poo-Poo Nose proposed and Catherine said yes. Dad rented a hall and on Feb 12th, the racing community gathered to witness two young people make lifetime vows. Poo-Poo Nose the racer is marrying his caller.



District News



The wedding was a beautiful affair with Catherine radiant in white while Poo-Poo Nose wore a well scrubbed look in tuxedo black. The reception, a happy party celebrated the coming together of two old racing families. Each place setting was decorated with a racing prop and a magnificent airplane ice sculpture decorated a table which give's you an idea of the theme at this party.

If you have a chance this season, congratulate NMPRA VP Dan Kane Jr and Cathi Waters, daughter of AMA VP Pete Waters, two great kids with a lot of laps ahead of them.

Last month we asked if your club would be interested in having our district Q-500 Championship race and to contact me. So far I've heard from the Flying Cardinals in Kentucky who hosted this race last year.

A club that runs a race at Rough River, Kentucky is also going to decide if they will tender a bid. They polled the contestants from last years race as to whether they wanted a QM or Q-500 race in 94 with the majority stating they would attend regardless of the event. As a result, we will notify you next month as to location of this years Championship race.

Our first District race is fast approaching which will be April 16-17 in Hamilton, Ohio.

A reminder to all CD's, please send me your results ASAP. Last year, Cliff Telford received a bunch of reports at the end of the year making his job very difficult. If we receive them immediately after the event, it helps lighten the work load.

Karen

District 7 - John Dunham

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(813) 684-6885

Racing for 1994 is about to start up after the winter lull. I'm headed to Ft. Lauderdale this weekend for a district Q500 race put on by the Markem Park club and Don Moody. It looks like we are going to have a very large turn out.

I received a call from "Racer Rick" Landers this week and his race, April 30 and May 1 is getting attention from all over the country. Atlanta will be the site of the first Quarter Midget 40 race that I am aware of. April 30th date is the QM40 and QM15 race the May 1st race will be SEMBRA and AMA. This is a total of four races for the weekend with some variety for everyone. This may be your chance to race QM40 before the Nats. He faxed me a flyer but space does not permit me to reproduce it here. If you are interested, give Rick a call at 404-398-8720 and he will be glad to give you any information you need or send you a flyer. He also informed me

that Jake Jacobson is getting lots of orders for his QM40 kits. It seems the 40 size Quarter Midget may be catching on better than some people thought it would, or maybe there are a bunch of die hard racers running around.

I talked to Dub Jett recently and orders for his Sport 40 engine is booming. Congratulations Dub, quality workmanship does pay off.

I have had an evaluation MVVS quickie motor sent to me by Andy Nehring of Rapids Radio. I spent an entire day and a gallon of fuel breaking in the engine. I tested over a dozen different props and got mixed results. We will be adding this motor to the list of engines for SEMBRA racing. It is very competitive with the Webra Q500 that most of us are using now. It can only be used with the supplied mini pipe like we use on Rossi's or Webra's, the performance increase with the tuned pipe is over 1000 rpm's.

*Until next time
John*

District 8 - Drew Jerina

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(214) 240-7725

I've had some minor schedule changes to add two Q500 races and move the Dallas RC Club race to May 14-15 leaving Memorial Day weekend open for maybe another F1 race if we can get another club interested.

I was contacted by John Grubbs and Bill Gallagher who have been promoting the Slow 500 racing for the last three years in the area. They are interested in using the District 8 equipment to put on a Slow 500 race combined with Sport Q500 on the standard Q500 course the Fourth of July weekend at the Dallas RC field. I'm not going to place this race on the schedule since there are no NMPRA points involved, but we are here to promote racing with the intent to bring new racers along to compete in future AMA events. So, if you veteran racers have that weekend open, we could use your help working the contest and providing assistance to the new pilots and callers. Please contact me for details if you are interested.

As a small addendum to the last article on painting, I've come across the newer generation of paints from PPG. These are the DCC colors and the DCU clearcoats. These are supposed to cover better, tougher and glossier than the DAU's. I also think the DAU's might be phased out over time. Surface prep is the same and the same reducers can be used, but they do not mix with any of the DAU colors or catalysts. I'll pass on any test results as I get them in future articles.

