

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

July 96

Pete's Place

By the time you read this some of you will be packing for the Nats and those of you who have elected to attend will participate in a unique event. It won't be like any other Nats because some of the participants will be drafted into working in an event for which they have paid an entry fee.

With or without consultation?

This will be the first SIG run pylon Nats and both the AMA and NMPRA have gone through a learning curve. There will be some things which won't be the way we wanted and you may have expected. The next administration will have to find a way to change what the AMA apparently wanted. What was that you say? Apparently they wanted NMPRA to provide workers only and they would continue to make all the decisions with or without consultation.

AMA fuel policy

A couple of examples. Since time began K&B has provided fuel for the Nats but two of our racing events allow 15% nitro and most places use it. K&B doesn't make 15% so NMPRA welcomed Don Nix's offer to supply fuel for the racers. AMA has refused to allow it.

AMA trophy policy

Last year the AMA trophy policy produced an inadequate number of trophies for an event with 120 entries so this year a sponsor offered to buy all the racing trophies except the fast time trophies which NMPRA has traditionally supplied and NMPRA accepted with delight. The AMA refused to allow it as recently as mid May and limited the group offering sponsorship to one event. In my view the AMA can not expect to ask the SIG's to "run the Nats" which carries the

responsibility for its success without giving up their traditional authority.

Run by committee

It may be that an organization like AMA, run by committee can never function as a partner in a scheme like the Nats. The Nats is not an operation which is chiseled in stone where a management scheme with one years experience and then twenty years practice can function. New ideas need to be able to be implemented easily and management by committee isn't the way to accomplish that goal.

A great Nats

That all being said this should be a great Nationals. Don't lose sight of the fact that contestant workers bring a great deal to the party. They know what the goal is and they know what to look for. Some of us remember that there were a few indifferent swabbies even in the halcyon days of the Navy Nats! We will be racing on one of the best facilities in the world with new safety equipment, modern communication and some of the best racers in the world participate. Besides where else can you get \$10.00 worth of lunch just for paying attention for two minutes a few times in a morning or afternoon!

A little extra

Your management group delivered superior performance last year, actually a little too superior, so we have a little more money to spend on trophies and things this year. We expect that the National points awards will be better this year than last so be sure that your CDS get their points in to Ron, Jerry and Cliff.

Q40 National Points

National points for Q40 is new this year so give Jerry a break and get those points in to him. Remember the mouse trap doesn't

pursue the mouse neither is it up to Jerry to come after you for contest results. Don't forget that the Q40 championships will be at the Weak Signals facility this year. If you have never been to one of their affairs you have a real treat awaiting you. They have the absolute best private facilities I have ever seen in this country including a real club house.

NMPRA Formula One

The Formula 1 championships are still being worked on but we have been promised at least \$1500.00 in prizes as well as the NMPRA trophies. More in the next issue. Finally, please give some thought to whom you would like to see steer NMPRA after this year. David Doyle has been handling the money for 12 years and wants to step down. Two years is enough for me, three if you count the one in '70. We have made a good start in broadening the focus of the organization to cover all the racing events except giant but there is a lot more to be done.

Next year

We need to reassess our relationship with the AMA. We need to reexamine whether we should have three racing events which go about the same speed and have about the same up front startup cost. We need to do more work on making it easy to find out how to get started in racing and easy enough and inexpensive enough so modelers can try it without a major expense. It works best if the administration team comes from the same area so talk it up and get a slate together for the elections in Sept. See you at the Nats.

An open letter to all NMPRA members

You are probably not aware that the contest board chairmen were called to a meeting in November last to discuss changes to the contest board procedures in the hopes of bringing them up-to-date especially since they have not been revised for 12 years.

The meeting was attended by all the contest board chairpersons (9) along with Steve Kaluf, Bob Underwood and Teresa McKee from headquarters staff. The agenda was:

1. Areas of concern with present document.
2. Alternate plan for boards and procedure.
3. Specific proposals offered.
4. Recommendations to council.

We probably spent more time on number 3 than any one item because there were letters (from Duane Gall, Kent Walters, Gail Jacobson, Russ Snyder, Don Typond, Jim MacDonald and Richard Perry. Some of these names you may recognize and some you may not. Kent Walters is a scale guy, Don Typond is on the scale board, Richard Perry is on the Control Line board, Russ Snyder is on the Free Flight board, Jim MacDonald is also on the scale board and the rest are all pylon guys.

It was decided to go through each suggested change in the letters first because several of these might also be concerns of the various chairman and it probably would save some time.

So we started off with this stack of letters. There were not that many but understand, several were quite long with a half dozen pages or more. We picked the top one off the stack and the process was basically quiet while everyone read each suggestion followed by a discussion pro and con.

A theme became apparent immediately which was, all suggested changes had to be agreed upon by all boards. Since we were not allowed supplemental rules that fit each particular venue, total agreement was necessary before any suggestion would be adopted.

This of course was a little difficult because there were a few suggested items that I liked that were totally unacceptable to other boards. In every case no one was allowed to make statements like, "I don't like

it" without showing evidence of a particular problem in their area. If this was acceptable to the other chairpersons, the suggestion failed to gain support and we went on to the next.

There were some ideas that I felt had no impact on our board so usually indicated it made no difference to us and would side with whichever way the other committee members wanted. This also worked when I had areas of concern that had no effect on the other boards. Total agreement was very necessary because the procedure document must work for Scale, Control Line, Electric, Free Flight, helicopter, Indoor, R/C Aerobatics and Soaring as well as Pylon.

We spent an entire day discussing changes that would help us do a better job along with easing some of past concerns. Of the many letters submitted, all had some ideas that were acceptable and some as being unacceptable. Some were simple suggestions of not much more than language changes and some were very wide sweeping.

Anyway, somewhere in the discussions we came across a proposal from a control line guy that requested reinstatement of the old "cross-proposal" option that had been removed several years ago. (1984) This suggestion resulted in one of the large major changes offered by the committee, the three year cycle. At this point you may be wondering what cross-proposals have to do with the cycle length and I will explain.

When we had our silent period where the committee members were reading the proposals, this one ended with a conductor led chorus of "yes" followed by, "hey headquarters, why don't we have the old cross-proposal phase of the rule cycle anymore???"

