

The Pylon Racer's Official Voice

# NMPRA

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# HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

November 94

## Hot Laps by President Lloyd

The leaves are off the trees and the temperatures are dropping here in Connecticut closing out another year. Looking back the NMPRA has many very positive accomplishments to be proud of.

Foremost is our relationship with the AMA. Gary Hover, Wayne Yeager and I have been very active with the AMA in developing a safety program that will insure our sport of pylon racing will have a future. The AMA knows us for being very safety conscious and sincere in making our event as safe as possible. 1995 Pres Pete will continue this close relationship.

The NMPRA has strived to be the official organization of all pylon racers and especially quickie fliers. The programs we put into place two years ago are beginning to pay off big. Our membership has increased by almost 50%. Quickie fliers account for a large percentage of this rise. I am a very firm believer our future lies with new fliers entering racing, and Quickie 500 is where they begin. The NMPRA must continue to encourage and recognize entry level racing.

We are also very proud to have added Mexico into our racing districts. Francisco Taboada and Louis Garcia Blake have done a tremendous job in organizing district nine. These gentlemen deserve a standing ovation for the work they have done. Their desire is second to none. More than 40 new members have joined NMPRA due to their efforts.

Lastly, we now have in place a top notch administrative staff. Thanks to the efforts of Dave Doyle and Paul Page we now have an efficient membership program and a first class newsletter. They, along with Ron Schorr and Cliff Telford who keep track of national points, have done an outstanding job and deserve the credit for the success of this organization.

My congratulations to our new president, Pete Reed and all the new and returning

## 1995 NMPRA Election Results

**President — Pete Reed (64)**

write-in — Ron Schorr (14)

write-in — Cliff Telford (1)

**Sec/Trea - Dave Doyle**

**Newsletter - Paul Page**

**QM VP - Jerry Salisbury (65)**

**Q500 VP - Cliff Telford (69)**

**District 1 - Dave Ferrell (8)**

**District 5 - Kenny Points Sr. (10)**

write-in - Lou Rodriguez (20)

write-in - Wayne Yeager (1)

write-in - Bill Clarkson (1)

write-in - Karen Yeager (1)

**District 2 - Kay Larson**

**District 6 - Don McStay**

**District 3 - ?**

**District 7 - Charlie Poulton (5)**

**District 4 - Pam Sperry**

write-in - Tom Bogut (1)

**District 8 - Drew Jerina**

**District 9 - Francisco Taboada**

district vice presidents. Volunteering to help run an organization such as this one is largely a labor of love that is not appreciated until you try to do it yourself. We can all take great solace in knowing our efforts help continue what we enjoy most—pylon racing. Thank you for getting involved.

How about that Dave Shadel! He won Formula One at the Nats with a perfect score and now has won the NMPRA championship race in Caddo Mills, Tx. He definitely has his act together. Besides being a suburb flier, he has the ability to setup his engine and prop combinations in advance of weather changes. I can't remember the last time he received a zero for a no-start or a DNF for a lean run. He certainly is a deserving champion and one we're all out gunning for.

Drew Jerina and Scott Kalmus put on flawless contest in spite of the intermittent rain all weekend. We just can't seem to buy good weather for a championship race in Texas. Never the less, we all flew ten rounds and most notable was Bill Hager posting 5 consecutive 1:06's or lower on Sunday. That's outstanding! Bill was also responsible for donating the

*continued page 2 Hot Laps*

## Pres Elect PETE Speaks

Congratulations to Drew Jerina for a really well run championships race. He and his crew hustled hard in a discouraging damp environment and deserve our heart felt Thanks.

First of all I'd like to thank you for electing me. At least I think I'd like to thank you although having done this once 24 years ago when I was better and it was a lot easier I may regret it.

I said in my goals statement before the election that one of the things I thought we needed to do was to arrange our organization so that we would be in a position to ask the AMA to relinquish some of their control and to take on the responsibility ourselves.

As luck would have it I had a seat next to Gary Hover at the banquet and he provided the key piece of the puzzle.

If this were a corporation we wouldn't see everyone working directly with the officers of the corporation, there would be a board which would direct the organization. Gary suggested the board of the NMPRA should consist of the current sitting president and some of the past presidents. I picked 4 for talking purposes.

*continued page 2 Reed*

**Hot Laps continued**

trophies for this race. He walked away with Fast Time and 3rd place.

Drew Jerina also had a first. He had Best of Show at the Nats and also at the Championship race. He has worked hard for this honor, and nobody deserved it more.

We had an enjoyable meal on Saturday night where we had an open floor to comment on whatever was on your mind. Most of the discussion centered around QM40. There is certainly one thing we all agree on, we have no idea how this is all going to turn out and what effect it will have on Q500 and FI. Be sure to stay tuned for the new rules proposals to be printed in the next Model Aviation. There are several proposals that will effectively slow QM40 down and there is also one that calls for the reduction of weight and size that will inevitably speed them up. Contact your AMA contest board representatives and let them know your opinion.

Trophies were handed out by Drew for Dist 8 with Bill Hager topping the list. National trophies were then presented to the top 20 points winners. Regretfully, the new national

points' champion, Rich Verano, was unable to attend this weekend due to business commitments.

Luis Garcia Blake and Francisco Taboada and there families were in attendance to observe the weekend of racing and to promote their upcoming Formula One and Quickee 500 race Nov 18-20. This will be a big affair outside of Mexico City. They are most gracious hosts and want to become part of the circuit of FI fliers. They deserve your support. The Club Pegaso field and facilities are second to none anywhere in the world. You will also have quite a challenge at 7200 feet above sea level.

This will be my last column as NMPRA president. I thank all of you for the support you have given me the past two years. I've enjoyed being a part of this prestigious organization and hope my small contribution has made the world of pylon racing a better place.

See ya at the races!!!



**Reed continued**

This would provide something in the neighborhood of 8 years continuity and give a group small enough to get something done.

I have taken the first steps in that direction with a letter to Bob Underwood outlining the board and the advantages of stability continuity and quick response. I also pointed out that we wanted to take over the sanctioning/scheduling of our district races with a simple notification to the AMA. Further, since the board would be made up of racers who were elected as presidents and presumably represented the will of the majority of racers we would like to have this board make the racing rules which we could surely do with less delay than the present AMA system carries. If you have been paying attention to the rules procedure you probably have noticed that the contest board serves as appointees of the district AMA VP. A Contest Board Member could be so poorly chosen that he didn't come close to representing the will of the racers in his district, especially if the VP didn't care about racing.

What this means to all of you is that you will need to be sure that you keep your Contest Board Members alert to what you want. Now is your chance!

The AMA rule book roughhouse is on us again and, as in the past cycle, racing has more changes than anyone. Now as you know the rules will appear in the next issue of MA in an abbreviated fashion and in a very short time after publication your racing board representative will have to vote. **BE SURE YOU TELL HIM HOW YOU FEEL.**

What I am asking you to do between now and then is to think about what role you think 421, 422 and 428 should play. Clearly 424 is written as the entry event and in fact it seems that most regions are using some version of it that way. As for the other three the speeds are pretty close to the same but the cost and complexity aren't and the rules proposals show a confusion about where they are going.