Drew

Quickie 500 VP Cliff Telford

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

1993 Q500 national points update — District 2's Greg Smith earned 362.6 points and Jim Weissert earned 329.6 points. Due to late data their results were not posted in the national standings.

AMA has announced that Quickie 500 (428) will be flown on the long (2.5 mile) course at this year's Nats in July due to safety considerations. QM40 (422) will also be flown on the long course.

Dues are now due. If the year 1994 doesn't appear on your mailing label, this will be your last issue of High Performance Mail your dues to Dave Doyle to maintain your membership.

NEW PRODUCTS INFO



New QM40 Napier-Heston from California Speed Pros. Also available is a P51 Mustang.

Letters to the Editor

It's time for change

The NMPRA is the advisory group to the AMA and yet, the Contest Board of the AMA is making rules without our advice and consent. They are dramatically changing entire racing events, i.e. Quarter Midget. Formula 1 rules have been added without with no thought to the consequence and no president in the last five years has been willing to fight back. If necessary the NMPRA should not recognize or obey rules that are not in the best interest of racing.

Rule 422-QM of the AMA Rule Book states: To provide closed course racing that will encourage participation by the sport flyer and novice racing enthusiast. It makes no sense to put a .40 size engine into an event that formally used a .15 size engine. Although they are using a larger air frame the planes will be too fast for the stated intent. We need a fourth forty powered racing event like we need a hole in our head, pun intended. We should not accept this event.

Q500 must be flown on a Formula 1 course. This will not change the speed of the airplane. It will only slow down the reaction time between turns. This should get more people interested in the event, plus make it a lot safer. It will also help to stimulate interest in faster events.

Formula 1 Rule 2.3 — In all pylon events of two days or more the Contest Director is not allowed to compete. Meets that are two different one-day contests do not fall under this ruling. It's hard enough to find Contest Directors without putting limitations on the individual. If the Contest Director is fair, just, and does his job, there is no reason to penalize a person who is volunteering his time and effort. The NMPRA should not use this rule.

Rule 23.4 dealing with dead heats and equipment failures is argumentative. Mr Yeager, who wrote the rule, has been the Contest Director of the Nationals for the past several years. Not only hasn't this rule been acted upon, but Mr. Yeager has not asked the AMA to delete it from the Rule Book. This rule is unsuitable. Whenever a heat needs to be reflown all competitors in the heat must fly.

In the February issue of High Performance, in the Letters to the Editor column, my long time friend, Dave Shadel, feels that there needs to be a professional class with no more than two entrants per frequency. I agree with him on limiting the number of people, especially the top dogs, but the top dogs have not raced each other in many years. It would be great if the upper echelon would voluntarily go on different frequencies. This change alone would help bring back the competitive spirit. If this is not done then perhaps it should be mandated. I do not wish to mention names but the three fastest flyers at the first race of 1994 were all on the same frequency (see District VP 1 report). If the rest of the group had shown up at Phoenix there could have been six or seven on channel 25. Come on people, give us a break. One last thought on this subject, this will help change the feeling that no matter how hard you try you can't win. The best will beat the best, giving us all a chance at the gold.

We, the members of the NMPRA, must help various clubs put on contests of the highest

caliber. We must be willing to do whatever it takes, such as putting up prize money or donating merchandise. This may require some personal sacrifice.

FAI — For the past several years a questionnaire has been sent out by the Academy of Model Aeronautics asking how the U.S. Team should be chosen. I have sent in suggestions as have several other participants. We have never received a reply to our recommendations. There does not seem to be any leadership from the FAI Chairperson, Bob Brown. If he doesn't intend to do anything with his position, I respectfully ask for his resignation.

Lloyd, you are our President. If you keep procrastinating for the rest of the year wondering whose feelings you might hurt nothing will be accomplished. It's time to take action.