Bob Underwood explained that several years ago, the rule making cycle was eating up months of time with the magazine notification time period of each phase of the cycle resulting in headquarters not getting the rulebook printed by the end of the year and Bob had vowed to change this. It resulted in buying some time by eliminating the cross-proposal phase along with it's 3 month magazine time frame and Bob indicated the idea was successful as he has since gotten the rulebook printed by the end of the year as desired.

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 the 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-Q40-Op	*Richard Verano - 1:04.95-5/19/96
422-Q40-Sr	Mick Crawley Jr - 1:09.47 - 6/3/95
422-Q40-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-FA1-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 - 1/29/96
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	

The committee unanimously agreed that the cross-proposal phase was a very important tool for the various boards because it allowed for a change to a rule proposal written without enough teeth to make it effective.

I'm sure you all have seen the type of proposal I describe. There has been examples in the past where an is forwarded but ends in defeat because the language leaves a loophole or two. Cross-proposals allow for submitting a proposal where loophole language is changed resulting in a solid idea acceptable by everyone. Sometimes this could be accomplished with the addition or removal of a key word or words. Sometimes it requires a total re-write. Whatever, anything that improves a proposal can be offered through the cross-proposal phase **as long as it does not change the theme of the original proposal.**

Anyway, since we all agreed on reviving this phase, the next task was finding the time to insert it into an already full time-line. We looked at cutting several current phases of the cycle to no avail and even thought about lengthening the cycle a few months to fit it in but agreed this was unacceptable because we could not be publishing a new rulebook in April. We were about to admit defeat when someone suggested lengthening the cycle by an entire year.

In all honesty, we kinda looked at each other as "no way!". A whole year??? Are you crazy??? Then we all calmed down and thought about it a bit and decided to examine the pro's and con's of this a little further.

The first question was an obvious one, what do we do with a bad rule?? No one wanted to be stuck for an extra year with this scenario, however, Bob Underwood quickly reminded us that the "Urgent" rule option is available for this type problem and in fact, can be utilized whether the cycle is one, two or ten years long.

We looked for more con's and other than, maybe the members won't like it, which we also agreed was an unknown, agreed that there weren't any real reasons to not consider extending the cycle.

From there we looked at die pro side and came up with a few like:

1. It would put us more in line with the FAI cycle which we also agreed wasn't important.

2. It would allow for some stability in the rules. Several complained that we always seem to be in a constant state of flux with

the rules and an extra year would allow for some stability.

3. It would allow for re-implementing the cross-proposal phase along with the old, "Interim Vote".

4. It would also allow for extending the various phases of the current cycle, for example, extending the various time limits on submitting proposals and such.

5. It would allow for face-to-face meetings of the various boards if needed.

6. It would save several thousands of dollars to AMA since there would now be two rulebooks in a 6 year period as opposed to the current three.

Understand, no one was on their feet screaming for a three year cycle, in fact, we were all a little apprehensive, and still are, but the decision was made to give it a try.

This will probably result in a sackfull of mail from Joe Public with negative comments but we agreed that maybe it's nothing more than the fear of the unknown. We also agreed that if it doesn't work out, we can always go back to the drawing board and try something different.

Another change adopted had to do with the reduction of "like" proposals where we vote to reduce this type of proposal to the "best" of all of them. The drawback to this is, the rule judged "best" automatically passes on to the final vote. Contrary to this, an individual proposal with no similar others could be rejected on the first ballot. The control line chairman told a story where a guy in his area flooded headquarters with a bunch of similar proposals knowing full well one of them would survive to the final vote. Several chairmen indicated there were times when their board didn't like any of these options but were stuck with sending one of them on the final vote because of the current procedures.

To discourage this type of maneuvering and to eliminate like proposals that are totally unpopular, the chairman added a "none of the above option" when voting on reducing "like" proposals.

Although there were many minor language type changes, the above were basically the major changes recommended to council at a meeting in December. At that time, some of the council members were concerned by the short notice of the proposed changes and the fact that the various SIG's were not included in the loop resulting in the entire change proposal being ta-

bled by council until these concerns were accomplished.

This was accomplished by headquarters and at the next council meeting on April 27 the proposals were again submitted to council and were approved unanimously without one dissenting vote.

Council voted unanimously for the changes and right now I think that speaking for The chairmen, and the council, we need a quiet period to absorb these changes and see where the holes are. Right now no one wants a bunch of people shooting from the hip with "the sky is falling" letters. Down the road we'll discover the shortcomings to these ideas and will make changes accordingly.

In the next issue of Model Aviation, Steve Kaluf's article will be a complete listing of the new procedures so you can make note of the entire document at that time.

Sincerely,

Wayne Yeager

Chairman Racing Contest Board

Late Nats Dilemma

As we put this newsletter issue to press we have the latest numbers on entrants and with it a new problem. You can expect that the schedule will not end up as it has been published. We think that part of our charge is to give all the racing events an equal crack. As you know we based the division of the racing time on last years entries but so far it hasn't worked out. Quickie 500 has gone from 120 down to 79, Quarter 40 from 50 to 69 and Formula One from 26 to 22.

If we apply a uniform estimate of the time for a heat for each event and apply that to the time presently allotted we find Formula One could get 16 rounds in two days while Quarter 40 would get five. Clearly that isn't going to achieve our goal, so unless there is a major change in the numbers you can expect to have us requisition some time from Formula One and spend it on Quarter 40. Quickie 500 will see eight rounds in the time available before finals day. Remember, have fun!