There are four proposals which are related to speed, two control venturi diameter, one making it smaller but applying only to 428. The other two speed related proposals offer prop length limitation 8" or 8-1/2" and they apply only to 422. There are proposals in QM which reduce the weight and size which in addition to affecting current product may nudge the event toward high cost carbon fiber and increased speed.

In short, participate in the rules procedure and don't get caught like the QM15 enthusiasts did and find the event you like doesn't look like it did. Trying to reverse decisions two years later is like trying to herd cats, it ain't easy.

Pete

**Editor's Request**

**ARTICLE SUBMISSION**

**FORMAT AND PRIORITY**

Best way:  
 Modem file transfer (8N1 Y or Z)  
 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" high (border dimension). 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.

**Official AMA Records**

421-F1-Op	Richard Verano - 1:03.16 - 3/28/92
421-F1-Sr	*Ben Johnson - 1:10.60 - 10/16/94
421-F1-Jr	A. J. Seaholm - 1:15.20 - 7/19/91
422-QM40-Op	*Lyle Larson - 1:08.00 - 10/9/94
422-QM40-Sr	*Bryan Shadel - 1:22.61 - 7/20/94
422-QM40-Jr	*Henson Bartle - 1:26.27 - 9/16/94
422-QM15-Op	Craig Grunkemeyer -1:10.89 -9/11/93
422-QM15-Sr	no record
422-QM15-Jr	Thomas Doe - 1:26.78 - 9/29/92
423-1/2A	no record
427-FAI-Op	Dub Jett - 1:06.60 - 10/26/91
428-Q500-Op-2m	*Chip Hyde - 0:56.49 - //93
428-Q500-Sr-2m	*Mickey Crawley - 1:03.43 - 6/4/94
428-Q500-Jr-2m	Bucky Miller - 1:10.43 - 6/13/92
428-Q500-Op-2.5m	*Dub Jett - 1:11.98 - 6/11/94
428-Q500-Sr-2.5m	*David Wright - 1:20.38
428-Q500-Jr-2.5m	*Henson Bartle - 1:21.23 - 10/9/94
* applied for AMA Official Record	



# District News



## District 1 - Lyle Larson

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

Greetings from your new District VP and thanks for your votes. I'm on my way home from the NMPRA Formula One Championship with a practice layover in Denver. The event was well attended by a very competitive field from across the country. The weather was, well, was very Texas. No need to duplicate here what will be written elsewhere about the contest. As with all races I've been to, there were highs and lows. The highs will be remembered fondly while the lows will fade with time. This event goes beyond just racing by offering the opportunity to make or renew friendships, and tell lies and bad jokes. There were some serious discussions at race headquarters (a.k.a. the cantina) concerning NMPRA's authority to administer racing events. Look for a more pro-active approach by this organization. 1995 should prove interesting. There are some members working very hard for the betterment of pylon racing and their efforts should be truly appreciated by all.

My agenda as your VP includes working throughout the district to co-ordinate our racing activities. There are only so many racing pilots in our district, or in the country for that matter. We must be careful not to dilute our ranks by flying or creating too many "niche" events. I would like to see District 1 develop a season schedule for Q500 (AMA 428 only) much as we do for Formula One. These would be two-day events to encourage pilots to travel away from their "home field" area.

Safety must always be the first priority at any contest. We are fortunate to have equipment that is equal to or better than any in the country. This is available for any NMPRA race within the district. The equipment does not come free, however. Registration, insurance, storage, and maintenance costs must be covered. This will come from entry fees paid at each race. We must have someone step forward to manage the equipment trailer NOW! There will be no out of pocket expense for the individual(s) who can do this. Be bold, call me and participate in our district.

I am responsive to everyone's input so please call or drop me a note to let me know what's on your mind. I can receive faxes by pre-arrangement. This newsletter is an open

forum and an essential communications vehicle. There will be a District One report in every issue of "High Performance". I look forward to 1995 with hopes of a good racing season, a spirit of co-operation, and growth in this exciting part of our hobby.

*Lou Rodriguez*  
2683 Lin Gate Ct.  
Pleasanton, CA 94566  
(510) 846-6865

## District 2 - Kay Larson

9950 Echo Valley Road NW Bremerton WA  
98312 (206) 692-1088

Well, this District's season drew to a spectacular close with three great races; Chip Hyde even making it up to one of them!

### PACIFIC NORTHWEST CHAMPIONSHIPS

**Arlington: Formula One (Sat. 27 Aug 94) 19 pilots**  
1 Tom Strom 1:10.15 4 Tony Huber 1:11.94  
2 Darrol Cady 1:10.14 5 Henry Bartle 1:09.51  
3 L. Rodriguez 1:10.06 14 Chip Hyde 1:08.51\*

**Arlington: Quickie Expert (Sat. 27 Aug - 11 pilots)**  
1 Chip Hyde 1:13.67\* 3 Dan Nalley 1:22.58  
2 L. Rodriguez 1:20:80

**Arlington: Quickie Standard (Sat. 27 Aug - 9 pilots)**  
1 Bryan Case 1:22:47\* Mike Bergan 1:25.14  
2 Bob Vergeer 1:24:71

**Arlington: Formula One (Sun. 28 Aug - 18 pilots)**  
1 Darrol Cady 1:11:06 4 A. McIndoe 1:11.95  
2 Tom Strom 1:12:32 5 John Headley 1:15.27  
3 Tony Huber 1:14:17 6 Henry Bartle 1:10.65\*

**Arlington: Quickie Expert (Sun, 28 Aug - 10 pilots)**  
1 L. Rodriguez 1:22:21 3 Ted Puzio 1:25.13  
2 Chip Hyde 1:17:91\*

**Arlington: Quickie Standard (Sun. 28 Aug - 8 pilots)**  
1 Bob Vergeer 1:27:04\* 3 M. Brownlee 1:27.17  
2 Mike Bergan 1:28:79

**Formula One** — Saturday's R1/H1 started off fast, with Darrol Cady wrestling the lead away from Tom Strom in the third lap, then both flying wingtip to wingtip until Darrol ended up with a cut. Tom's time was 1:11:26! Jon Packer was in the lead for several laps in R1/H2, but DC, so Henry Bartle won with a time of 1:10:54, with Tony Huber (who put in an appearance after almost two years) blistering Bartle's tail! R2/H2 sported a hot race for second place between John Headley (1:14:62) and Mike Sperry (1:14:67), who were hot on Huber's tail (1:12:19)! In R4/H2, Huber hotly pursued Tom Strom, with a 1:11:94 to Tom's 1:10:15! R5/H2 had the skies buzzing, and cage worker's ducking grin) as an exciting heat climaxed: Andrew McIndoe (1:15:10); Dar-

rol Cady (1:15:32); Tony Huber (1:21:57/c); and Dan Powell (1:23:00/c)! WOT A RACE! We had a couple of unexplainable radio glitches, however: Matt Mikko's plane went squirrely coming around Pylon 2 (R2/H5) and did a nose dive into the ground near Pylon 3 during his first lap, destroying his beautiful Best of Show plane; then in R3/H2, Chip Hyde's plane left the course rounding Pylon 1, and headed for the trees. It wasn't until the next day that someone finally found it!