Sincerely
Ron Schorr

Form I suggestions

Thank you for all the work you put in on the championship in Florida. I had a great time and enjoyed some good racing. At the banquet there were a number of concerns from various parts of the country concerning the future and direction of Formula 1. There were a number of statements and a few good ideas, a number of which were diverse. The only common line of thought, for the majority, is that there is a need for change. There were some racers in attendance who want to maintain things as they are. How many people drowning want to maintain things as they are, when they can change their situation. The ones that drown.

None of the ideas proposed singularly, and a lot of the pit talk, will change things by themselves. Collectively they can make a difference, if we take the initiative to act on them. A couple of the ideas that have been discussed were the take off order and the use of muffled low nitro engines. We are acting on these in District 8.

I understand the reason for the 1,2,3,4 start was to promote craftsmanship in building and award those who had the talent and took the time to create class semi-scale racing aircraft. It was also to have kept Formula 1 the class model aircraft event. I have kept putting pilots in my planes because of those words from Ron Schorr, whom I respect. There was also the safety factor on take off due to the available power and props. But, the times, they are changing. Today a large number of the aircraft are built and or painted by two or three people, the ones that always get 1's. Racers are being rewarded for the amount of money they spend and not their building time. The aircraft have gone from semi-scale to stand-way-the-far-off (way out there) scale, which have resemblance to a full size air racer (at a 1/4 mile).

This was all done in the name of speed and technology. Well, we are the only racing event that determines starting positions based on appearance. Full size air racers use a racehorse start. In NHRA top fuel, the starting order is determined by who leaves the line first and they have rules on car appearance to keep it a class

event too. NASCAR and Indy use time or speed to set the grid, but they have five-hundred miles to catch up.

The engine/prop combination in use today has eliminated the long take off requirements. I have had Formula 1's airborne when they left my hand. While we can not use a heads up or racehorse start in normal racing, fly-offs excluded, we can move on to 1,3-2,4 order as the official NMPRA starting order. This provides adequate spacing on take-off and only half second differential, not two to four. This would eliminate half of the racers being eliminated in the first heat. If you don't have the money to buy a number one take-off position, you are out of the running before the flag drops. If the speeds and flying are comparable, you have two races within a race. The number one and two planes race each other and the number three and four planes race each other. We would be better off with two plane heats and reduce the mid-air. When the times were around two minutes, two seconds didn't mean a lot. Today, the times are barely over a minute and two seconds is the difference between winning and losing. Nobody, but nobody remembers who came in second.

In our district, I have found the racers that have had good looking aircraft will always have them, the ones that haven't, never will regardless of static judging. This also holds true for a lot of the other districts. What we have seen is a number of people get into Formula 1 because they didn't have to have a trick paint job to be competitive. This lets the average or budget racer paint a plane in his driveway and compete with a racer who spent three-hundred dollars on a trick paint job. I built a 10' x 12' paint room with piped air, lights, exhaust fans and holding fixtures strictly for painting these things knowing that the finish wasn't going to determine take off position. I did this strictly for self pride and not the edification of a judge. I may not ever do a trick number one paint job (good painters are weird — look at Drew, Lyle and JP), but I will always build a well crafted class aircraft. This is the original intent of the rule, is it not?

The low nitro muffled engine is another area which warrants evaluation. Currently there are some rules recommendations for the use of this type of engine/plane. Some of the proposals I agree with and some I don't, that's racing. My true love is nitro burning top fuelers, we grew together. I love the noise, awesome power and speed. I love the smell of 100% nitro. In Formula 1, my preference is still the high nitro engines and all the trouble that goes with them. But keeping an open mind, I am building a 15% plane, muffler and all. I don't believe that legislated fuel and aircraft limitations will ever pass. The event would become a high priced complicated Q500 and be too close to the QM40. But, I do believe the recommendations can be merged into what we now have.