Don't Miss the:



POWERMASTER

Nationals

Radio Controlled Minuture Pylon Racing

Taylor, Texas

August 3 and 4, 1996

Taylor Airport

(2 One day races)

(Austin Area)

Come race:

Formula 1

QM40

AMA Q500

Sportsman

Pilots Raffle

Rodeo in the evening

Hot laps in Texas

Entry:

\$25/event one day

\$40/event both days

Racing starts at 9:00 Sharp

Eat Texas
BAR-B-Q

Contact: Don Nix

POWERMASTER

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For Hotel, Directions and Schedule Information

1996 AMA NATIONALS PYLON WORKER MATRIX

	Monday - 8 7am/1pm Form1/Q500a	Tuesday - 9 7am/1pm Q500b/QM	Wednesday -10 7am/1pm Q500a/Form1	Thursday -11 7am/1pm QM/Q500b	Friday -12 7am/1pm FAI/Q500c
Event Director	Cliff Telford John/Teri Dunham	John/Teri Dunham Paul Geders	John/Teri Dunham Cliff Telford	Paul Geders John/Teri Dunham	Cliff Telford John/Teri Dunham
Starter	Rick Morland		Bob Brassell		Karen Yeager
Asst Starter	Kelly Landers		Carl Simms Pete Rickard		Carl Simms
Freq Control	Nancy Telford	Nancy Telford	Nancy Telford	Nancy Telford	Nancy Telford
Pit Boss	Bob Brown Bob Brown	Bob Brown Bob Brown	Bob Brown Bob Brown	Bob Brown Bob Brown	Bob Brown Bob Brown
Scoring	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page
#1 Chief Judge	Steve Baker		Kevin Clark		Vern Smith
#1 Judge	Art Edsall	Ray Hendriksma	Ray Hendriksma Santiago Panzardi	Ray Hendriksma	Pete Rickard
#1 Judge	John Fike		Dewey Davenport		Gary Freeman Sr.
#1 Judge	Danny Myer		Mark Jenk		Gary Freeman Jr.
#1 Judge	Terry Till		Carl Simms		Jason Shulman
#2 Judge	Bill Hinnant				Paul Benezra
#3 Judge	Chip Hyde		Dave Bowman		Jerry Salisbury
Lap Counter	Jim Wetmore Sandy Frank	Sandy Frank Matt Geders	Sandy Frank Bob Beaudette	Matt Geders Sandy Frank	Ray Hendriksma Sandy Frank
Lap Counter	John Albritton Roy North	Jim Wetmore Roy North	Jarold Leffel Ray Brown	Jarold Leffel Jarold Leffel	Dave Doyle Jarold Leffel
Lap Counter	Charlie Gettier		Ray North Chick White	Roy North Jim Wetmore	Pete Reed Roy North
Lap Counter	Matthew Gettier		Jim Wetmore Steve Kovach		Bob Brogdon Jim Wetmore
Fueling	n/a Jim Allen Sr	Jim Allen Sr Jim Allen Sr	Jim Allen Sr n/a	Jim Allen Sr Jim Allen Sr	Jim Allen Sr Jim Allen Sr
De-Fueling	n/a Bernie Allen	Bernie Allen Bernie Allen	Bernie Allen n/a	Bernie Allen Bernie Allen	Bernie Allen Bernie Allen
Sideline Judge	Chick White				

Sunday 7 - Registration workers

Jerry Salisbury
Karen Yeager
Paul Page
Richard Moreland
Gail Jacobson

Jim Allen
Dave Bowman
Cliff Telford
Nancy Telford
Gary Schmidt

Dennis Sumner
Greg Doe
Mike Stokes
Rex Knepper



District News



District 1 - Lou Rodriguez

2683 Lin Gate Ct, Pleasanton, CA 94566
(510) 846-6865

I want to speak about contestant behavior and race course etiquette. I have on occasion witnessed pilots and or callers being verbally abusive and totally out of order with course workers. What starts out as a grumble can grow into a more severe situation. There has even been a physical confrontation at a race this year. I know that course workers will occasionally make comments to get a "rise" from contestants. None of this is acceptable.

It takes a lot of work from a lot of people to put on a quality contest. The workers usually endure a full day of heat or cold, wind, and noise. All this for no more than a free lunch (if even that). These course workers do the very best they can but are human and will sometimes make mistakes. Don't turn such occasions into a crisis. Every time we, as contest participants, make the job harder for the race staff, we lose volunteers to work the next race. Contest Directors have a thankless job under the best of circumstances. They do not need the added stress of having to disqualify a pilot for unsportsmanlike conduct, but they do have that authority.

We do not like to accept or admit that we sometimes cut a pylon. If we question the judges every time we get a call against us we are attacking the integrity of the work staff. Doing so harms every other contestant at that and future events. The last time I questioned a cut, I was told to get my eyes checked. I did. Sure enough, my calibrated eyeballs needed a little tweaking. Maybe yours need a little tweaking too sometimes.

I race for the fun and challenge. Getting the most from your equipment and your flying takes effort. The guy who beats you has probably put in a little more effort than you. Sometimes a lucky break will go your way and sometimes it won't. The bad breaks also have a way of spreading themselves around. If winning the race is the only thing that matters, you're probably not having much fun. If you aren't having fun, why race? Please think about others before you go spouting off at the next race. 'Nuff said.

Formula One and Quarter Midget got together to share a weekend of racing at Castle Airport on May 18 and 19. The air was good for fast times both days. Saturday started a little cool. That didn't slow Mick

Crawley and Dave Shadel with each posting 1:08's in round one of Q40. Richard Verano then got his Vendetta dialed in and posted three consecutive rounds of 1:06's and a final round of 1:07. Shadel had 1:08's across the board until round five where he posted a 1:07. Lou Rodriguez and David Wright were matched against each other in round five. Lou told David to respect his elder and stay behind. David can be a good listener at times and his 1:07 kept him slightly behind Lou who set fast time for Saturday with a 1:06.02. It was just enough to edge out Verano for fast time for the day.

Formula One had some very close racing with times also in the 1:06, 1:07, and 1:08 range. Mike Helsel dropped a point in the first round then came back strong with three 1:06's and a 1:09 to claim victory on Saturday. David Lloyd was the most consistent I have seen him in a long time with a string of 1:09's and 1:10's to claim the fourth spot.

Sunday was somewhat warmer but the breeze was blowing early and continued throughout the day. I thought the wind would have a negative effect on race times compared to Saturday but that proved to be an incorrect assessment. Jeff Carpenter used a borrowed airplane to set the pace in Q40. His times in the 1:07 to 1:09 range kept him in the lead all day. Richard Verano and Jeff had a barn burner in round three with Jeff's 1:08.88 beating Richard by 0.03 seconds. Whew! All that did was get Richard geared up to set a new National record of 1:04.95 in round four. With that, he also locked up the weekend Fast Time trophy.