Sunday's races sported an equal amount of exciting competition, and after eight (week-end) heats of DNS/DNF's, Bill Pettersen, III, finally had some real fun in R4/H1 chasing after Nelson Eddy until Bill cut in the 8th lap! Bill was just happy that he had one REAL race this weekend! R4/H2 sported a splendid race with Huber (1:16:07; McIndoe (1:16:30); Powell (1:17:70); and Henry Bartle (1:22:92/c)! And R5/H5 had us Lapcounter's coming out of our chairs, as Cady (1:11:44) barely beat McIndoe (1:11:95), with Jon Packer chasing both of them (1:25:94/c)! F1 Weekend trophies: 1st-Darrol Cady (plus Perpetual Trophy), 2nd- Tom Strom, 3rd-Tony Huber; 4th-Lou Rodriguez; 5th-John Headley (defending champion!); Fast Time trophy: Chip Hyde.

**Quickie Expert** — The first great race on Saturday was R2/H1 between Henson Bartle and Mike Bergan, until, alas, they mid-aired in the 10th lap at Pylon 1. In R2/H3, Dan Nalley (1:23:20) gave Lou Rodriguez (1:21:52) a run for his money. And in R2/H4, there was an excellent race for second place between J.R. Wilbur (1:31:29) and Henson Bartle (1:33:27).

On Sunday, R2/H3 John Castleman (1:33:77) thought he was going to get his first win for the day, until Jim Weissert (1:33:33) passed him in the 10th lap! R3/H4 had a fun race between J.R. Wilbur (1:30:30) and Ted Puzio (1:32:29; as did R4/H1 between Nalley (1:25:54) and Castleman (1:26:00); and R4/H4 between J.R. (1:24:65) and Whittle (1:24:99). Some close racing there! QE Week-

**NEXT ARTICLE**

**DUE DATE**

**December 7**

**Send Formula 1 race results to Ron Schorr. NO RESULTS—NO POINTS**



# District News



end trophies: 1st- Chip Hyde; 2nd-Lou Rodriguez; 3rd Dan Nalley

**Quickie Standard** — (Unfortunately, the handwritten matrix/score sheets got misplaced, so I only have my notes from Saturday's races.) R2 sported a good contest between Mike Bergan (1:25:14, Dick Salter (1:26:73) and John Calhoun (1:29:48). Mike and Dick were back and forth vieing for the lead! R3 sported a father/son fight for lead between the Bergans! Mike won with a 1:33:11 (finally!), but Dick (1:33:71) had given him a good battle for lead several times! The only mishap in this class for the weekend was when Dick Salter met Mother Earth rounding No. 3 in R3/H1, Norm Whittle, manning No. 3 Pylon, scrambled out of that cage FAST! QS Weekend trophies: 1st-Bob Vergeer; 2nd-Bryan Case; 3rd-Mike Bergan

We also had a timed Quarter Midget event at our Arlington races; 3 Heats on Saturday, and 2 on Sunday. This is a first in our District, and it was fast and fun. Following are the results:

#### Saturday QM:

Heat 1		Heat 2		Heat 3		Crash#3
Henson	1:26:03	Henson	1:32:40	Henson		1:16:70
Puzio	1:32:80	Cady	1:18:56	Cady		
Cady	DNS	Easingwood DC		Easingwood DC		
Easingwood	1:29:20	Hyde	1:28:68	Hyde		DC
Hyde	1:12:77*					

#### Sunday QM:

Heat 1		Heat 2	
Hyde	1:18:28	Powell	1:18:95
Powell	1:26:38	Cady	1:13:33
Cady	1:14:99	Easingwood	DC
Easingwood	1:29:82	Hyde	1:17:76

**Arlington Worker Prizes** — Although our illustrious Starter, Russ Post's, name was drawn first, he selected the Viper Kit, so Tom Strom, Jr, whose name was drawn second, *finally* won a RADIO! Tom, Jr has helped at MANY races over the years, and as I recall, this was the first time he won the top prize! (Tom, Jr also started racing Q-Standard just this year!) This must have just been Tom's lucky weekend, as he also won the raffle for the nice little Quickie plane that Darrol Cady had built and offered up for raffle to the Standard pilots. That raffle brought in \$35 for our District! Thanks, Darrol!

#### Kent: Quickie Expert (11 Sep - 14 pilots)

1 Nelson Eddy	1:17:75*4	Tom Strom	1:22.29
2 Al Watson	1:22:50	Bri Richmond	1:14.00
3 Dan Nalley	1:20:58 (flyoff)		

#### Kent: Quickie Standard (11 Sep - 9 pilots)

1 David Torre	1:27:07	4 M. Brownlee	1:24.43*
2 John Calhoun	1:30:25	5 T. Strom Jr.	139.42
3 Chris Ling	1:31:84		

Q-Expert started right off with a good race between Richmond (1:18:34), Eddy (1:19:79) and Bergstrom, who ended up cutting. In

R3/H2, Nalley (1:22:16) and Watson were in hot contention, until Al cut. The best race of the day was R3/H5 when Randy Ling and Pete Bergstrom battled for lead throughout the race! It was a nose-to-nose finish, with times reflecting the tightest margin ever, which also agreed with what three of us saw, 1:23:94 and 1:23:95 respectively! In the last heat of the day, we all anticipated Brian Richmond (who would have had the sky to himself) break another record; but, alas, his crankshaft broke at the starting line and the prop and spinner flew down the runway...

Q-Standard had season newcomer's really going after each other! Torre beat Ling in R1/H2 1:30:33 to 1:32:07, then Brownlee beat Torre R2/H2, 1:24:43 to 1:27:07; Calhoun beat Case R3/H1, 1:30:25 to 1:36:16, then Torre turned around at beat Elliott in H/2 with 1:37:24 to 1:37:51! Elliott and Brownlee mid-grounded on T/O in R4/H1, and although Brownlee came back to race in the last round, Shane needed to make some repairs.

#### Boundry Bay, British Columbia

##### Formula One - (Sat. 17 Sep - 11 pilots)

1 Darrol Cady	1:12:65*4	A. McIndoe	1:15.12
2 Roy Andrassy	1:18:29	5 Nelson Eddy	1:24.82
3 Brad Gomery	1:21:16		

##### Quickie Standard (Sat, 17 Sep - 5 pilots)

1 Henson Bartle	1:22:56	3 Bryan Case	1:22.36*
2 Bob Vergeer	1:22:99		

##### Formula One - (Sun. 18 Sep - 11 pilots)

1 Henry Bartle	1:10:25	4 Brad Gomery	1:15.07
2 A. McIndoe	1:14:53	5 Matt Mikko	1:24.82
3 Darrol Cady	1:08:89*		

##### Quickie Standard - (Sun. 18 Sep - 8 pilots)

1 Bob Vergeer	1:20:37*3	Shane Elliott	1:25.76
2 Bryan Case	1:22:70		

**Formula One** — (Sat) Matt Mikko had a couple of his best competitions all year when he took 1st in R1/H1 with a 1:26:69 against Nelson Eddy's 1:28:02, and again in R3/H/1 when Matt beat Easingwood and Headley with a 1:27:18. But, alas, in between and afterwards, his plane kept taking nose dives at the S/Line. Andrew McIndoe broke his prop with his hand at the S/L in R/2 - fortunately didn't get hurt. And Henry Bartle and Nelson Eddy mid-aired in R3/H3, destroying the one and only plane Henry brought with him! Roy Andrassy, VP District 3, who *finally* came to one of our races grin, loaned Henry a plane - on which Henry put one of his own engines to become a fierce competitor again for Sunday. THANKS AGAIN, ROY!! There were MANY good races on Saturday - perhaps the best was in R3/H3 when Brad Gomery, another delightful young man from District 3, beat Al Watson and Walt Chickmoroff, times were 1:23:06, 1:24:05, and 1:25:96, respec-

tively. This is Brad's FIRST year at F-1. He was HAPPY!