Part of the reason for doing Formula 1 is to be creative and have an unlimited racing event, within reason. The designing and building of the aircraft fulfills this creative want or need. If someone wants a longer wing or bigger stab, he can build it and go race it. You can't do that in Q500 due to the rules. The no limit on nitro lets you burn down anything you are man, or woman,

Letters to the Editor

to do. The current engine/prop combinations have about reached their max, look how the times have flattened out. You can do like the top fuel racers, tip the can and rip the label off and stuff it in the tank, too. You won't go any faster, but you can sure burn pistons. This fulfills that want or need to spend the grocery money on something besides food. It also lets the racer determine what and how much goes in his engine. After all, he is a racer and nobody is going to tell him what to do, and for some, nothing else either.

The NHRA has a class of racing designated "Alcohol". In this class you can run an engine on alcohol or nitro. The alky cars can use a blower on the engine, while the nitro cars are limited to injectors only. There are also some weight to cubic inch limitations. The choice of engine setups is left to the racer. On any given day either setup can win, leaving it up to who is the smartest — not who has the most money. I believe this is the direction we are headed in. When the 15% planes can achieve performance parity, look at Jett's FAI times, then this would provide an alternative to the high nitro engines. This would keep it racing and let the racer decide which setup he wants or can afford. The one thing it would not do, is run a racer off to Q500 or keep him in Q500. Even if performance parity is not achieved, this setup would be a perfect fit into Lyle's program. It would provide an entry level Formula 1, providing the Q500 racer a transition into a more sophisticated aircraft without the intimidation and expense of the high nitro engines. This is something we are currently lacking, and should look at doing on a national basis.

Currently, there are those racers who are threatening to boycott races which use the 1,3-2,4 starting order. This is coming at a time when attendance is down and clubs are dropping races due to lack of entry fees. If these people want to stay home and be a part of the problem until they finally go through puberty, that is their right. What we don't need is CD's getting hassled about changing their contests. We are losing enough CD's due to the usual temper tantrums and abuse (which fulfills that need to return to those pre-puberty years). I'm putting on four contests this year and definitely don't need this headache. It doesn't take a genius to figure out that this type of mentality is going to cost us more racers, races and CD's if it doesn't change. The ultimate loss will be the loss of Formula 1 itself. Formula 1 racing is too important to be controlled by a few people. It is something which none of us own, we are merely custodians. We are only to take care of the event and pass it on to those that will follow, and not kill it because of selfish wants or ignorance. I was once asked what comes after Q500, I replied Formula 1. The next question was what comes after Formula 1, the reply was — death.

If we are to continue to use the nostalgic 1,2,3,4 take off at national events, then we should revert to the original intent of the rule, and apply the builder of the model rule. Only those planes built and painted by the racer are eligible for static judging, rewarding the racer for his time and effort. All those racers who had their planes built and/or painted automatically

get 4's. They would take off after the guy that built and painted his own plane and got a 4. This would ensure Drew, Lyle, JP and the rest of us budget racers some reward for our efforts come race day. This would also cause a cry for the 1,3-2,4 take off from those currently against it.

Fog Tanner

Why I've lost interest in Formula 1

I read with great interest last month letters by Dave Shadel and Jerry Small. I know both of these racers very well and have the utmost respect for them both. After reading their letters very carefully I felt compelled to add my two cents.

I began my racing career in 1969 on the open pylon circuit in the northeast. I moved into Form I in 1971 and even got to compete in the 71 Nats. My best time was 2:58, I'll never forget how good it felt to finally break three minutes. Bob Smith was the best back then, he held the record at 1:30 and also won that year. He flew like his plane was "on a string". That phrase was coined to describe his flying ability. As an eleven year old, he and many others were my inspiration. I was driven (motivated) by the best to get better. That's the nature of racing, if you don't have the drive to some degree then you wouldn't be a racer.

Dave is correct when he says that an elite few dominate Form I. It is nearly impossible to get to the top and even harder to stay there. However, it's always been that way and the names do change. After Bob Smith came Telford and Violet, then Terry Prather and Irwin Funderburk with his unbeatable Bandit and the names go on and on. Anybody can be beaten and has. There's no question that the difficulty in reaching the top has caused many a racer to turn to gliders, but again it's always been that way.