Formula One was marginally slower on Sunday than the previous day. That is except for Rusty VanBaren who started the day with a 1:06.31 which held up as the Fast Time winner in Formula One for the weekend. As is usually the case, this best time was flown against Lou Rodriguez who had the Sundowner going right with (but slightly behind) Rusty. David Lloyd was again consistent and finished in the trophy range.

I want to thank the sponsors who forwarded donations to offset the expense of the trophies awarded. The following were generous in their support of this racing event: Air Dynamics, Landing Products - APC Props, Merced County R/C Club, Performance Specialties, and Powermaster Fuels.

It was a good race put on by Dave Ferrell and the crew from Merced R/C. Things were a little hectic at times with two racing classes running back to back and some pilots flying in both. Quarter Midget had a larger turnout than Formula One. The level of competition

was equally challenging in both events. The bottom line: Let's do it again next year!

Castle Airport

QM40 - 5-18-96		Formula One 5-18-96	
1. Richard Verano	1:06.33	1. Mike Helsel	1:06.50
2. Dave Shadel	1:07.06	2. Richard Verano	1:06.63
3. Lou Rodriguez	1:06.02	3. Dave Shadel	1:07.73
4. Lyle Larson	1:08.79	4. David Lloyd	1:09.23
5. David Wright	1:07.11	5. R. VanBaren	1:06.83

Q40 - 5-19-96

Q40 - 5-19-96		Formula One 5-19-96	
1. Jeff Carpenter	1:07.15	1. Mike Helsel	1:08.12
2. Richard Verano	1:04.95	2. R. VanBaren	1:06.31
3. Rusty VanBaren	1:07.51	3. David Lloyd	1:09.71
4. David Wright	1:08.25	4. Richard Verano	1:06.84
5. Travis Flynn	1:09.88	5. Lou Rodriguez	1:08.88

Czech please
Lou

District 2 - Darrol Cady

10711 NE 37th Ct, Vancouver, WA 98686
(306) 573-0987

Well, so many things to cover - so little space. I'll try not to get too wordy.

As all of our District II should know by now, our District VP (and my pilot) Dan Nally has moved to Dallas, Texas for a career move. We hope to have him back some time in 199~. but for now he is gone. We all wish him the best of luck, and look out Texas -you have one heck of a quickie racer to add to your competitions. We are very fortunate to have Darrol Cady take over as District VP and he has some comments to follow. I will be staying on in Washington and will continue to help in any way I can. with the exception of calling. Sorry guys...not without my pilot!

Bremerton turned out to be a beautiful weekend despite the weather forecasts. We had a good turnout and some grand flying.

5/4, Q500 - 424	5/4, Q500 - 428	5/5, Q500 -
1. Tom Strom Jr.	1. Jon Packer	1. Jon Packer
2. Jeremy Grogan	2. Jerret Cangie	2. Brian Richmond*
3. Stan Davis	3. MikeBrownlee	3. Mike Bergan
Fast time - Brian Richmond 1:15.80		
May 4th, F1		
1. Darrol Cady*	1. John Heady	
2. Al Watson	2. Darrol Cady	

NEXT ARTICLE

DUE DATE

JULY 24

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



District News



3. Matt Mikko
Fast Time - Darrol Cady 1:09-91

What a winter! We have had three races called because of a weather in the Northwest. Las Vegas lost a practice day as well as the Saturday. There is a lot of time and energy that goes into a race before race day. I would like to say thanks for the preparation even though the race didn't come off as planned. Have you ever noticed that there is a lot of grumbling from both contestants and the workers when the weather is not what it should be on a contest day?

Rhonda and I just came back from Castle AFB. The wind was strong, but not as strong as the pilots and their Q40 motors. National records were set by Richard Varano and Mathew Van Baren. In the latest news letter I noticed a comment about what "those guys use to go so fast. I had the opportunity to tear down both engines to verify they were stock for the record book. Both of the Nelsons were AAC and set up the same. The only difference was one was squeaky tight and the other was ready for a new piston and sleeve. Now it wouldn't be right for me to tell the world what their setup was, so I won't. My setup is .197 deck height and .015 head clearance, and it works as well as any.

Props? No secrets there either, 7" to 7-1/4" diameter, 7" to 7-1/2" pitch. Make the tips look good to you and make sure they will tach 24,000 to 25,000rpm. The mechanics are just as simple as they sound.

The real trick to the fast times is in the sticks of your transmitter. When you watch Richard or Dave go fast, the first thing that comes to mind is that they have all the trick stuff that makes more horsepower than all the rest of us. Their power is no more than anyone else's. The speed secret is in the fuel. The secret is, the more fuel you burn, the better you will fly and the faster you will go.

Our first Formula One race of the year was at Bremerton, Wa. The weather co-operated. even though it was a little cold in the mornings. The weather was better than the forecast, and that could be the reason for the light turnout. There may not have been as many entrants as we would have liked, but there was the competition that anyone would want.

The Bremerton club has started something that has the potential of bringing more flyers into the fold. They have a class called "Flung Watcha Brung". This gives anyone that wants to fly the pylons the opportunity to do so without any special equipment. The Pylon selfishness of this is to run the class only for a couple of races to expose the new flyers to racing and (HOOK) them. They can

enter the 424 class with a minimum expenditure. Hope it works as well as it should.

The first and second of June gave us the opportunity to travel to Central Washington for a great weekend of racing. We had people at the race that hadn't been out for a while. Tom Strom Jr Sr ??? Must be, because Tom Strom Sr is Tom Stroms Jr's grandfather, therefore??? There are three Tom Stroms. Anyway, the youngest Tom Strom made his debut in Formula One at Ephrata. Tom Strom JrSr took a lot of ribbing for not getting out the good stuff for Tom Strom Jr to race with. He flew an old DeKnight with an OS for power and completed every heat. I don't believe he even broke a prop all weekend. He placed well and best of all, both father and son had a good time.

The town of Ephrata allows us to use one of the airport runways and it is a great place to race. It is another racing runway that is only 150' wide. The community printed flyers and distributed them all over town. Friendly small town USA.

