



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

February 96

Pete's Place

Potpourri

Lets start off this month with a collection of things which have drifted to the corner of the mess, too small to make a big deal of and too important to forget. Paul has asked me to remind all the VPs that if they are going to send in their articles by FAX to please use high or fine resolution. He has had to retype a lot of the items sent in lately and the pay isn't good enough for that.

Another thing is the district racing schedules which have not contained enough information. Please include the name and phone number of the person responsible, contest location and whether the event is a one day or two day event. This need comes from the confusion produced when we don't run rule book events. When a listing shows the event as 428, for example, we have a right to expect an event by the book and not to find, after a long early morning car ride, that there is some kind of special engine restriction. SEMPRO and NEPRO seem to be careful to list that their rules apply. As a purely personal comment I think that those areas which are not locked up in some bastardization should run the rule book 424 or 428 events without exception. In the long run they will find that their program is a lot easier to administer and racing will be a lot more popular when people can count on the rules and not have to wonder what engine will show up next month to make what they have not competitive.

You will note that the non-flying dues have increased from \$15 to \$20, which happened when we determined that we were packing money with each membership! Be-

sides, \$15 was too much for the privilege of voting which a lot of people don't do anyway. Finally for the odds and ends, will someone in Texas please wake Fog Tanner up. Paul hasn't heard from him as VP. There must be something going on in Texas and the rest of us would like to know what, after all Jerry Small has a new QM for some reason!

Nats info

Now for the latest on the NATS. We have our Event Directors. Cliff Telford will handle F1 and FAI, Paul Geders will handle QM40 and John and Teri Dunham will tackle Q500. Jerry Salisbury has taken on the responsibility for Sunday's registration and tech. inspection. The AMA has sent me a copy of the registration blank which has on it, among other things the frequencies (13, 16, 19, 22, 25, 28, 31, 34, 37, 40, 43, 46, 49, 52, 55, 00, 03, 06, 53.2, 53.4, 53.7), the fact that it will cost an NMPRA member \$10.00 less than the unenlightened public and Jr/Sr are free. Hopefully this will encourage participation by the younger racers so necessary for our future.

The AMA has blocked out rooms in Muncie and a list of the hotels and motels along with the special rates is available from the AMA and will be sent with the application or if you can't wait give me a call. The most important thing about this NATS is the fact that it will be staffed by us. There is a worker matrix in this newsletter which shows the jobs which need doing. Call me or send me a note and sign up for the job you would like on the day you would like. First come first served. If you volunteer the pay isn't great but we may be able help with your expense that day but the real value is that it

will entitle you to a line pass on registration day so you won't have to spend so much time processing and can get on to the flesh pots of Muncie!

If we have the same sort of participation we had last year we will have 150 contestants, some will be flying all events. That will mean the 180 half day slots will require some of you to work more than one half day. Now if we get a rash of non racing volunteers that will cut down on the number who will get impressed. It is the present plan to look at the situation on May 20 which is the start of the late registration period and see if we have filled the worker matrix. Then we will draw names to fill the blank spaces. Obviously Thursday and Friday are going to be the hardest days to fill so we would surely appreciate it if you could sign up for those days if you can. I understand that the Prince George RC club has decided to make a happening of the NATS and 11 of them are planning to work F1 on Monday to kick things off right. Think about it, maybe that would be an idea your club could pick up on.

It's going to be fun and a lot more racing than we have ever had in the past with the best facility and equipment. I'd sure hate to have to cancel an event because we couldn't get enough worker participation. We have had terrific response from some people, JR is going to sponsor the trophies and Don Nix is going to supply his great Powermaster fuel for our events. It sure is nice to have this kind of support.

FEEDBACK



A view from the other side.

When I was a kid growing up and flying airplanes with my dad, I always said that I would have to marry someone in this hobby because I very well shouldn't go flying on Sunday and leave my husband home with the kids.

I did manage to marry a modeler but not just a modeler, but a pylon racer! Our honeymoon was a trip to Lincoln Neb. for the Nats. For a while my flying was put on hold as hubby and I spent every weekend at a race somewhere. I kept my hand in building by helping him sand and glass wings. After several years of watching everyone else have fun racing I decided to try it. It took some time for me to get the hang of it and after two years of racing Rossi's I decided to try and fly with the big boys! Notice I said fly, not race.

Holding onto a Nelson Q500 and making it go where you want are two completely different things. I have been blessed with receiving help from many great people. Guess this is one time being a woman is a blessing. You'd be surprised just what being one of the only females in a sport allows you to get away with! The Nats was my first major contest - learned a lot - was just taking up space though. Then this January I went to Phoenix to fly in their annual Q500 race.

I now know what the Jamaican bobsled team felt like. The competition was awesome and I wasn't, unless you count the great splatter around #3 pylon, which I rated a 10! Had up in the transmitter, and was only about 5 feet behind the plane! Then on Sun-

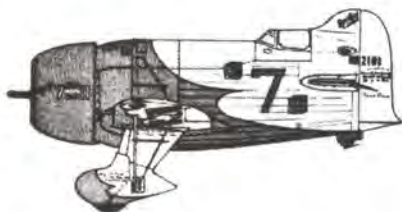
day I was bound and determined to have a good low takeoff, I did, problem is, so did the guy next to me and we met halfway to 1. If I had taken off like I usually do, we (elevator) would have never met! I guess this is what they call paying your dues. I now know how you guys feel when you have to call home and tell your better half you crashed your plane. I had to do this twice! I could just hear Wayne saying, "now I suppose you'll be living in the shop all winter?" He took it good though. Guess he remembered doing the same thing.