So what has changed? Why then has the dropout rate in Form I soared in recent years? Nobody knows for sure, but I can tell you why I've lost interest in my favorite sport. I can tell you in one word, *frustration*. I'll be very honest, I can't make the new breed of engines work. It used to be you could put a Terry Tigre (two, if you had the bucks), refine your prop whittling and flying skills, screw in your forty-five cent plug and do OK. And you could run those engines all season with the biggest maintenance expense being an occasional helicoil job by Pete Reed! Well, we all know those days are long gone, along with most of our friends we used to look forward to seeing at the big contests.

Yes, my frustration lies just forward of my firewall and that's what's changed! I'm not bad-mouthing the Nelson product in anyway. We're very lucky to have an engine manufacturer at all! However, as the ever increasing need for speed goes up, so does the price tag. I'm not talking just about dollars, I'm talking about reliability, frustration and the biggest price of all, *attrition*.

Let's face it, Form I has become an engine builders event. If you don't have boxes of parts and micrometers and head shims and a barometer, you might as well stay home. This is the reason FAI was never successful in this country

and it's the reason for the shrinking numbers in Form I. Plain and simple!

My last straw came late last year. I flew from Seattle to Valkaria, Fl to compete in their Form I race for the workers just before the Championship race. I met my brother Bruce their on Thursday and we had Friday and part of Saturday to wring out a few new planes and test our six motors. Well, the only thing that got wrung out was us. When contest time rolled around we were down to one motor! I lost the coin toss and watched as Bruce flew. I traveled seven thousand miles and didn't even get to race! It didn't used to be like this. I've lost interest in being frustrated. Some are calling me a crybaby about now, but if you are, your really missing the point. There comes a time when you have to make a quality decision weather this is really what you still want. Do you continue to invest bigger and bigger bucks to stay competitive or do you do something else?

I decided to do something else. For the first time in years I'm building Q500's. I had reluctantly made a decision to quit Form I. Then I started to get excited about quickies. Again Dave was right, it's much more competitive than Form I. You win because you have the best caller and thumbs, not because your plane is twenty knots faster than everyone elses. The racing is closer and much more exciting too!

However, a few weeks ago something remarkable happened. I got a phone call asking if I would be interested in Form I on fifteen percent. My spirits immediately shot up and in capital letters I said YES. I reasoned any Form I must be better than none, which is where we're headed. So there it is, I'm living proof that a lower percentage of nitro and frustration MIGHT be the answer. It's definitely not in the shape of the race course or in one-hundred dollar entry fees. And lets face it, we don't have the numbers any more for two classes.

So I'm gonna try this fifteen percent thing. I urge all CD's to allow the muffler. Perhaps someday we can give Form I back to the people and make it competitive again. And Jerry Small is right, it's just a test! Besides, there's always Quickie.

Brian Richmond

Elite — Beaten!

I don't think Shadel is right in thinking that the elite few at the top couldn't be beaten or that they put people off racing. Even those elite do make mistakes and anyway, winning has a lot to do with the drive to win as well as ability. These same elite few also race quickie and that doesn't seem to put off other entries.

To make the point again. Henry Nelson has shown us how fast a model can go with a reasonably quiet muffler. What can possibly be the objection to a quieter form of F1, leading to the very real possibility that you could fly the thing at your own club field, perhaps even host races there too, just like quickie. So I have to agree with Jerry Small, we must try it. I don't want to lose the F1 event.