Saturday night most of us were guests of the local circle track speedway. Matt Mikko knew the owners of the track and they gave him passes for everyone, and we all had a good time. A special thanks to the flyers, as they all worked the course for the other classes.

F1	Q500 428	Q500 424
1. John Heady	1. Dave Torre	1. Stan Davis
2. Darrol Cady	2. Tom Strom Sr	2. Jeremy Grogan
3. Al Watson	3. Mike Bergan	3. Larry Williams

Thanks Darroll!

In closing - upcoming race dates - June 9, Boeing Hawks, noon start 424 & 428 - June 22-23, Toledo, WA, F1, Q40, 428 - July 14, Boeing Hawks, noon start, 424, 428

Have fun, stay safe, and as always, keep it outside the pylons.

Patt

District 3 - Randy Smith

13 Hawkford Cr NW
Calgary, Alberta, Canada T3G 3G2
(403) 547-1156

Hello again from District 3, your Canadian neighbors. If it's raining, snowing, blowing, and just generally ugly flying weather in your part of the country - don't feel bad. I think all of us are having equally bad weather. I would like to report on some racing activity which took place prior to our season opener. At the end of April, Roy Andrassy, myself, and Terence Palaschuk

traveled to Harold Sattler's home club field in North Battleford, Saskatchewan to spend a quiet weekend making noise on a practice weekend. During our seven hour trek eastward, Roy and I encountered snow and rain which made us believe that perhaps we had burned a lot of gasoline just to drink beer. During that day of travel, North Battleford had received two inches of snow.

Upon arrival, Roy took delivery of his new FAI Stiletto which Harold had built. If it weren't for the drool and the imprints from Roy's lips, Harold's paint finish was excellent. Test flights later that weekend proved the new bird to be fast, fast, fast and a dream to land and takeoff. It looks like Harold and Roy have the right FAI formula now. Saturday morning dawned cool with snow still covering the ground however the temperature was rising and the clouds were clearing. The morning and early afternoon were spent in Harold's workshop installing radios, checking balance and incidence, and just general preparation to ensure successful test flights later that day. A few members of the Hub City Radio Control Club Nats organizing committee drove up to take advantage of the opportunity to have a meeting regarding the operation of the Canadian Nats and to discuss rule interpretations. The time was well spent, as a number of issues came out and much was clarified. This kind of preparation will ensure the Nats run smoothly for everyone and will become a tremendous success.

Terence Palaschuk had two V-tail Quickies for testing and practice. Hopefully, without corrupting him too much, the young rookie learned a lot from us more seasoned racers during the workshop technical sessions [read as bullshitting]. With a little more experience Terence is going to be a formidable competitor to all of us in the district.

I brought out my racers for the first time this year. I spent a little time playing with duel needle carbs on my Webra Q in preparation for being legal for Standard Quickie at the Nats. You have to be **capable** of idling your motor should this be required. Subsequent carb trials were successful and I was happy with the idle. Nats organizer Al Wood put me on the watch for the official 20 second idle test and I passed no problem. All this fooling around with "sport" airplanes soon stopped in favor of some serious test flying on my new F-1 with Nelson power. It took a few test flights to sort out the optimum CG, wing tip balance and a troublesome rudder servo. I was impressed with my Nelson engine in terms of its ease of running and available power. Being a little rusty from a long winter, I scared my-



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self and I'm sure others as well, however several flights were put in and the practice was seriously needed.

Roy tested his FAI and the Nemesis Q40. I have say that Roy's Nemesis really goes! Harold took up his Polecat design for several flights as well and his design is fast too. Harold reports that his current airfoil needs little modification but it will be honed and refined in the next few months. Early reports from some racers in the NMPRA who are testing his design have it at 1:08 - not far off the Nemesis right now. Harold has a winner here and it could really kick butt in the right hands.

All in all, we had a great weekend of flying, trimming, tuning, and honing [read as bullshitting]. My thanks go out to Harold for opening up his house and workshop for the weekend. Hopefully we can do it again next year.

The season opener for District 3 was held in Regina, Saskatchewan on May 25, 26. The good news is IT DIDN'T RAIN [OR SNOW]. The better news is I TOOK FIRST PLACE IN F-1. When you write articles for the newsletter and win, you really get bragging rights. Saturday was calm and cloudy all day, however lots of good competitive racing with 21 Standard Quickie entries. Seven rounds were completed with very few mishaps. When they did happen they happened big time. Henry Redekop was in the heat of battle with his own design V-Tail. Henry certain hasn't forgotten how to race after a number of years behind the counter at the local hobby shop. 'Must be all that arm chair racing over coffee. Unfortunately, Henry and Harold Sattler shared a little airspace around #1 pylon and two airplanes suddenly became just foam and covering blowing in the wind. Following close behind, I had to fly through the debris hoping not to pick up any collateral damage. . . . When the smoke had cleared and the bits floated down from above, first place and fast time was captured by Roy Andrassy of Calgary with a 1:13.95. Second place was Lorn Moen of Minot, North Dakota, and third place was Sam Ferris from Regina. Our Standard Quickie is flown on the two mile course.

Formula One on Sunday saw clear skies and a manageable wind. Sixteen pilots prepared for battle. After seven rounds, Hank Kauffman recorded the fast time of 1:12.87. Honorable mention goes to Roy Andrassy with a 1:12.54, but this was done with his FAI Stiletto. We allow FAIs to run with F-1 so that those in FAI can get some practice in real race conditions. I must say, the team of Andrassy and Sattler have really got that Stiletto smokin' around the poles. Roy can

shave off a few more seconds for sure as he is flying a little cautious right now because he wants to save the bird for the FAI trials in Muncie. That tuned pipe and CF prop has a sound all of its own. Keep it up Roy and Harold. The rest of us will just stay out of your way.

This was my first race meet with my new Sattler Minnow and Nelson engine. Having never raced the Nelson before I was playing things safe and trying to find the optimum needle setting. I managed to get up and down and do ten laps in each race. This was enough to squeak out a win. Second place went to Orlan Dowdeswell of Regina and third to Roy Andrassy decided in a fly off. Many thanks and kudos all 'round to the race management and helpers from the Regina Windy Flyers. They always put on a first class race and make my eight hour drive worth it. [Thank God it didn't rain.....]