So now I am home preparing to get building, but first I have to clean my engines. I was so proud of myself that I was able to completely take them apart, but putting them back together was a different story. Try as I could, I couldn't get the liner in one and the crank in the other one. The hubby comes out and in no time at all they are back together. I spent 30 minutes trying but guess I need more muscle. The worst part was the WD40 ruined my nail polish! If you ever wonder why there aren't more females in this sport consider this - Fuel eats nail polish and its very hard to needle an engine with long ones.

I spend 30 minutes in the morning doing my hair and makeup just to put on a hat and get burnt fuel sprayed on me. Hat hair ain't pretty! And most guys prefer their women to smell like something other than castor oil! So, I keep my nails short, and don't take my hat off until I am safely home. I think Estee and burnt fuel make a unique combination.

I'll stick around for a while longer and hubby will get used to me crashing and if I'm lucky someday you will walk to the line and wish you didn't have to race me. Until then I'll try to learn all I can so I can pass it on to my daughter!!

Karen Yeager



Editor's Request

ARTICLE SUBMISSION FORMAT AND PRIORITY

Best way:
Internet mail — ppage@connix.com
Fax (860) 584-1473 (10pt, no justify)
Modem file transfer (8N1 Y or Z)
Disk - IBM compatible
Printed output - monospaced
Typewriter
Long hand (worst way)

Call the Editor if you have a problem
Paul Page (860) 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 negatives to the Editor (Paul Page) for newsletter. They will be returned.

Official AMA Records

421-F1-Op	Richard Verano - 1:03.16 - 3/28/92
421-F1-Sr	Ben Johnson - 1:16.06 - 10/16/93
421-Jr	A.J. Seaholm - 1:15.20 - 7/19/91
422-QM40-Op	Lyle Larson - 1:07.38 - 4/22/95
422-QM40-Sr	Mick Crawley Jr - 1:09.47 - 6/3/95
422-QM40-Jr	Matt Van Baren - 1:19.20 - 7/13/95
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	Richard Verano - 1:03.31 - 11/11/94
428-Q500-Op-2m	Chip Hyde - 0:56.49 - 5/29/94
428-Q500-Sr-2m	David Wright - 1:01.36 - 7/10/94
428-Q500-Jr-2m	Bucky Miller - 1:10.43 - 6/13/92
428-Q500-OP-2.5m	*Jim Allen - 1:08.35 - 1/7/96
428-Q500-Sr-2.5m	Tony Cuneo - 1:12.38 - 11/11/95
428-Q500-Jr-2.5m	Henson Bartle - 1:17.14 - 10/1/95

* applied for AMA Official Record



District News



District 1 - Lou Rodriguez

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It looks as though 1996 will be a busy year for racing in District One. There are five Formula One races scheduled so far starting with the annual kick-off in Phoenix. Las Vegas will host The F-1 Gambler National in April. Make reservations now! Quarter Midget will share the spotlight with Formula One at Whittier Narrows in April (Bob Downey Memorial Race) and at Castle in May (California Classic). Dave Ferrell and his crew from Merced promise to make this new race at Castle even better than what we enjoyed at Crows Landing. The last F-1 race in the district will be at Sepulveda in August. There is a gap with no local F-1 races in June or July. We will try to find a way to get one more race during this period. If not, it would be a great opportunity to travel outside the district and attend a contest elsewhere.

Quarter Midget has a significant schedule in 1996. Central California will race QM40 at most of their Quickie contests. The first 2 day QM race will be at Las Vegas on February 10-11. (Probably history by the time you read this.) SGVRC will host a QM race (combined with F-1) at Whittier Narrows in April. MCRC will host the California Classic in May at Castle airport. This will also be a combined race shared with F-1. This is an outstanding flying site. I hope to see QM and F-1 competitors from the Northwest, Canada, and the rest of the U.S. there. Reno will host the Firecracker 500 in July. This will also be a 2 day race but combined with Quickie instead of F-1. In August, Bruce Coffey and the group from Modesto will put on a 2 day race for QM40 and AMA 428 Quickie only. There should be a sizable turnout for all of these races.

Quickie 500 has a very busy schedule with major activity in Central California, Southern California, Las Vegas, and Phoenix. There are some 2 day quickie races which have been established to promote more district-wide participation. There is no denying the fun and level of competition at a district-wide event. Las Vegas will host a

2 day quickie race in April. Again, be reminded that reservations should be made ASAP. Phoenix has a 2 day race in May and September. The September race may be our District One Championship Race, but that has not been confirmed at this time. Quickie will combine with QM at Reno in July, and at Modesto in August.

The Contest Directors and their work crews put in a lot of work to organize and operate these races. We have tried to coordinate this year's schedule to promote involvement at a district level. I encourage all pilots to travel outside of your "local" area and experience racing district-wide. Try it, you'll like it!