John Headley 38E

1994 Racing Schedule

District 1 - Lyle Larson

26612 Las Tunas Dr, Mission Viejo, Ca
92692 (714) 365-1155

1/22-23	Phoenix AZ - Winterfest	Q500	Q5AMA(1)
	Pro-Flyers Raceway Park		Calzona Q5(2)
	Jim Allen (602) 464-1443		Arizona Q5(2)
3/6	Phoenix, AZ - Mustang Field		Q5
3/19-20	Las Vegas, NV		F1(2)
4/10	Sepulveda Basin, CA		Q5
4/17	Whittier Narrows, CA		F1
	Bob Downey Classic		F1
4/30,5/1	Phoenix, AZ Pro-Flyers		Q5(2)
5/29	Whittier Narrows, CA		Q5
6/11-12	Sepulveda Basin, AZ		Q5(2)
8/7	Whittier Narrows, CA		Q5
8/20-21	Modesto, CA		F1(1)
9/10-11	Phoenix, AZ Pro-Flyers		F1(2)
9/18-19	Sepulveda Basin, CA		F1(2)
9/24-25	Las Vegas, NV		Q5
10/6	Phoenix, AZ Pro-Flyers		Q5
12/4	Phoenix, AZ Pro-Flyers		

District 2 - Kay Larson

9950 Echo Valley rd, NW Bremerton, Wa
98312 (206) 692-1088

3/6	Kent		Q5
4/10	Kent		Q5
5/1	Kent		Q5
5/21-22	Bremerton		F1, Q5
6/11-12	Whidbey Island		F1, Q5
7/9-10	Toledo		F1, Q5
7/30-31	Spokane		F1, Q5
8/13-14	Camano Island		Q5(1)
8/26-28	Arlington, NW Championship		F1
9/11	Kent		Q5
9/17-18	Boundary Bay, BC		F1, Q5
10/1-2	Kent, Dist NMPRA Championship		Q5
11/11	Kent		Q5

District 3 - Roy Andrassy

240 Sandpiper Cir NW, Calgary, Alberta
T3K 3T9, Canada
(403) 274-5103

4/30,5/1	Calgary		Q5(2)
5/14-15	Moose Jaw		Q5(2)
5/28-29	Regina		F1(2)
6/11-12	Swift Current		Q5, F1
6/7-18	Canadian Nationals		
	Brandon Manitoba		
	6/15 - Q500		
	(no Nelson, Jett, ST500 eng.)		Q5S, AMA
	6/16 - Formula One		F1
	6/17 - FAI Team Tris		FAI
7/30-31	Saskatoon		Q5, F1
8/6-7	Edmonton		Q5, F1
8/20-21	Prince Albert		Q5, F1
9/3-5	Calgary Championships		Q5, F1, F1

District 4 - Pam Sperry

1614 11th St, Cody, WY 82412
(307) 261-7366

4/24	Mead, NE		Q5BSE, AMA
5/14-15	Billings, MT		Q5BSE, AMA
5/15	Mead, NE		Q5BSE, AMA
5/21-22	Missoula, MT		Q5BSE, AMA
6/5	Mead, NE		Q5BSE, AMA
6/18-19	Sidney, MT		Q5BSE, AMA
6/26	Mead, NE		A5BSE, AMA
7/24	Mead, NE		Q5BSE, AMA
8/21	Mead, NE		Q5BSE, AMA

District 5 - Karen Yeager

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

4/16-17	Hamilton, OH		Q5SE
	Harm Tholen (513) 523-9765		
4/30,5/1	Ft Thomas, KY		Q5SE
	Barry Anderson (606) 781-0929		
5/1	Rock Valley, IL		Q5AMA
	Orv Steinmetz (815) 885-1161		
5/15	Westland, MI		Q5SE
	Ken Heatlie (313) 453-8518		
5/28	LaSalle, MI		Animal 500
	Jim Warner (419) 865-8783		
5/29	LaSalle, MI		Q5S
	Karen Yeager (517) 547-4430		
6/4-5	Toledo, OH		Q5SE
	Rick Cromer (419) 537-6776		
6/19	Westland, MI		Q5, MagCat
	Ken Heatlie (313) 453-8518		
6/26	Rock Valley, IL		Q5AMA
6/26	Northville, MI		Q5, MagCat
	Chuck Wooley (313) 326-6297		
7/16-17	Hamilton, OH		Q5SE
	Harm Tholen (513) 523-9765		
8/6	Westland, MI		QM15
8/7	Westland, MI		Q5SE
	Ken Heatlie (313) 453-8518		
8/14	Rock Valley, IL		Q5-427
	Leroy Webb (815) 389-3150		
8/14	Rochester, MI		MagCat
	Jim Schwarz (810) 651-5368		
8/21	Muskegon, MI		Q5, MagCat
	Ray Hendriksma (616) 685-6408		
8/27-28	LaSalle, MI - Silver Cup		QM15
	Rick Cromer (419) 537-6776		
9/5	Rock Valley, IL (Willie Rules)		1/2A
	Bob Lyttle (815) 397-5557		
9/11	Rock Valley, IL		Q5AMA
	Benny Dickison (815) 394-1010		
9/18	Toledo, OH		Q5SE
	Rick Cromer (419) 537-6776		
10/1-2	Columbus, OH		Q5SE
	Craig Grunkemeyer (614) 898-0460		
10/15-16	Ft Thomas, KY		Q5SE
	Brenda Holbrook (513) 928-4326		