"If you wanna win it Babe, there's no speed limit.

Just go faster, faster and don't be slow.

Rev it up, rev it up, 'til your engines blow"

Shania Twain - Canadian Country Music Artist

You Win My Love, 1995 Polygram Records

Note: Calgary is attempting to hold a two day Quickie race at the Ogden Road field within the city of Calgary. This is at the local CRAMS R/C Club field. Dates are not confirmed, stay tuned for more information.

Rapid Randy

District 6 - Don McStay

885 Washington St., Franklin, MA
(508) 528-1381

"Dear Don,

We arrived home tired, happy, and a lot wiser. It's hard to believe that we could find such a competitive group that is so helpful to neophytes. Everyone we met tried to teach us how we could go faster and fly a better course. Then when a heat started, they would proceed to try as hard as they could to show us that we still had a lot to learn. A great bunch of guys, and girls too.

Most of all we want to express our appreciation for the time you spent helping us understand the sport- I don't know how many men would take their top race plane and let an unknown pilot fly it. We learned

a lot from that experience, including how to get wet. Then you top this off with a personal gift. How do we say thanks to that? We really can't. Maybe some day we will be able to do the same for someone else. We will tell them and others of your generosity and dedication to the sport of pylon racing".

I've taken the liberty to reprint these two paragraphs from a letter I just received from two of the nicest guys you could have at a race. Mike Tomlinson and Wally Walters came all the way from Gloucester, Va., to see how we raced Q500 NEPRO style at our new dedicated race site in Bridgewater Ma. They want to get racing started in their area, and are traveling far and wide, competing in races along the East coast trying to learn what racing is all about. Wally is retired and Mike is older than most who start racing, but they are both filled with such youthful enthusiasm and determination to learn, it was a joy for us to help them in any way we could. This is what this article is all about.

In 1985, Bob Wallace and I had the pleasure and the honor to befriend two wonderful brothers, Milos and Zdenek Malina, who at great risk to themselves, literally sneaked out of their East block country without sanction, to come to the World Pylon Championships in Chicopee Ma.. They left Czechoslovakia with only the \$50 maximum they were each allowed to take out of the country, their racing planes and one change of clothes, hoping to prove they were the best in the world at R/C Pylon Racing. They had proven over and over again they were the best in Europe, but their FAI committee would not give them permission to compete as representatives of their country because the committee could not afford to send them or a proper team to the Championships. The rest, as they say is history. They became the World Champions, and even set a new World Record in the process. In my book, that's the mark of greatness and of true champions.

I mention these two totally different situations, helping someone to get up to speed in racing at our race along with this remarkable story of determination, daring and skill on the part of these two courageous Czechs, because there is a common thread running through them that bodes well for racing we all can learn the lesson they teach us.

For the little Bob Wallace and I did for the Malina brothers, we were invited to come to their National Championships the next year, live with them, use engines prepared by them, and learn all we could of what they knew about FAI racing. The Word Champions offering us this opportunity??? It sounded too good to be true, especially as Bob would so aptly put it, "We



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were just two guys from Hooterville when it came to World Class racing." I think it took us all of five seconds to gulp out OK!, and then the greatest experience in perhaps both of our lives began to unfold. The Malina brothers not only showed us every thing they knew, stayed up late the night before the race fixing the engines they had given us, but they patiently explained everything they were doing every step of the way.

Bob and I were also amazed at the number of Czechs involved in racing given the financial reality that only one servo cost about a months pay. More than that, every Czech couldn't have been more open or helpful when it came to showing us how to go faster. I still do not totally understand how such an expensive sport in anyone's terms could have such a strong following in a country where modelers had so much difficulty getting, never mind affording, even the most basic radio and building materials. What I did understand, however, was that our new friends, the European and now World Champions, were both the catalyst and the glue that held their racing group together and made it flourish. It was a lesson I learned and have tried to promote wherever and whenever I have been with racers or would be racers. These Champions were never too busy to help anyone who wanted and responded to their help. It was easy to see this was the reason their racing program was so successful

Some of you are saying, "How could they tell just anyone ALL they know? That just doesn't make sense!" Too them it did and the resulting growth and caliber of racing in spite of all the obstacles, is proof their concept works. It works because it creates competitors! Think about it. What is a race without competitors? What fun or challenge is there in beating up on someone who doesn't have the tools to do the job? What incentive is there for you who have the know how to push your own limits and become the best you can be? The Malina brothers acknowledged to us that someday, sooner or later one of the racers they had developed would eventually beat them and they would be history. Coming here to the U.S. to compete against what turned out to be better pilots, forced them to fly faster than they had told us in private before the race could be done without burning up their engines. But they met the challenge and did it anyway. Without that challenge it would have been less of a victory for them. Our own U.S. team, having lost to Australia, would perhaps never would have enjoyed such an inspired pursuit of excellence as they did in winning the 1987 Championships in the

most truly dedicated and shared team effort to date.

It is often conceded that racing in the U.S. is generally in decline. There have been many reasons offered for this. I am certain the real reason, but the one seldom mentioned and many do not want to accept, is that sharing what you know with those eager to receive it, doesn't take anything away from your ability to win, it just creates more racers that can push you on to greater things. Our own World Champions are a case in point. The faster some of you go to challenge them, the faster Shadel, Jett and Verano go to keep you from succeeding. I'm also sure that keeps all of us more interested and motivated. If it stops there, however, and no one is helping out the newly interested in our sport by providing true entry level racing and sharing whatever we can with those at every level, our sport is doomed to wither on the vine as we have seen it do in so many areas over the past few years. If on the other hand we spend the time and energy it takes to help receptive racers at all levels to be the best they can be, we will all be the better for it!

So to answer your question, Wally and Mike, "Why would I let an unknown pilot fly the plane I had used to win both days of our Q500 event" **I did it for me!** Your letter says it all, especially when you say "Maybe someday we will be able to do the same for someone else." Taking action on that kind of thinking is what made racing successful in Czechoslovakia; made the 1987 U.S. Team the best ever; and will make racing strong in this country again. This will guarantee me that I will have great competition to race against for a long time to come.