Check the schedule at the back of this newsletter for the complete contest schedule. This may be subject to change so check it with each new issue. Contest Directors please send results to the appropriate people for national record keeping. Also send me a short write-up with highlights from your contest. Everyone likes to see their name in lights (or at least a newsletter). Start 'em up.

Lou

District 2 - Dan Nalley

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As usual for this time of year, we have not had a whole lot going on in the months of December and January as far as racing in our district goes. Hopefully, most everyone has been locked in their shops preparing for the onslaught of races we have on the schedule for 1996. If you have seen our schedule you know what I mean!

We did manage an attempt at a Q500 race January 27th. The Bremerton club was nice enough to bring out the equipment and despite the *very* cold weather, we had 40+ people show up. The club had a Flung-what-you-brung class, 424, and a 428 class planned, but it was not to be. We nearly froze the help to death during FWYB and also lost two planes to the trees. They managed to suffer through 424 but the 428 pilots felt another day would be a wiser choice, and opted to call off the race. We will however congratulate the 424 pilots - 1st..An-

derson, 2nd..Grogan and 3rd..Davis. I do not base the final results of FWYB, but I can tell you that I think we have a few new pylon racers thanks to this race. This seems to be a real good way to get fun-flyers out. They try making it around the course with their sport planes before delving into the expense of a quickie or F-1. Thanks to everyone who came out.

Hope everyone had a chance to come see us at the Puyallup NorthWest Model Expo!

Happy racing and keep it above the pylons...

*Patt C. Poinsett
for Dan*

District 3 - Randy Smith

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Hi all. Like a proud Canadian I have to brag about how damn cold it is here at this time of year. As I write this, a cold snap has locked in on the Canadian prairies and today's high will be -30 degrees Celsius. For your benefit, that's 22 degrees below zero Fahrenheit. It's days like this when I think I would risk living in the earthquake belt of California or Tornado Alley of the southern United States. No, we don't fly at these temperatures, but lot's of building gets done. The good news is that the summer temperatures are a mild and dry 73-80 degrees F.

This is just one reason why you should pack up grandma and head north for a summer vacation in the Canadian prairies. While you're here take in the 1996 Canadian Pylon Nationals in Saskatoon, Saskatchewan. The Hub City Radio Control Club has received approval from the Model Aeronautics Association of Canada to hold the event. Here are details so far:

NEXT ARTICLE

DUE DATE

MARCH 13

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



District News



Date: August 8-10, 1996, two days Quickie, two events - standard and expert. Standard is a modified AMA 428 using any sport engine such as Webra Q40 or Rossi 40. Expert is basically AMA 428 with the Nelson or Jett 40s. Two days Formula One. Normal rules apply. NMPRA points will be collected for the Quickie standard event, and each day of the F-1 event will count as separate points.

Entry Fee: \$40 Canadian for one event, \$20 Canadian for each additional event. The exchange rate between currencies tends to give Americans a 25% discount on your money. ie. the first event would cost you about \$30 US and each additional about \$15 US.

Facilities: The host club has excellent facilities including a camp site, club house, irrigated and manicured turf runway 75' x 300'. Extensive on site food concession, lots of shade trees in the pit area. The field is five minutes from the edge of town and twenty minutes from major hotels. Saskatoon is a beautiful city of 185,000 people and home to the University of Saskatchewan, and major manufacturing companies.

Two practice days are scheduled prior to the contest. The club has extensive experience in hosting and administering a pylon contest and has a firm commitment from its experienced members to help out on the course.

The club has created a world wide web site on the Internet for complete information. Some parts of it are still under construction but it is being updated regularly as information becomes available. Go <http://www.autodraft.hcrcc.htm>. Complete event rules can be found on-line at this web site. An on-line registration function is provided or you can use traditional snail-mail. You can find information about local area hotels as well as weather conditions you could expect at that time of year. To speak to a live person about any questions you may have, call Richard Moldenhauer 306-242-7102 or fax 306-975-7670. You can also reach me at the address and phone number listed in the back of this newsletter.

FAX 403-291-7488

E-mail

randy.smith.01339960@nt.com.

The Nats in Saskatoon promises to be very competitive with racers planning to attend from some of the hot racing districts

in California, Montana, Washington, British Columbia, Alberta, and Ontario.

A Nifty Racing Tip from District 3:

Rod Kelln has a nifty suggestion for an easy way to remove all the air from that Tetra bladder tank. Many a pilot has been seen sucking from one tube or blowing into another to collapse the Tetra bag. Simply use a one way vacuum/pressure bulb used in the chemistry and science fields. Attach the bulb to your fuel feed line and give it one or two pumps and the bag is totally collapsed and free of air. Fisher Scientific Catalog number is 14-087. Price is about \$7.50. You could try the science store at any university and likely get it a bit cheaper (\$5.00)

Rapid Randy

District 4 - Mel Reed

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There is not much to report this month. I received a contest schedule from Dave Reiber in Lincoln Neb. Their first contest will be April 21. If you have any questions about their race get in touch with Dave at Rt 8, Lincoln, NE 68526. Fax 402-474-7769.

The first contest on MT will be May 18-19 at Billings MT. Two classes of Q500 and QM. I will try and get a contest schedule together for Montana for the next newsletter.

I need some input from North and South Dakota, Colorado and Utah. All input and suggestions are welcome, thanks.