District 6 - Pete Reed

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

4/17	Mansfield, CT		Q5ES
4/24	Bear Mountain, NY		F1, Q5S
5/1	Hadley, MA		Q5ES
5/15	Westover, MA		F1, Q5S
5/15	Lakehurst, NJ		Q5AMA Mod
	Frank Flesch (908) 929-8204		
5/17	Prince Georges (no Ervine carb)		Q5Nepro
5/21	Rick Moreland		QM(FISE)
5/22	Prince George, Bowie, MD		Q5AMA
5/22	Ellington, CT - NCRCC		Q5AMA, SB
6/5	Colts Neck, NJ		Q5AMA Mod
	George Schmauch (908) 238-2551		
6/10	Colts Neck, NJ		Q5AMA Mod
6/12	Farmington, CT - CCRCC		Q5ES
6/19	Westover, MA		F1, Q5S
6/26	Bridgewater, MA		Q5ES
7/10	Ellington, CT - NCRCC		Q5ES
7/30	Prince Georges (no Ervine carb)		Q5Nepro
7/30	Prince Georges		QM(FISE)
7/31	Prince Georges		Q5AMA
8/7	Lakehurst, NJ		Q5AMA Mod
8/13-14	Ellington, CT - NCRCC		Q5AMA, ES
8/21	Westover, MA		F1, Q5S
8/28	Stratford, CT		Q5ES
9/11	Fire Island, NY		F1, Q5S
9/17	Prince Georges (no Ervine carb)		Q5Nepro
9/17	Prince Georges		QM(FISE)
9/18	Hadley, MA		Q5ES
9/18	Prince Georges		Q5AMA

10/2	Bridgewater, NJ		Q5AMA Mod
	Tom Schaefer (908) 232-4190		
10/9	Colts Neck, NJ		Q5AMA Mod
10/16	Lakehurst, NJ		Q5AMA Mod

District 7 - John Dunham

110 Halton Cir, Seffner, FL 33584
(813) 684-6885

3/5-6	Ft Lauderdale, FL Markham Park		Q5(2)
	Don Moody (305) 749-8079		
3/.20	Brandon, FL Club Field		Q5(1)
	Lucian Miller (813) 980-2685		
3/26	Ringgold, GA Club Field		Q5AMA, QM15
3/27			Q5
	Brad Clayton (205) 350-21663		
4/16-17	Tampa, FL Club Field		Q5(2)
	John Dunham (813) 684-6885		
4/30	Atlanta, GA Club Field		QM15, QM
5/1	Rick Landers (404) 389-8720		
NMPRA SEASON END			
10/2	Brandon, FL Club Field		Q5
	Lucien Miller (813) 980-2685		
10/15/16	Atlanta, GA Club Field		Q5, AMA(2)
	Rick Landers (404) 389-8720		
10/29-30	Valkaria, FL Valkaria Airport		Q5(2)
	Tom Bogut (407) 729-6682		
11/19-20	Tampa, FL Club Field		Q5(2)
	Tom Bogut (407) 729-6682		
12/5	Brandon, FL Club Field		Q5
	Lucien Miller (813) 980-2685		