Don

District 7 - Gary Freeman Sr.

1005 Taproot Dr., Winter Springs, FL 32708
(407) 695-1855

Racing is continuing here in District 7. Since the last newsletter, there have been three good races. The first one was held May 4th and 5th, in Atlanta Georgia and hosted by CD Bob Brassell. Saturday saw 32 AMA 428 pilots from places including Alabama, Texas, North Carolina, Tennessee, Illinois, Virginia, Pennsylvania, Florida, and Georgia. The day started off with the as expected fast times and close races. Final standings for Saturday's AMA 428, reflected Mike Stokes as top finalist with one point down

caused by Gary Freeman Jr. what a race!! With the lead being swapped and airplanes trying to fly in the same air space, everyone finished with their airplane intact.

When you attend a race in Atlanta, Saturday night racers open up their home for food, fun, and friendship. This race was no exception. Rick Landers (*Racer Rick*) and his wife Kelly put on a feast of homemade dishes and desserts. If you weren't able to get to Rick's house, don't worry. I ate enough for everyone. Thanks Rick and Kelly.

Sunday saw more good weather for the Q40 pilots. Again there were 21 entries from throughout the United States, all around the nation. The Atlanta group put on another good race and the results are below. Unfortunately, I was not able to attend the Decatur, Alabama race on May 18th and 19th. This program was hosted by CD Brad Clayton and from the feedback I hear, it was a great race. There were some close heat races with strategy being a factor in some. I haven't received a race report from this race as of yet, but will include some standings in the next newsletter.

Now we go on to Central Florida, and look at the race hosted by CD Don Leighton at the Remote Control Association of Central Florida. This site is the home of the annual Tangerine contest held in December. Saturday morning weather was beautiful and per the "weather person", the weekend was to be great race weekend. Bob Beaudette, racer from South Florida, obtained the latest version of Paul Page's race software for SEMPRA and brings his laptop and printer to most all the races. This has proven to be a great help during registration and race results. I sent Bob a copy of the SEMPRA roster, which he then loaded in the software program. All that was needed at registration was a verification of channel and class. Worked great!! I can't leave this conversation without thanking the human side of registration and race results. Darlene Beaudette, Carolyn Moody, and Nancy Telford made up the record keepers for this race as well as a large majority of all the other races. Thanks ladies.

During these two days the racing continued to be as predicted, *CLOSE and INTENSE*. If this wasn't enough, we saw the unpredictable battles between planes and pylons 2/s and as always, the pylons won!. On Saturday fast time went to Jason Shulman with a 1:11.57. Sunday's fast time went to Tom Bogut with a 1:11.17. Toni deserves note here in that he has not raced for awhile, but came out to show us that he still was competitive. Congratulations to both Jason and Tom. The final standings are following



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this article. One comment about Sunday and then we will move on. Contest Directors, please make available emergency information such as diagrams to hospitals or confirm cell phones are available during the entire event. We had an incident that ended without concern, but when things need to be done fast, there may be a need to have a diagram immediately. The incident centered around a pilot setting the needle from the front of the airplane while another was holding the plane off the dirt. While looking at the tach, the pilot turned the needle in and that was when the APC prop showed what it could do to flesh. The cut was down to the bone and was "shooting" blood indicating an artery was cut. Understand there were a lot of concerned people and everything did work out, but wouldn't the information have been a good thing to have...just in case? Enough said.

I want to thank the Indian River Kontrol (no, it is not misspelled) Society (IRKS) for donating their time clock for Sunday's race and Tom Bogut for getting it there. The race season will be somewhat slow for a couple of months, as hot weather moves into Florida. I will be at the Nats and hope to see you there too. If you are planning on attending, have a safe trip.

ATLANTA AIR RACES

MAY 4, Q500 428		MAY 5, Q40 422	
1. Mike Stokes	1:15.00	1. Bru. Richmond	1:11.27
2. Gary Freeman Jr	1:16.40	2. Richard Oliver	1:10.88
3. James Barr	1:15.30	3. Dub Jett	1:11.77
4. Bruce Richmond	1:16.17	4. Mike Klutz	1:11.81
5. Bob Brassell	1:16.52	5. Bob Beaudette	1:14.01

RCACF JUNE 1, SEMPRA JUNE 2, SEMPRA

1. Cliff Telford	1:16.91	1. Jason Shulman	1:12.30
2. Dean Stone	1:12.69	2. Tom Bogut	1:11.17
3. Jason Shulman	1:11.57	3. Curt Schuster	1:18.14
4. Curt Schuster	1:20.10	4. Charlie Poulton	1:19.76
5. James Barr	1:15.88	5. Barry West	1:20.70

Gary

Quarter Midget Jerry Salisbury

331 5th Ave. NE, Hickory, NC 28601
(704) 328-8524

Quarter Forty has been getting all sorts of attention lately. Rusty Van Baron's 1.05

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record was broken by Richard Verano 1:04.95 before his record was ever published. Entries numbers are up everywhere. The Merced, Ca. race, where Richard set the new record had 22 entries for the two day race. Atlanta, the first weekend in May had 21, Toledo, Ohio last weekend had 16. I have always thought that a one day Quickie race and a one day Quarter Forty weekend helped promote both events, because most people will travel for two days of racing rather than just one. Add to this several major TWO DAY Q40 races and the NATS and now you have more contestants for Q40. Just my opinion, but in the QM days, entries went down when only TWO DAY contest were scheduled making it intimidating to the novice.

My article on the "woodie" brought on mixed review. If looked at from the Quickie side, this is an effort to attract new entries and grow the event. Also to have an easy build Q40 to compete with at some of the grass, less then perfect, Quickie fields. From the F-I side, they tell me the Tonie is ugly and is ruining the event. First, I have seen some mighty ugly F-I's over the years; and secondly, maybe F-I would be alive and well if the airplanes were cheaper, less noisy and faster and easier to build.