Mel

District 5 - Ken Points Sr.

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(606) 586-9418

Let me start off by saying, thanks Wayne, I see you spotted a type-O in the last article. Yes, reference to Spickler - Scatcat type airplanes should have read Spickler or Scatcat type airplanes, I stand corrected. However, I did feel just the slightest bit jealous that I only received a paragraph in your wonderfully written letter last month. Contrary to popular belief there are those of us

out here who do keep track of the rulebook and know it as well as you. Don't get me wrong, we all really appreciate the hard work that you put in to this wonderful sport of ours called Pylon, so let me say, thanks Wayne.

The whole point to the article, was that there is and continues to be, a problem with engines being able to run in what we call the *standard class*, which is a variation to the AMA 428 class, this I think, at the present time has been settled for District 5.

Currently, as stated in the rulebook, AMA 424 doesn't allow engines with ABC, AAC or similar technology or Schneurl porting which in fact makes for a pretty slow engine in my book. Yes, they do allow for entry level racing for a rather cheap investment. However, as currently stated in the rulebook, AMA 428 allows for all other engines available (under AMA's guideline as available) to be used. This allows the Top Dollar engines like the Nelson, Edmunds, and Jett 500 engines to race with the OS, Supertigre, MVVS engines. We as CD's have seen that a person who has been racing with an OS fp, for example, jump into a Nelson.

Well, let me tell you that's a pretty scary sight to see, not to say anything about the safety aspect. We as CD's have tried to separate the jump from 424 to 428, by creating a Standard and Expert class in AMA 428, to allow for the racers gradual improvement in racing in their move up the ladder in racing, but at the same time allow for a gradual increase in their expenses in moving up, to say nothing about the fact that it's also safer. This is why I say, that maybe, we need to look at an AMA 426 as a stepping stone to AMA 428. This would allow us to eliminate the need for the Standard and Expert classes as we currently accept them. Enough of the soap box game.

We had our race schedule meeting for District 5, on Saturday January 13th, and was pleasantly surprised to see the large turnout, with the weather being so bad. The schedule as I currently have it, is elsewhere in the newsletter, so mark your calendars. As I stated earlier the major topic was standard class engines. I'm happy to report that I believe that this has been put to rest. At least for now! With most races going to the long course, it has been determined not to eliminate any of the Sport designated racing en-



District News



gines from the standard class, but to rather place a break out time on the racer and to outlaw any type of timing device designed to help the racer or his caller avoid breaking the break out time.

Those CD's that choose not to attend the scheduling meeting (for whatever reason), if you are having a race and it's not on the schedule of events, please get me the dates so they can be added to the schedule. Also any corrections that may need to be made please notify me as soon as possible, as those who were there already know, I was late to my own meeting. Therefore, some of my notes were less than desired, so I used last years info on the types of racing. THANKS !!

That's it for this month, so until next time, build light—go fast—and turn left
ZIPPIN KENNY

District 6 - Don McStay

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How can anyone think about racing when the temperature is 14 degrees below zero? On second thought, that's really all you can do, is think about it. Fortunately Phoenix is only a couple of weeks away and the 96 racing season will have begun for those who make the trip.

What will 1996 bring to pass. Will QM, the new kid on the block, send the old timer packing, ending a long term of exciting and challenging Hi Tech racing in exchange for a lower tech, "less expensive" also exciting and possibly more attractive Hi-Performance class of racing to more people? Will we get to enjoy another Formula-I Championship? Or will this be the year we see the demise of Formula-I? And what about the NATS?? I'm getting a lot of feed back signaling a great deal of discontent about the new format for the NATS. Interestingly it's not just coming from our guys, but from some Pattern guys as well. It seems most I talk to just don't see this format as anything more than a big (at least they hope it will be big), SIG sponsored event with none of the special flavor of that very special week featuring all of the competition disciplines we know and love as the NATS. Judging from some of your comments to date, no one

seems to think it makes sense for the SIGS to put on an event so remote from the center of their activity if that event with that format could be better done elsewhere just so the AMA can call it the NATS.

I've heard some even suggest the NATS should be boycotted this year. Frankly for what it's worth, I think those who care that much should not boycott it, but go and with the other SIGS, make it known to the AMA leadership how wrong you think this format is and work out a better way to do it in 97. The AMA leadership is convinced for whatever reasons, they are doing the right thing. A show of resolve among a large body of competitors might go along way toward changing their minds.

NEPRO and PGRC have set up a terrific and very busy schedule of racing for 96. The schedules include several 2-day race dates featuring either, Form-I, QM, or AMA Q500, combined with some form of Q500 for those who don't need to go quite so fast to have a great day at the races. PGRC will again be hosting the District 6, Q500 Championship late in the season and they're looking for some heavy participation from outside the District. I can assure you folks, the trip will be well worth the effort. This race was one of the highlights of last season in spite of extremely adverse weather conditions. This year they promise excellent weather and a lot more entries to make it even more interesting. Make your plans now, and let them know how you like your steak.. You'll be glad you did.

I for one want to congratulate Paul Page on the great job he has been doing on this newsletter. Paul keep up the good work and I promise some day I'll get this article in on time.

Don

District 7 - Gary Freeman Sr.