District 8 - Drew Jerina

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

3/26-27	Northlake		Q5, AMA(2)
4/16-17	Ft Worth, TX		Q5, AMA(2)
4/30-1	Wichita Falls,		Q5, AMA(2)
5/14-15	Dallas		F1
6/4-5	Lake Afton, KS		Q5, AMA(2)
6/11-12	Brazoria,		F1(2)
6/25-26	Alvin, TX		Q5, AMA(2)
7/16-18	Lubbock, TX AMA Nationals		Q5AMA(1)
7/19	Lubbock, TX AMA Nationals		QM
7/20	Lubbock, TX AMA Nationals		FAI
7/21-22	Lubbock, TX AMA Nationals		F1(1)
8/6-7	Georgetown,		Q5(2)
8/20-21	Brazoria, TX		Q5, AMA(2)
9/3-4	Alvin		Q5, AMA(2)
9/17-18	Brozoria, TX		F1(2) and
			Lake Afton Q5, AMA(2)
10/1-2	District Championship		Q5(2)
10/15-16	NMPRA Championship		F1(1)

District 9 Francisco Taboada

Guayana Holandesa
No 210 Col. Vistahermosa
Monterrey, N.L. Mexico

4/9-10	Mexico City Club Pegaso		F1, Q5, AMA
7/2-3	Monterrey		F1, Q5, AMA
9/18	Guadalajara		F1, Q5, AMA
11/20	site to be announced		F1, Q5, AMA

(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
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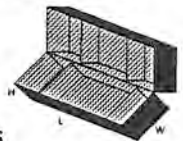
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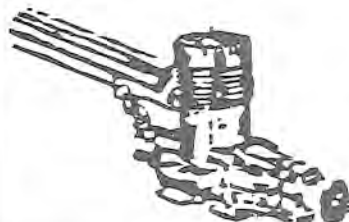
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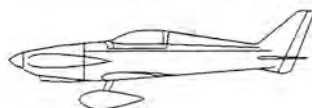
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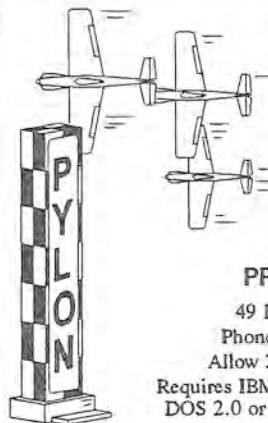
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DISTRICT 3 VP - Roy Andrassy - 240 Sandpiper Cir NW Calgary, Alberta, T3K 3T9, Canada Tel (403) 274-5103

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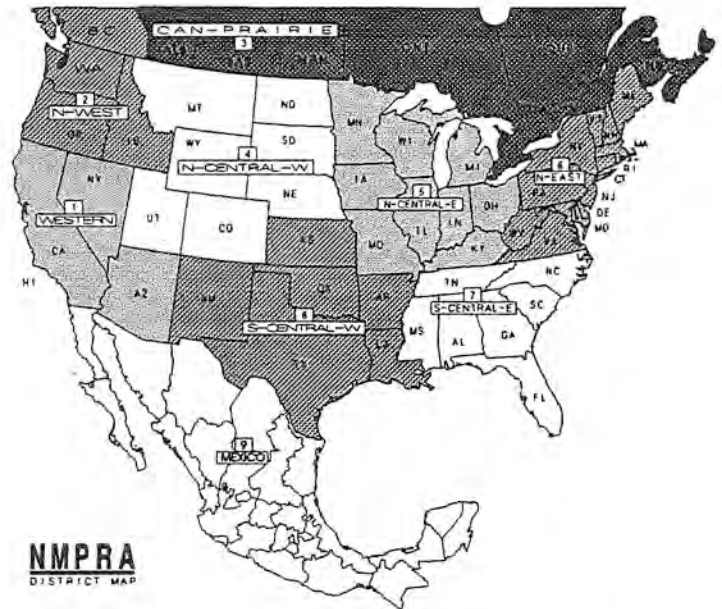
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