Sunday's F-1 started right off with an exciting spirit of competition between District 2 and District 3! Brad Gomery (Dist 3) and Nelson Eddy sparred off in H1, with Nelson winning after Brad cut. And H2 sported another super race between District 3 VP, Roy Andrassy, chewing Andrew McIndoe's (1:14:53) tail feathers all the way, until Roy also cut! Headley and Andrassy both got so involved in trying to stay ahead of the other in R2 that they BOTH DC! They (and we) were having a LOT OF FUN! Then we had Walt Chickmoroff and Brad Gomery DC'ing chasing after Darrol Cady, forcing even Darrol to cut ONCE! Darrol's time was 1:16:61 WITH THAT CUT! Darrol was running some excellent and consistent times all weekend, and I was delighted timing him FINALLY at a 1:08:89. (Personal thing here, folks - Henry Bartle ALWAYS seems to take fast time, even though Darrol almost always takes first place! I just wanted to see Darrol take that fast time award! (No offense, Henry! grin) There were some other great heat competitions also, but I want to state that the BC site was second to NONE, and we all thoroughly enjoyed District 3's Roy Andrassy (VP), and Brad Gomery. Brad went on to get a time of 1:15:07 in F-1 - his best for this first year! And Henry Bartle (Roy's plane/Henry's engine) had Roy's plane flying times of 1:10's- 11's-12's, with minimum practice runs prior to the race. This is what being an expert is all about, though - and I would expect nothing less of a National champion such as Henry!

**Q-Standard (Sat/Sun)** — Saturday's best race had to be R3/H2 when Bob Vergeer led most of the way, with Henson Bartle and Bryan Case fighting it out behind him. But they finally got their acts together and took the lead away from Bob! Wanna know what CLOSE is?! It's Henson with 1:22:56, Bryan with 1:22:67, and Bob with 1:22:99!! After the races on that beautiful, warm Saturday evening, Henson coached season newcomer, Walt Parker. And on Sunday, R1/H1, Walt beat Shane Elliott, 1:44:37 to 1:44:78, respectively. In R4/H3 Walt was right on his "teacher's tail", Henson getting a 1:44:92 and Walt a 1:45:78! But the highlight of the day came when Walt beat his teacher (Henson) in R5 for second place! Walt was happy! Keith Eckerle had completed his Scatcat (kit donated by Jim Kelly), and with Andrew McIndoe's assistance, got in some flights. "THERE WAS A WHOLE LOT OF SHAKIN' GOIN' ON!!! But Andrew successfully rescued him as necessary, and insured Keith's plane was no



# District News



danger to other pilots. Keith's lovely wife, Kathy, came to the races Sunday, and I immediately drafted her to the LC cage. I THINK she enjoyed herself, as we did her, and she did well with her timing of the Standard class. Another newcomer joined us from the Radio Control Flying Club of British Columbia (RCFCBC -race sponsor): Dave Giesbrecht! Dave had been out of pylon racing for several years - but flies beautifully - just a bit slow. He told me he was going to get a better engine and make a come back. He had forgotten how much fun it was!

*WE HAD A PRETTY DOG-GONE  
GOOD YEAR!  
Kay*

## District 3 - Roy Andrassy

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

Hi race fans. Well the 94 race season is over as far as Q500 And F1 is concerned. Our district champions are as follows:

<b>Q500 District</b>	<b>F1 District</b>
1 Roy Andrassy 590.5	1 Lyle Baker 371.9
2 Rod Kelln 514.9	2 Randy Oisig 358.7
3 Steve Landry 496.0	3 Delbert Godon 310.4
4 Brad Gomery 472.2	4 Brag Gomery 282.6
5 Sam Ferris 465.4	5 Dowdeswell 252.7
F/T-Harold Sattler 1:17.07	F/T-Harold Sattler 1:13.45

*Roy*

## District 5 - Karen Yeager

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

The racing in our District is all but over for the year. The last contest of the year was the Flying Cardinals race Oct 15-16. I understand that the weather was perfect and the competition was fierce with a fly off between Grunk and Dodd for first on Sunday. Stay tuned for further details right here.....

On October 8-9 the Weak Signals hosted the NMPRA QM Championship race. A report should appear elsewhere in the newsletter.

The District 5 Q500 championship race was held in Rough River, KY

Sept 10-11, there were 27 entries in Expert and 15 in standard. Unfortunately I was unable to attend as was kidlet's first day of school the

same week. The long course was flown with fast time in expert being 1:14.02 and 1:38.37 in standard. The results follow:

### Expert Class

1 Grunkemeyer 1:14.02* 15	Mike Condon 1:16.81
2 John Fike 1:18.99 16	Bob Lonsdorf 1:16.92
3 Doug Whitaker 1:14.83 17	Greg Doe 1:23.24
4 Rex Knepper 1:17.57 18	Joe Ruh 1:22.24
5 Jerry Salisbury 1:20.30 19	Paul Buhse 1:27.26
6 Joe Dodd 1:18.22 20	F. Schwartz 1:27.26
7 Terry Frazer 1:18.11 21	Ed Spiker 1:28.60
8 S. Panzardi 1:18.24 22	Bob Bellomini 1:29.74
9 Rick Green 1:24.14 23	Tom Scott 1:22.62
10 Rick Cromer 1:26.85 24	Darby Riley 1:27.82
11 Rick Moreland 1:20.00 25	Dennis Green 1:20.63
12 Dave Martin 1:17.01 26	Paul Geders 1:24.37
13 Ben Martin 1:17.72 27	Bob Lamb 1:19.75
14 Gary Gau 1:16.81	

### Standard Class

1 Joe Lamley 1:38.37 9	J. Schweitzer 1:49.44
2 H. Tholen 1:39.00 10	Charles West 1:45.26
3 Mark Jenks 1:39.05 11	Jim Holbrook 1:51.45
4 D. Carpenter 1:38.76 12	Chris Fry 1:42.40
5 Tim Crookham 1:42.48 13	Ken Points 1:44.32
6 John Collins 1:53.54 14	M. Blanchard 1:43.00
7 Joe Bolle 1:40.90 15	Don Fry 2:23.56
8 D. Davenport 1:47.47	

Hope to see you on a race course somewhere.

*Karen*

## District 6 - Pete Reed

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

Hi Folks! It's an "old" face in a new place for 1995. Pete Reed is now your NMPRA President and since Pete and I have worked closely together in racing for over 10 years, I'm very excited about being District 6 VP and having the opportunity to serve with him on your behalf. Hopefully I can play a part in the transition that is now going on in our wonderful sport. Some see it as a "Revitalization" process, other see it as potentially "Destructive". Pete and I see it as an opportunity for NMPRA to help guide the process through the coming troubled waters and see to it that racing in general and racers in particular become the beneficiaries of the best these changes have to offer.