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Here we go again in 1996. District 7 appears to be rested up and ready to go racing! Since the December newsletter several things have happened so let's get started. The first is Tangerine 1995, hosted by Apopka, Florida's Remote Control As-

sociation of Central Florida (RCACF) with Don Leighton as Contest Director. As suspected, there was a good entry number in all events. They breakdown as follows: AMA 428 - 43 entries; SEMPRA - 62 entries; AMA 422 QM40 - 26 entries.

The races drew contestants from Pennsylvania, Rhode Island, Oklahoma, California, Nevada, and Florida. This years Tangerine was not during the traditional week between Christmas and New Year, but rather on December 15, 16, and 17th. With a turnout like this, it indicates the Club may have a good plan. To give you an idea of what the weather was like during the races, you would have to picture blue skies, temperatures in the low 80's, and a slight breeze. It was difficult sitting there talking to the racers about the weather back home and how guilty they felt being in the Florida sunshine in mid December!!! WRONG! Anyway, a good job goes to Don and his crew.

Another item is 1996 races. District 7 has 23 individual races scheduled already with some more on the "drawing board". Pilots, there is no excuse for not getting to some races again this year. The race sites vary from Florida, Alabama, and Georgia with Jacksonville, Florida being the central North verses the South *showdown*. If you didn't make the 1995 "shootout" in Jacksonville, you missed a great race.

Scheduling races seems to be an important part of each Club having successful races. By successful, I am referring to good entry numbers, which equates to points for the pilots and income to the club. Let's face it, I don't know of any club who can get workers out on the course for a one/two day race just for something to do. For that reason, I believe communicating with the Clubs and working with scheduling provides a winning solution for both. I have been successful in maintaining a minimum of one weekend between closely scheduled races. I believe this provides the pilots an opportunity to build, repair, test, rest, convince the family of another trip, etc., between the events. This also allows a break between races requiring significant driving. I look forward to continuing this effort within District 7 and am in hopes the clubs that have provided us with very good championship racing over the past several years, will call me to schedule some races, if they have not already done so.



District News



I do owe Gene Sanchez, from the Brandon, Florida Club an apology. In the December Newsletter, I stated Lucien Miller was CD for the Annual Championship race and later found out it was actually Gene. Sorry Gene and rest assured I have replaced the previous sources of information. Hope to see everyone soon at the races.

Gary

Quarter Midget Jerry Salisbury

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The Tangerine was two weeks earlier this year than in the past. Judging by the entry numbers it will remain in the middle of December in the future. Quarter Midget had 26 entries, and would have had four or five more had it not been for several test crashes the day before. The first heat went off on time despite Carl Simms forgetting to register, and the crew having to re-matrix. The weather could not have been better, in the mid 80's, no wind and not a cloud in the sky. Round one had several re-flys, mainly due to some whining old Form 1 guys when things didn't go their way. The contest settled down and things went smoothly after that. Vern Smith set the first round pace with a 1:09.23, this time was tested heat after heat but wound up as fast time for the event.

Five rounds were completed by early afternoon and it was a complete race. Some memorable action during the race when Steve Kovack and Chip Hyde mid-aired half way to #1, sending Steve to the ground and Chip to the trees, this ended both pilots day. Mike Stokes landed in a tree after heat three and put the hurt on his pretty Kaze Killer. Round five had a two plane heat with Jerry Small and Rex (wrecks) Knepper, I was calling for Rex. On the first lap, the number three pylon got center punched. Jerry's and Rex's airplanes were similar in color, so I just figured it was "wrecks" who hit the pylon. I was walking away when Rex asked where the hell I was going. Jerry had hit the pole. Oh well, I have been fired as a caller before.

When the five rounds were complete, there was a three way tie for first between Norm Johnson, Rick Landers and Kevin

Clark. What a great way to end a race but to have a fly off for all the trophy spots. It was a great race but Norm and Kevin both had cuts, Rick was clean taking first, with Norm second followed by Kevin. Vern Smith held on to fast time so it made it a JR Radio and Nelson sweep of all trophy spots. It was another highly competitive QM race, which had some first time QM pilots hooked on the new event. There are a couple of young bucks that deserve a note here, Gary Freeman Jr. And Jason Shulman, both from the Orlando area. They are excellent pilots and have plenty of smoke to put a "hurtin" on ya. It was good to see Dennis O'Brien back, he just graduated from college last week, somebody has to finish last and Dennis filled the spot.

I heard from several Q500 guys, that they would like to try QM but don't know anything about building a fiberglass fuse, and damn sure don't want to learn to paint. Well Jerry (Mr Innovator) Small has come to the rescue. He has developed a Toni kit that builds like a Quickie. It has a box fuse, with a fiberglass turtle deck, nose piece and cheek cowls that glue right in place. A quick aerosol paint job to match your monokote on the formed parts and you're off to the races. This thing really looks neat. Ken Howell flew one at the Tangerine and turned a 1:15 and a 1:17. He was just getting dialed in when the ground bit him rounding pylon three. I'll have more to report about this in a future newsletter. Jerry is sending me one of there "woodies" to build and fly. If interested, give Jerry a call at Small Creations. I am looking forward to playing with this.

That's about it for this month. If you have anything new to offer QM for the new season give me a call. I'll help get the word out. Late breaking news—The QM Championship Race will be hosted by the Weak Signals Club in Toledo, Ohio. Wayne Yeager has agreed to be the CD for the September 14-15 event, trophies, prize money, freebies, cookout, fun—be there. More info to follow.

*See Ya
Jerry*

Quickie 500 - Cliff Telford

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

By now most district officers have finalized their racing schedules for 1996. Please submit them to Paul Page for publication. In order to avoid scheduling conflicts adjacent districts should coordinate with each other before changing traditional race week-ends.

Approximately 30 race reports have been received to begin the 1996 season, including some district championship races from last fall. So 1996 is off to a good start. Point leaders will not be published until the May issue of "High Performance". NMPRA members who have paid their 1996 dues by March 31st will receive credit for all points earned before that time. After March 31st points will be earned only after dues are paid. Join early to keep all of your points.

Muncie Nationals

Planning for the Muncie Nats seems to be progressing nicely. Volunteers are still needed to run the race course. If enough people volunteer then the need to draft pilots as course workers will be minimized. Rick Moreland and ten other members of the Prince George's R/C Club (MD) have offered to help me run Formula One on the opening day. This is the same club which hosted the 1995 QM 40 NMPRA Championship race. Rick has issued a challenge to other clubs to match their efforts. If every pilot and caller would volunteer to work one event for one day we would have all the help we need without drafting anyone.

Congratulations to Jim Allen who set a new AMA 428 long course record of 1:08:35 at the Phoenix race.

Cliff

All information presented in this publication is solely the opinion of the authors. The NMPRA is not responsible for any information presented or for any results of actions taken due to

The Editor is now on the Internet

ppage@connix.com

1996 Racing Schedule

District 1 - Lou Rodriguez		
2683 Lin Gate Ct, Pleasanton, CA 94566 510.846.6865		
11/11-12	District Championship	
	Dave Ferrell	Q5
12/3	Phoenix, AZ	Q5
2/10-11	Las Vegas, NV	QM
2/23-25	Phoenix, AZ	F1
2/25	Sepulveda Basin, CA	Q5
3/2	Sacramento, CA	Q5, QM
3/17	Merced, CA	Q5, QM
3/23-24	Las Vegas, NV	F1
3/30	Modesto, CA	Q5, QM
4/13-14	Las Vegas, NV	Q5
4/20-21	Whittier Narrows	F1, QM
5/4-5	Phoenix, AZ	Q5
5/11	Fresno, CA	Q5
5/18-19	Castle, CA	F1, QM
5/19	Sepulveda Basin, CA	Q5
5/26	Whittier Narrows, CA	Q5
6/2	Merced, CA	Q5, QM
6/15-16	Medford, OR	Q5
7/6-7	Reno, NV	Q5, QM
7/27	Livermore, CA (EBRC)	Q5, QM
8/10-11	Modesto, CA	Q5, QM
8/17-18	Sepulveda Basin, CA	F1
8/24	Sacramento, CA	Q5, QM
9/14	Modesto, CA	Q5, QM
9/28-29	Phoenix, AZ	Q5
9/25-29	Madera Giant Scale Races	
10/6	Merced, CA	Q5, QM
10/19	Fresno, CA	Q5, QM
11/3	Phoenix, AZ	Q5
12/1	Phoenix, AZ	Q5

District 2 - Dan Nalley		
17010 17th Ave. Ct., Spanaway, WA 98387 206.537.1477		
2/17	Bremerton Raceway	Q5, AMA

District 3 - Randy Smith		
13 Hawkford Cr NW Calgary, Alberta, T3G 3G2 Canada 403.547.1156		
3/3	Boeing Hawks	Q5, AMA
3/31	Boeing Hawks	Q5, AMA

5/25-26	Regina, SK	Q5, F1
6/29-30	Swift Current, SK	Q5(2)
7/27-28	Swift Current, SK	QM, F1
8/8-10	Canadian Nationals	Q5SE(2)
	Saskatoon, Saskatchewan	F1(2)
	Richard Moldenhauer	306.242.7102

District 4 - Mel Reed		
2720 Winslow Ave., Helena, MT 59601 406.227.6075		

4/21		Q5SE, AMA
5/19		Q5SE, AMA
6/9		Q5SE, AMA
7/14		Q5SE, AMA
8/11		Q5SE, AMA
9/8		Q5SE, AMA

District 5 - Ken Points Sr.		
6472 Todd Dr., Burlington, KY 41005 606.586.9418		
3/30-31	Fairfield, OH - Hamilton Hawks	Q5SE
	Cliff Hall 513.829.6561	
4/27-28	Hebron, KY - N. Ky Flying Cardinals	Q5SE
	Ken Points 606.586.9418	
5/4-5	Westland, MI - Signal Seekers	Q5SE
	Barney Polzin 313.728.3029	
5/18-19	Dayton, OH - Dayto Wingmasters	Q5SE
	Ben Martin 513.439.5141	
6/1-2	Toledo, OH - Flying Tigers	Q5SE
	Rex Knepper 419.841.7465	