Pete and I were instrumental in the founding and growth of NEPRO, perhaps the largest and most active local racing organization in the world. We feel we have learned a lot about what it takes to develop racing interests as well as what leads to their decline having experienced both. We will be sharing our ideas with you during the next season in hopes they will help some of you who may be struggling to build up racing in your area. Believe it or not, a problem we now have, is developing a

schedule for next season that will allow us to guarantee our entries at least 5 rounds of racing. With entries running between 36 and 60 per race and our numbers still growing, we may have to start limiting entries in one day events or try to switch to two day events. We presently have over 160 on our mailing list; well over a hundred of which will race at least once or twice during our season.

As District VP, I'm looking forward to learning from those of you who have some constructive thoughts about how we can deal with the "5" forty size events now available to us. Divide 100 racers by 5 and you get 20; by 4, you get 25; and by 3, you get 33. 33-40 is the number of entries that makes for a great day of racing in one event. Fractionating is one of the things that causes decline; consolidation promotes enjoyment and growth. Your thoughts on this would be greatly appreciated.

Hope to see some of you at Phoenix in February where the weather is sure to be warm and the racing is always "HOT"!

*Don McStay*

## District 7 - Charles Poulton

25626 Oaks Blvd, Land O'Lakes, FL 34639  
(813) 973-7030

Racing is into full swing in SEMBRA and we've had some great races after the long summer break. There are a bunch of fast guys this year. It's always a pleasure to see the newer racers continue to improve. It's important these up and coming racers be encouraged by the more experienced guys. Along this same line, I would like to talk about hearing conservation.

In Form 1 and QM, you see all pilots and callers using hearing protection. In Q500 that is not always true. Some do and some don't. The sound level put out by engine exhaust and prop tip noise is more than enough to cause permanent high-frequency hearing loss. Once it's gone, there is no getting it back. I speak from experience.

After my first tour in Viet Nam, flying armed helicopters, I was safely seated in a 707 heading back to the U.S. Prior to boarding the plane, I bought a new Sieko watch and after we were at 35,000 and cruising, I set the watch and put it to my left ear to make sure it was working. I could not hear it ticking, but the second hand was moving. I put it to my right ear and it was ticking. Needless to say, I was



# District News



concerned. I was headed back to Texas as an Instructor Pilot, so I had it checked out right away. I had permanent high-frequency loss caused by close proximity to machine gun firing (a zillion times) while attacking targets. Nothing could be done about the loss, but I COULD keep it from getting worse, by wearing adequate protection in high noise environments, such as pylon racing!

Hearing loss is not painful, and you won't realize you have a problem until it's too late. Wear your hearing protection any time you are testing engines or racing. Make the same effort to bring it to the races as you would your airplane. It's equally important. The hearing you save, will be yours.

I'm working on a fuel deal for SEMPR and hope to have some interesting information for everyone in the near future. Till next time, I hope to see you at the races.

*Charlie*

## District 8 - Drew Jerina

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

September 24-25 was the last weekend on our District 8 race schedule for 1994 National Points. Fog Tanner and Red Cranfill put on their third race this year, quite an undertaking. Again the long course was used so that we could race Formula I and Q500 on the same weekend. Fog and Red made some real fine trophies from cedar and spruced them up into a first class act including Top Eliminator trophies for a two day combined score.

### Saturday Sept. 24

#### District Class

1 Ed Coker	1:28.42 4
2 Mark Milstead	1:31.51 2
3 Duane Dunson	1:42.74 3

#### AMA Class

1 Dub Jett	1:17.04 1
2 Higgenbotham	1:21.04 2
3 K. Hammett	1:21.73 3

#### Formula I

1 Bill Hager	1:08.37 1
2 Dave Layman	1:12.85 2
3 Dub Jett	1:11.52 3

### Sunday Sept. 25

#### District Class

Ed Coker	1:29.34
Paul Porter	1:39.24
Carl Sharon	1:46.96

#### AMA Class

Dub Jett	1:14.04
Dan Tips	1:21.76
Higgenbotham	1:17.91

#### Formula I

N. Johnson	1:10.61
Bill Hager	1:08.01
Red Cranfill	1:13.31

October 1-2 was our annual Q500 District Championships at Ft. Worth, Texas at Lake Benbrook. Paul Sandoval of the Ft. Worth Thunderbirds was our dedicated CD who decided to put all of his efforts into running the race rather than flying. The weather was perfect for the occasion. I was volunteered into the role of the starter for the weekend and I enjoyed watching these guys really mix it up from my perspective on the start/finish line.

We ran the race on the long course for an extra measure of safety. There were few mid airs to enhance the excitement, but all in all good racing prevailed. The NMPRA contributed \$150 to help with the funding of the race. We ran both our District Class and AMA Quickie in order to bring as many entries as possible. We ended up with 11 entries in District and 21 in AMA Class to make for a busy 10 round weekend.

#### District Class

1 Ed Coker	1:32.80 7	Bert Hahn	1:35.28
2 Richard Bears	1:30.89* 8	Z. Weathersby	1:51.06
3 Duane Dunson	1:32.69 9	Paul Porter	1:31.01
4 Mark Milstead	1:31.01 10	D. Sampson	2:02.52
5 G. Hussmann	1:46.74 11	Tom Coe	2:21.87
6 Mike Hahn	1:39.25		

#### AMA Class

1 Nom Johnson	1:13.31* 12	Bill Jensen	1:24.09
2 Rich Tocci	1:13.63 13	Jerry Small	1:16.20
3 Ken Howell	1:15.06 14	Ben Johnson	1:24.09
4 Higgenbotham	1:22.99 15	Bert Johnson	1:21.37
5 Mark Parker	1:15.15 16	Gary Roberts	1:15.26
6 Dan Tips	1:23.18 17	Jerry Rooker	1:41.74
7 K. Hammett	1:19.64 18	Mike Tallman	1:16.92
8 Mike Hammell	1:15.16 19	Bob Bailey	1:27.45
9 Bob Hawkins	1:22.08 20	JP Hanway	1:19.45
10 Blane Janssen	1:22.30 21	Wes Lewis	1:42.82

Saturday night we had a Q500 banquet at the Steak & Ale to present the District Trophies for the top pilots in the district for 1994 by counting their best six races as well as fast time for the year in both classes. (Times shown are on the short course.)

#### District Class

1 Bert Hahn	1:14.86* 4	Mark Milstead	1:19.82
2 Ed Coker	1:16.88 5	Richard Beers	1:24.29
3 Paul Porter	1:23.44		

#### AMA Class

1 Rich Tocci	1:02.71 6	Higgenbotham	1:04.71
2 Mark Parker	1:01.87 7	Jerry Small	1:01.01
3 Gary Roberts	1:04.03 8	M. Hammett	1:03.45
4 Ken Howell	1:02.04 9	Bob Bailey	1:05.75
5 Dub Jett	1:03.77 10	K. Hammett	1:06.26

Fast Time — Jeff Horn - 1:01.00

A year end financial statement was distributed as well as a draft race schedule for 1995. The plan is to arrange the 1995 race schedule between the CD's by the end of December. We will probably work in a few QM40 races to see what happens.

For 1994 we averaged; 12 in AMA Q500, 8 in District Class and 11 in Formula I entries for each of our contests this year. Nothing to really brag about since there has been little change in the average in the last two-three years.

There are those who want to fly the new QM40 event in 1995. This seems to be the only major issue in our District next year since it's pretty much determined that the District is going to adopt the long course on the interest of safety for all the events. Some see the QM40 as the event of the future and others don't. Same thing happened when the Nelson Q500 hit the market. We had a group of people

who pushed hard to run it on our District as the greatest thing to happen since sliced bread, but those that pushed are gone and the event within the district did not really flourish for whatever reason, judging by the entries.

With the small numbers of average entries in each of the other .40 size events, it seems that the QM40 will compete for the same small number of entries and dilute our base that much more. Right now, at any given contest, we have a 3x4, 3x3 and a 3x4 matrix. We must have new pilots to enter the overall base in order for all racing to grow and subsequently survive. New racers can only come from current racers fostering that growth by getting involved, and on a one on one basis, if necessary. Gentlemen, your assignment is clear.

This year end district trophies for the top five finishers in Formula I were presented during the banquet at the NMPRA Formula I Championship banquet, plus Scott Kalmus was presented the perpetual plaque for District VIII's Hall of Fame award. Julie Tips was awarded District VIII's Woman of the year plaque for all of the work she has done at almost all of the contests this year.

#### Top 5 in District — Formula One

1 Bill Hager	1:07.95 4	Red Cranfill	1:11.09
2 Dave Layman	1:07.35 5	Dub Jett	1:09.59
3 Rich Tocci	1:08.11		

*Drew*

## Quarter Midget Dan Kane Jr.

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

### NMPRA Q M Championship Race

Man-O-man did the winds blow. Fortunately they were pretty constant with only an occasional gust but the winds did create a problem for many of the flyers at the first ever NMPRA "40" sized Quarter Midget Championship race.

The contest was hosted by the Toledo Weak Signals R/C Club, an organization that is well staffed with experienced workers since they have hosted the FAI Team Trials on several occasions plus the annual "Silver Cup" and many other assorted contests.

The turnout wasn't monstrous but 22 contestants isn't exactly chopped liver either. The

*continued on page 11*

## The 1994 NMPRA National Championship Race

by Drew Jerina

I spent quite a lot of my leisure hours trying to secure an acceptable flying site for the 22nd NMPRA National Formula I Championship Race this year. I looked at many airports in the immediate area and even found one that was just built that never had any airplanes land on the runway, but it was in receivership. I was told NO! so many times, that I felt that I was dating all over again.

I think the effort paid off, the city of Caddo Mills was extremely supportive and the airport runways were more than adequate.

Obviously, the next major concern was the weather of which there is no control. We picked the October 15-16 dates in order to race as early in October as possible to avoid any potential problems, since early October is usually beautiful flying weather in North Texas. As luck would have it, the prior weekend was a major rainstorm, but this weekend a Pacific hurricane decided to work its way into Mexico and then up through Texas. The following weekend, after a stormy Friday, was clear as a bell. Oh well! Maybe next time.

We had a dry day on Friday for the practice session, intermittent rain on Saturday, and a dry cloudy day on Sunday. So we were able to push and get the full ten rounds in without too many interruptions. I've also been asked to mention Lou Rodriguez's new name, "Captain Windsock" for inadvertently flying his show dog into the airport windsock during the practice session on Friday.

There was plenty of experienced help on the race course in order to provide as good a race as we possibly could. Scott Kalmus was our Contest Director, Bill Gallagher - starter, Dan Tips - assistant starter, Jody McDaniel - Pylon 1 judge, Julie tips and Paul Page tracked all the scoring. All of the others had worked contests before or were racers themselves.

Special thanks to Sam Womack for the graphics work and Mike Darnell of Mike's Hobby Hanger, for help sponsoring the gift certificates for all the workers.

There were a total of 35 entries for almost a full 4x9 matrix. We were a little late getting started Saturday due to rain and printer problems, but we pushed and got a full five rounds in just in case Sunday might

be rained out because the forecast was dismal.

As you would expect in a Championship Race every racer was pushing hard to win, so you're going to see some cuts, double cuts, lean runs and some crash and burns.

Right of the bat, in heat two of the first round, Gary Hover just squeaked by with a 1:09.09 to Henry Bartle's 1:09.49. Round 2 heat 9, Dave Layman handed Gary his only second place, but the starting line didn't get times on either due to equipment problems. One of the featured heats on Saturday's five rounds had to be Bill Hager's 1:05.41 against Dave Shadel's 1:07.49. That's a real fast nose to nose race in the fifth round.

By the time the banquet started on Saturday night everybody was dry, warm, hungry and ready to party. I saw Pam, Donna and Rhonda almost totally out of control. They were having more fun than their allotment. Most thought the food was really tasty, especially for the price. Lloyd Burnham brought us up to date with the current news as well as announcing all of the winners of the annual NMPRA election. NMPRA Trophies for the top twenty in National Points for 1994 were then presented.

The highlight of the evening was District VI's own Dave Doyle doing his own stand-up side-splitting comedy routine. I must say there were more one-liners than a being could possibly remember. Before he was through, Dave managed to insult almost everyone, past, present and future that ever had anything to do with pylon racing.

Henry Bartle had another 1:09.49 in the eight round with Dave Doyle's 1:09.93. This time it got him a first. Our own Dave Layman was leading with a perfect score through the eight round when the pylon gods reached up and grabbed his airplane and threw it into the concrete exiting pylon 3 in the ninth round. It was not funny at the time, but it was one of the more spectacular crashes when the engine separated from the airplane and then the remaining carcass bounced and floated into the air. Dave still managed 4th place and even set a personal best fast time of 106.57 in round six.

I managed to shoot myself in the foot big time, after being in eight place through nine rounds. I dialed in more elevator to get it to turn a little quicker and Don Martinson, who was calling for me, really hit the needle. The result — I cut one, and two, and three all on the same lap with some really

terrific airspeed to get my money's worth. That was dumb!

Round ten found Bartle and Hover again duking it out with Gary finishing first with a 1:07.98 and Henry going by the finish line with a 1:08.75.

There were two flyoffs for trophy positions; Lou Rodriguez edged out Henry Bartle for 7th and Dave Shadel got by Gary Hover for King of the Hill with a smoking 1:32.16 vs a 1:39.44. (Must have been on an extra long course) I double checked the times but the officials said that's it!

Trophies for the 1st through 10th, Fast Time and Best of Show were presented at the conclusion. Many thanks to Bill Hager for donating the trophies for the race. He got to take two of them home with him, one for fast time of 1:05.41, a new Texas record, and a third place on the contest. Bill really had the time of his life when he switched airplanes to a Gary Hover Kaze, turned the 1:05 and then cruised with sixes and sevens on the last five heats. Ben Johnson set a new Senior world record fast time with a 1:10.46. Congratulations Ben! He really gave Darroll Cady's 1:09.97 all he could handle in that heat. Drew Jerina won Best of Show with a freshly painted Larson Cosmic Wind.

As is the custom, the NMPRA presented cash awards to the top three finishers to brighten their day.

We were very fortunate to have had some really nice radios donated by Airtronics, JR and Futaba. A raffle for the contest workers was held and Duane Schoelerman won the Airtronics, Willie Ross the JR and George Wilson the Futaba. Thanks to Jack Albrecht (Airtronics), Michael Stokes (JR) and Richard Verano (Futaba) for their support in making this Championship Race a success.