7/7-12	Muncie, IN - AMA Nationals	
	see workers matrix for schedule	
7/27-28	Fairfield, OH - Hamilton Hawks	Q5SE
	Karl Tholen 513.984.9832	
8/10-11	Westland, MI - Signal Seekers	Q5SE
	Barney Polzin 313.728.3029	
8/24-25	Toledo, OH - Weak Signals	QM
	23rd Silver Cup	
	Karen Yeager 517.547.4430	
9/14-15	Toledo, OH - Weak Signals	QM
	NMPRA QM CHAMPIONSHIP	
	Wayne Yeager 517.547.4430	
9/21-22	Portsmouth, OH	Q5SE
	Terry Frazer 614.574.6840	
10/5-6	Toledo, OH - Flying Tigers	Q5SE
	Rex Knepper 419.841.7465	QM
10/12-13	Hebron, KY - N. Ky Flying Cardinals	Q5SE
	Joe Ruh 606.341.6896	

District 6 - Don McStay		
885 Washington St, Franklin, MA 02038 508.528.1381		

Q5 events use NEPRO rules unless stated otherwise

4/27	PGRC - no Irvine carb	Q5S
	John Albritton	
4/28	Balsa Bugs	Q5BSE
5/5	Hadley, MA	Q5BSE
5/18	PGRC no Irvine carb	Q5S
	Rick Moreland 301.261.7366	
5/18	PGRC reg. closes 12:30pm	QM
	Art Edsall	
5/19	PGRC	Q5AMA
	Art Edsall	
5/19	Ellington, CT	Q5BSE
5/25-26	Bridgewater, MA - Pylon 105	Q5SE
6/9	Farmington, CT	Q5SE
	Pete Reed 860.673.7883	
6/30	Chicope, MA - Westover AFB	Q5SE
7/20	Bridgewater, MA - Pylon 105	Q5SE
7/27-28	PGRC	QM
	John Fike	
8/10-11	Ellington, CT	Q5
8/17	PGRC no Irvine carb	Q5S
	Steve Baker	
8/17	PGRC reg. closes 12:30pm	QM
	Neil Rehm	
8/18	PGRC	Q5AMA
	Bob Greenwell	
8/25	Stormville Airport	Q5SE
9/7-8	Bridgewater, MA - Pylon 105	Q5SE
9/14-15	Bowie, MD	
	NMPRA Dist 6 Championship	Q5AMA
	Roger Binger	
9/22	Hadley, MA	Q5SE
10/4-5	Bridgewater, MA - Pylon 105	F1
10/12	PGRC no Irvine carb	Q5S
	Dave Beasley	

District 7 - Gary Freeman Sr.		
1005 Taproot Dr. Winter Springs, FL 32708 407.695.1855		

Q5 use SEMPRA rules unless stated otherwise

2/10-11	Jacksonville, FL	Q5
	Pete Rickard 904.641.7468	
3/2-3	Ft. Lauderdale, FL Markham Pk	Q5
4/13	Jacksonville, FL	Q5AMA, QM
4/14	Pete Rickard 904.641.7468	Q5AMA
5/4	Atlanta, GA	Q5AMA
5/5	Bob Brassell 770.422.8944	QM
5/18	Decatur, AL	Q5AMA
5/19	Brad Clayton 205.350.2163	Q5
9/7-8	Jacksonville, FL	Q5
	Pete Rickard 904.641.7468	
9/28-29	Atlanta, GA	?
	Bob Brassell 770.422.8944	
10/12-13	Ft Lauderdale, FL Markham Pk	Q5
	Don Moody 305.749.8078	
10/26-27	Melbourne, Valkaria, FL	Q5
	Tom Bogut 407.729.6682	
11/9-10	Tampa, FL - TRAC	Q5
	Wayne Smith 813.621.4051	
12/13	Tangerine	Q5AMA
12/14		Q5
12/15	Don Leighton 407.834.9376	QM

NMPRA 1995 Financial Statement			
Beginning Balance 1/1/95			\$12,449.01
INCOME			
Ads - newsletter	3,851.25		
Decal, Hat, Pin sales	436.00		
Interest on accounts	180.05		
Membership, foreign	733.00		
Membership, flying	9,023.00		
Membership, non-flying	615.00		
Misc	5.00		
Race - NMRPA F1 Champ	1,000.00		
		15,843.30	
EXPENSES			
Bank charges	38.29		
Donations	200.00		
Legal & Prof. Fees	5.00		
Newsletter - postage	2,069.85		
Newsletter - printing	5,005.38		
Office - general	1,233.73		
Office - postage	567.41		
Office - printing	129.57		
Prizes - Form 1	1,538.65		
Prizes - AMA Nats	394.75		
Prizes - Q500 Dist	979.45		
Prizes - NMPRA QM Champ	809.70		
Race site deposit(F1)	500.00		
Returned checks	34.00		
		13,505.78	
Profit (Loss)			2,337.52
Ending Balance 12/31/95			14,836.53

(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

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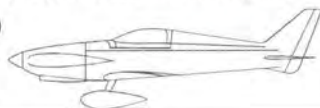


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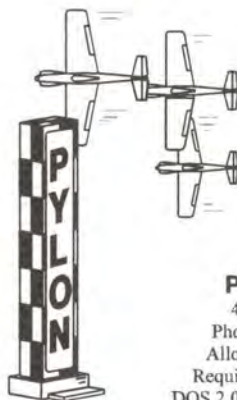
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6.5 X 5.5	3	3.95	8.75 X 7.5	5	3.95	8.75 X 8.0	5	3.95
6.5 X 6.0	3	3.95	8.75 X 7.5W	5	3.95	8.75 X 8.25	5	3.95
6.5 X 6.5	3	3.95	8.75 X 7.75	5	3.95	8.75 X 8.5	5	3.95
7.0 X 6W	4	3.95	8.75 X 7.75W	5	3.95	9.5 X 6.5N	5	3.95
7.25 X 7	4	3.95	8.75 X 8.0W	5	3.95	9.5 X 7.0N	5	3.95
7.50 X 7	4	3.95	8.75 X 8.25W	5	3.95	9.5 X 7.5N	5	3.95
8 X 5	4	1.79	8.75 X 8.5W	5	3.95	9.5 X 8.0N	5	3.95
8.5 X 5	4	3.95	8.75 X 8.75	5	3.95	9.5 X 8.5N	5	3.95
8.5 X 5.5	4	3.95	8.75 X 8.75NN5	5	3.95	9 X 6.5	5	3.95
8.5 X 6.5	5	3.95	8.75 X 8.75W	5	3.95	9 X 7.5	5	3.95
8.5 X 7.0	5	3.95	8.75 X 9.0NN	5	3.95	9 X 8.5	5	3.95
8.5 X 7.25	5	3.95	8.75 X 9.0W	5	3.95	13 X 13N	9	7.95
8.5 X 7.5	5	3.95	8.75 X 9.25W	5	3.95	13 X 13.5N	9	7.95

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3/32x3/8	13	20
3/32x1/2	17	22
3/32x3/4	25	33
1/8	38"	48"
1/8x1/8	09	12
1/8x3/16	11	15
1/8x1/4	12	17
1/8x3/8	13	19
1/8x1/2	17	24
1/8x3/4	27	36
3/16	36"	48"
3/16x3/16	12	18
3/16x1/4	16	26
3/16x3/8	18	26
3/16x1/2	22	31
3/16x3/4	30	42
1/4	36"	48"
1/4x1/4	19	26
1/4x3/8	23	29
1/4x1/2	25	35
1/4x3/4	36	50
3/8	36"	48"
3/8x3/8	30	39
3/8x1/2	35	49
3/8x3/4	46	58
1/2	36"	48"
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3/4x3/4	72	96
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1x1	35	47
3/16x1	37	52
1/4x1	42	57
3/8x1	54	73
1/2x1	65	89

3/4x1	.80	1.03
2 INCH	36"	48"
1/16x2	33	44
3/32x2	40	53
1/8x2	43	57
3/16x2	50	65
1/4x2	60	69
3/8x2	.78	1.05
1/2x2	.95	1.25
3/4x2	1.24	1.62

3 INCH 36" 48"

1/16x3	.39	.53
3/32x3	.47	.60
1/8x3	.57	.75
3/16x3	.68	.90
1/4x3	.85	1.15
3/8x3	1.02	1.50
1/2x3	1.35	2.00
3/4x3	1.95	2.45

4 INCH 36" 48"

1/16x4	.59	.79
3/32x4	.73	.98
1/8x4	.83	1.15
3/16x4	.97	1.35
1/4x4	1.35	1.55
3/8x4	1.85	2.47
1/2x4	2.49	2.90
3/4x4	2.65	3.85

BALSA TRIANGLES 36" 48"

1/4x1/4	.25	.35
3/8x3/8	.30	.40
1/2x1/2	.35	.45
3/4x3/4	.48	.60
1x1	.60	.80

BALSA TRAILING EDGE 36" 48"

1/8x1/2	.25	.32
3/16x3/4	.30	.43
1/4x1	.35	.58
5/16x1-1/4	.45	.65
3/8x1-1/2	.49	.77
1/2x2	.79	.92

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1/4x1-1/4	.55	.75
1/4x1-1/2	.62	.87

1/4x2	68	.95
5/16x1-1/2	64	.89
5/16x2	72	.99
3/8x1-1/2	70	.97
3/8x2	79	1.10
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1/2x2	90	1.25

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1/32x12	1.80	3.12	6.25
1/16x12	1.80	3.12	6.12
3/32x12	1.94	3.87	7.74
1/8x12	2.13	4.25	8.50
3/16x12	1.57	3.13	6.25
1/4x12	1.57	3.13	6.35
3/8x12	1.90	3.90	8.50
1/2x12	2.25	4.50	9.50

LITE PLYWOOD 24" 48"

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1/8x12	1.75	3.50
1/4x6	1.38	2.75
1/4x12	2.75	5.50

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- DISTRICT 3 VP** - Randy Smith - 13 Hawkford Cr NW, Calgary, Alberta, Canada T3G 3G2 (403) 547-1156
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- DISTRICT 6 VP** - Don McStay - 885 Washington St., Franklin, MA 02038 Tel (508) 528-1381
- DISTRICT 7 VP** - Gary Freeman Sr. - 1005 Taproot Dr., Winter Springs, FL 32708 (407) 695-1855
- DISTRICT 8 VP** - Fog Tanner - PO Box 548, Manvel, TX 77578, Tel (713) 369-3602
- QUICKIE 500 VP** - Cliff Telford - 1512 S. Greenleaf Ct, Winter Springs, FL 32708 Tel (407) 359-9958
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