You do know that everyone can not go home a winner when you get there, and you will always see a few leave early because they are unhappy for whatever reason. But, from my perspective, all of the hard work that was put in made it all worthwhile when you can see the enthusiasm of the Ralph Rinaldi's, the Mike Masi's and the Richard Paul's of the world. Thanks for coming to our contest, after all, you were there to have fun!

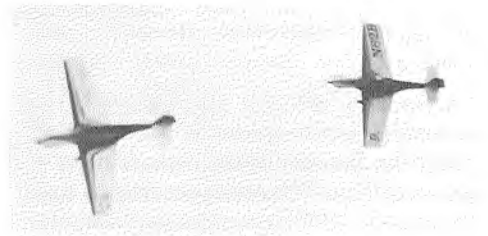
# 1994 FORMULA ONE



Chip Hyde does double duty as caller for Gary Hover and Lou Rodriguez in flyoffs.



Flyoff winners Dave Shadel and Lou Rodriguez receive congrats from Hover & Bartle.



Close competition between Henry Bartle and Lou Rodriguez for 7th place trophy. The two flew wing tip to wing tip for eight laps before Henry cut pylon 3.



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Hot newcomer, Travis Flynn receives 6th place trophy from CD, Scott Kalmus.





# NMPRA CHAMPIONSHIP



Kneeling l-r: Bill Hager - 3rd, John Shannon caller for Bill, Dave Shadel - 1st, Jim Shinohara caller for Dave, Gary Hover - 2nd  
 Standing l-r: Dave Layman - 4th, Paul Benezra - 5th, Travis Flynn - 6th, Lou Rodriguez - 7th, Henry Bartle - 8th, Rhonda Cady, caller for Darrol Cady - 9th, Rick Landers, caller for Bob Brogdon - 10th.



Drew Jerina poses with his second consecutive Best of Show this year. Drew also won BOS at the AMA Nationals.



First place winner Dave Shadel (l) and caller Jim Shinohara (c) receive trophy and \$500 prize money from NMPRA Treasurer Dave Doyle (r). Notice who gets the money!



Third place and Fast Time winner, Bill Hager accepts Trophies and \$200 prize money from Dave Doyle and CD, Scott Kalmus.





# District News



interest in this event is on the rise as evidenced by contestants from California, Texas, Oklahoma, Georgia, Maryland, Pennsylvania, Indiana, Ohio and Michigan. Pretty good mix we thought.

The contest was scheduled for racing on Saturday and Sunday plus practice all day Friday and most of the entrants did arrive early enough to get in some test/trim flights on practice day.

The CD, Jim Warner, held a pilots meeting, explained the don'ts and racing commenced with Lyle Larson, Dennis Sumner and Vern Smith in heat one, round one.

As usual, heats go flying by and at the end of round one, tied for first were: Lyle Larson, Rich Tocci, Mike Condon, Norm Johnson, Bob Longsdorf and Rick Moreland.

At the end of round two, this tie was reduced to Tocci and Moreland since Larson zero'd, Condon lost to Moreland, Johnson zero'd, and Longsdorf lost to Neil Rehm and Dave Latsha.

The contest was moving along pretty smoothly and 7 full rounds was flown on Saturday. At day one conclusion, tied for first was Larson and Tocci, both 4 points down. The competition was very tough so obviously no one was going to tip-toe through this meet and the scores reflected this.

Tied for 3rd after day 1 was Condon and Moreland and tied for 5th was Jerry Small and Steve Baker.

CD Warner announced there would be 3 rounds scheduled for day 2 followed by a lunch break followed by a trophy dash followed by an early start for home.

Tocci, Knepper and Albritton started the first heat with Tocci the winner. With 3 rounds

to fly, Rich Tocci and Larson appeared to have the speed and skills to finish tied for first so everyone anticipated a good fly-off between the two as they both were very close in times.

Several heats were clocked on the sideline by the spectators whenever these two guys flew in anticipation of a new record but something always seemed to get in the way. One of them would cut a lap or 9 good laps would be flown with a lousy 10th.

Both of them registered cut times however, they both were fast enough to lap the competition giving them first place heats. This writer timed several 1:07's and 8's for ten laps however again, 10 clean laps are required to set records and it was looking like it wasn't going to happen at this race.

In round 9, Tocci registered a zero with a double-cut leaving Larson alone in first. Tocci remained in 2nd but a chance to win was out the window unless Larson was to zero in round 10.

This didn't happen either because Larson flew a great course, got a great call from his partner Tocci and finally flew 10 laps tight to the poles and turned in the meets fast-time which also blew the current record right out the window.

His time was a 1:08 flat which is 4 full seconds faster than the current record however, he probably should enjoy it while he can because as the flyers discover what props to run, the times will continue to come down until we reach that saturation point.

His heat win also gave him the championship win, untied. Rich Tocci ended up 2nd followed by Rick Moreland 3rd, Dave Latsha 4th and Bob Longsdorf rounding out the top 5.

This was the first 40 sized championship race and I don't doubt for one minute that the interest in this event will rise next year with a bright future predicted. That is until we legislate ourselves to death but thats another story.

Contest Director Warner thanked the flyers and they in return thanked him and the Weak Signals for a good clean race. Trophies were distributed to the leaders (see picture on page 13) and everyone headed for their cars/vans/airport for the ride home.

As for me, I can hardly wait for next season and some more Quarter racing. THIS IS A FUN EVENT!!!!!!

**Final standings.**

1 Lyle Larson	1:08.00	*12	Allen Booth	1:21.23
2 Rich Tocci	1:09.40	13	Jim Gager	1:21.41
3 Rick Moreland	1:13.22	14	Vern Smith	1:13.46
4 Dave Latsha	1:13.62	15	Jerry Small	1:19.15
5 Bob Longsdorf	1:21.78	16	F. Johanson	1:32.75
6 Mike Condon	1:13.34	17	Grunkemeyer	1:14.27
7 Gail Jacobson	1:15.48	18	J. Albritton	1:19.16
8 Rex Knepper	1:20.89	19	Kevin Matney	1:23.41
9 S. Panzardi	1:11.77	20	Ed Spiker	1:28.44
10 Neal Rehm	1:20.36	21	N. Johnson	1:15.53
11 Steve Baker	1:21.17	22	Dennis Sumner	N/T

*Wayne Yeager*

## Quickie 500 - Cliff Telford

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

There is not much change in the top 20 except Jim Allen and Gary Gau have joined the select group. A complete listing of all flyers who earned points in 1994 will appear next month. NORE: Points earned for races flown after September 30, 1994 will be carried over to 1995.

*Cliff*



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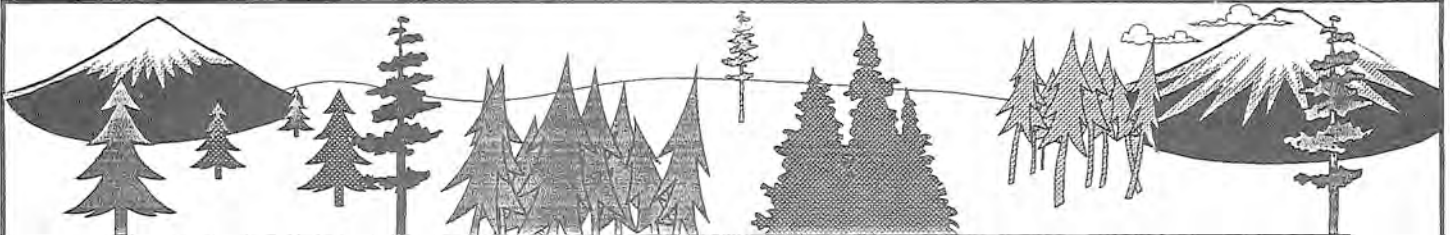
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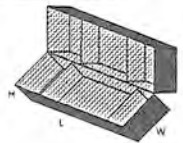
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# 1994 Racing Schedule

## District 1 - Lyle Larson

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

4/10	Sepulveda Basin, CA	Q5
5/29	Whittier Narrows, CA	Q5
6/11-12	Sepulveda Basin, AZ	Q5(2)
10/6	Phoenix, AZ Pro-Flyers	Q5
11/12-13	FAI Team Trials Phoenix, AZ Pro-Flyers	FAI
12/4	Phoenix, AZ Pro-Flyers	

## District 2 - Kay Larson

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

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

## District 4 - Pam Sperry

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

## District 5 - Karen Yeager

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

6/4-5	Toledo, OH	Q5SE
-------	------------	------

6/26	Northville, MI	Q5, MagCat
8/14	Rock Valley, IL Leroy Webb (815) 389-3150	Q5-427
8/14	Rochester, MI Jim Schwarz (810) 651-5368	MagCat
8/21	Muskegon, MI Ray Hendriksma (616) 685-6408	Q5, MagCat
8/27-28	LaSalle, MI - Silver Cup Rick Cromer (419) 537-6776	QM15
9/5	Rock Valley, IL (Willie Rules) Bob Lyttle (815) 397-5557	1/2A
9/11	Rock Valley, IL Benny Dickison (815) 394-1010	Q5AMA
9/18	Toledo, OH Rick Cromer (419) 537-6776	Q5SE
10/1-2	Columbus, OH Craig Grunkemeyer (614) 898-0460	Q5SE
10/6-9	QM40 NMPRA Championship LaSalle, MI - Toledo Weak Signals Jim Warner (419) 865-8783	
10/15-16	Fl Thomas, KY Brenda Holbrook (513) 923-4326	Q5SE(2)

## District 6 - Pete Reed

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

## District 7 - Charlie Poulton

25626 Oaks Blvd, Land O'Lakes, FL 34639  
(813) 973-7030

11/19-20	Tampa, FL Club Field Wayne Smith (813) 621-4051	Q5(2)
END SEMPRASEASON		
12/5	Brandon, FL Club Field Lucien Miller (813) 980-2685	Q5
12/28	Tangerine Race Apopka, Fl RCACF Field	Q5SE
12/29	Bob Greer (407) 880-7361	Q5AMA, QM40

## District 8 - Drew Jerina

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

10/1-2	District Championship Lake Benbrook Fort Worth Thunderbirds	Q5(2)
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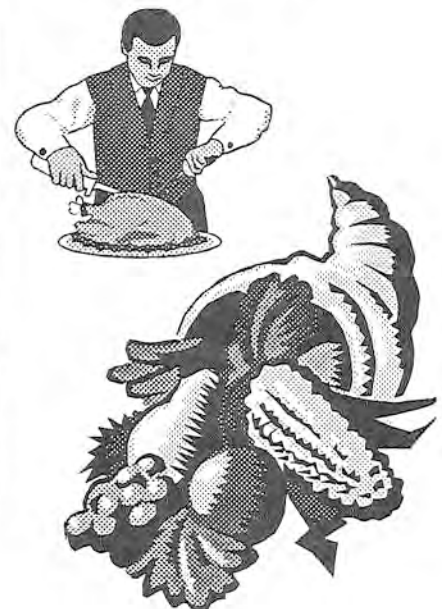
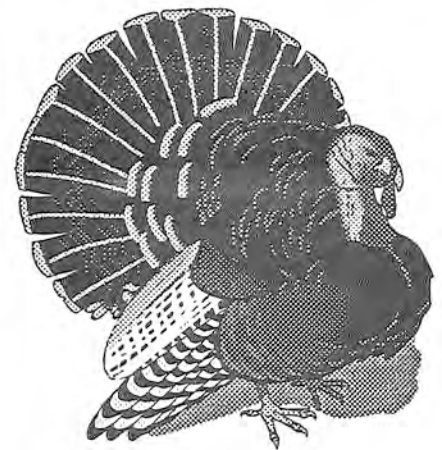
## District 9

### Francisco Taboada

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

11/20	Mexico City Club Pegaso	F1, Q5, AMA
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(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



Lyle Larson (l) with his Napier-Heston, the QM perpetual Trophy (tall one) for winning the QM Championship and a silver bowl for winning the Thompson Trophy event. Lyle also set a new record of 1:08.00 for the weekend. Rich Tocci (r) with his P51 Mustang, second place QM trophy (on ground) and a silver plate for setting a Fast Time of 1:09.40 in the QM Championship event.

## LYLE LARSON

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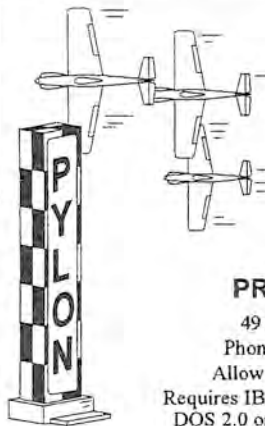


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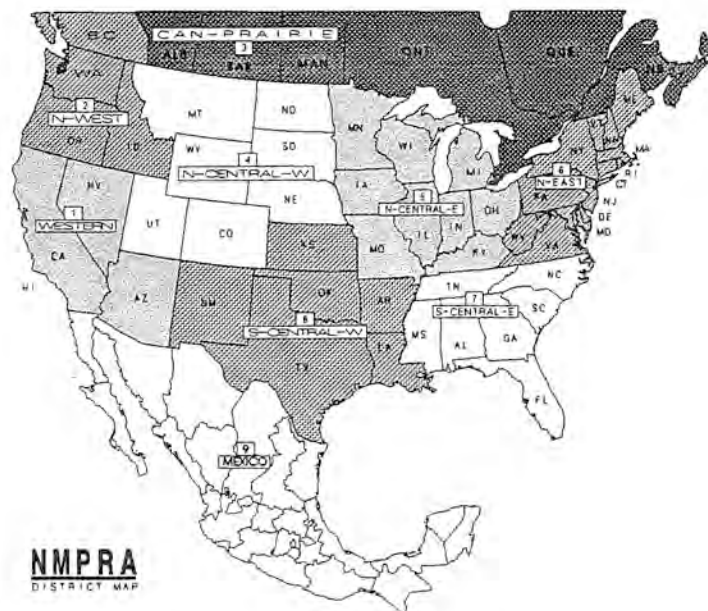
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- Check here if you are or ever were an AMA or NMPRA Official
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Name \_\_\_\_\_ Phone: Home ( ) \_\_\_\_\_ - \_\_\_\_\_  
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