Well, I flew the "woodie" in Atlanta. Test flew it Friday, (don't tell my boss) two clicks of down on the way to #1 and that was it. The throws and everything else were perfect. I cut out the first heat, turned a couple of 1:13s, a 1:19 for 11 laps and finished 7th. Bruce Richmond was 1st, Richard Oliver (1:10.88 fast time—Nemesis) 2nd in a fly off with Dub Jett, Mike Klutz and Bob Beaudette rounded out the top five. Gary Freeman Sr. said that "Woodie" had gained respect and should now be known as "Woodrow". Last weekend "Woodrow" and I went to Toledo, Ohio. I again heard mixed reaction about this new concept in Quarter Forty kits. Well "WOODROW" took First Place and Fast Time 1:11.38 and gained more respect. Marcus Blancard was 2nd (fly off 1st & 2nd) with Craig Grunke-meyer 3rd. Well Quickie guys, step forward and give Quarter Forty a try. "WOODROW" is as easy as building a Quickie and is very competitive in our newest class.

I got a call from Lyle Larson who has relocated to Piedmont, SD (605) 787-6340. He wants everyone to know he is settled in

and ready to continue business. Lyle recently set a new Mexican record with his Mustang. Carl Simms had a Kelly smoken in Atlanta, and the Napier is always a contender. his new Left Lane Exit is ready to ship now, and he is working on several other kits.

If you have a product to report on, give me a call, fax, or send a note. I'm good, but I'm not a mind reader.

See ya'll at the NATS

Jerry

Quickie 500 - Cliff Telford

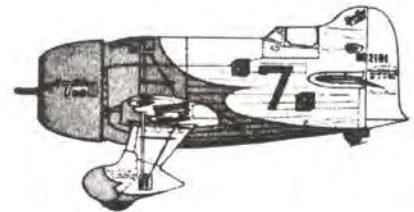
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Seventy one Q500 events have been reported as of today, June 7th. District 1 has reported 23 races and District 7 has reported 19. Points have been earned by 206 NMPRA members.

Top Twenty (best 7 races)

Name	D#	#races	Points
1. Charlie Poulton	7	13	709.2
2. Cliff Telford	7	12	707.8
3. James Barr	7	14	692.6
4. Danny Shiver	7	13	690.6
5. Dean Stone	7	14	672.0
6. Gary Freeman Jr	7	14	645.8
7. Steve Kovach	7	19	629.3
8. Jason Shulman	7	9	624.2
9. Don Moody	7	11	589.3
10. Ray Brown, Jr.	7	12	587.9
11. Bob Brassell	7	9	584.5
12. Jim Allen	1	6	570.0
13. Ruben Pastian	7	13	566.9
14. DavidWright	1	8	551.2
15. Darrol Cady	2	6	540.7
16. Dennis O'Brien	7	8	539.8
17. Joe Llanos	7	13	528.4
18. David Vinson	7	14	521.9
19. Bruce Richmond	7	5	512.0
20. Steve Hulse	1	8	506.0

Cliff



The Editor in now on the Internet

ppage@connix.com

District 1 - Lou Rodriguez

2683 Lin Gate Ct., Pleasanton, CA 94566
510.846.6865

Table with columns for date, location, and race type. Dates range from 2/10-11 to 12/1. Locations include Las Vegas, NV; Phoenix, AZ; Sepulveda Basin, CA; Whittier Narrows, CA; Castle, CA; Modesto, CA; Madera, CA; Merced, CA; Fresno, CA; and Phoenix, AZ.

District 2 - Darrol Cady

110711 NE 37th Ct, Vancouver, WA 98686
360.573.0987

Table with columns for date, location, and race type. Dates range from 5/4-5 to 11/3. Locations include Bremerton, WA; Ephrata, WA; Kent, WA; Toledo, WA; Kent, WA; Whidbey Is, WA; Bayview, WA; Kent, WA; Arlington, WA; Spokane, WA; Spokane, WA; Kent, WA; and two entries for Kent, WA.

District 3 - Randy Smith

13 Hawkford Cr NW, Calgary, Alberta T3G 3G2, Canada
403.547.1156

Table with columns for date, location, and race type. Dates range from 5/25-26 to 9/21-22. Locations include Regina, SK; Swift Current, SK; Canadian Nationals; Saskatoon, Saskatchewan; and Regina, SK.

District 4 - Mel Reed

2720 Winslow Ave., Helena, MT 59601
406.227.6075

Table with columns for date, location, and race type. Dates range from 4/20 to 6/9. Locations include UVA Turf Farm; Mead, NE; UVA Turf Farm; Billings, MT; Mead, NE; UVA club field; Grand Isl., NE; and Mead, NE.

Table with columns for date, location, and race type. Dates range from 6/22 to 11/9. Locations include UVA Turf Farm; Great Falls, MT; Helena, MT; UVA club field; Mead, NE; UVA Turf Farm; UVA club field; Mead, NE; UVA Turf Farm; Mead, NE rain date; UVA club field; UVA Turf Farm; UVA club field; UVA Turf Farm.

District 5 - Ken Points Sr.

6472 Todd Dr., Burlington, KY 41005
606.586.9418

Table with columns for date, location, and race type. Dates range from 3/30-31 to 10/12-13. Locations include Hamilton, OH; Herm Tholen; Ft. Thomas, KY; Brenda Holbrook; Westland, MI; Council Bluffs, IA; Dayton, OH; Ben Martin; Toledo, OH; Pat Falgout; Council Bluffs, IA; Ed Bates; Toledo, OH; Kevin Matney; Novi, MI; Chuck Wooley; Rockford, IL; Bill Miller; AMA Nationals; Hamilton, OH; Karl Tholen; Muskegon, MI; Garth Deal; Grosse Isle, MI; Mike Condon; Rockford, IL; Leroy Webb; Toledo, OH; Rick Cromer; Council Bluffs, IA; Ed Bates; Westland, MI; Mike Condon; Rockford, IL; Leroy Webb; Toledo, OH; Wayne Yeager; Portsmouth, OH; Terry Frazer; Council Bluffs, IA; Ed Bates; Rockford, IL; Dick Shields; Toledo, OH; Pat Falgout; Hebron, KY; Brenda Holbrook.

District 6 - Don McStay

885 Washington St., Franklin, MA 02038
508.528.1381

Table with columns for date, location, and race type. Dates range from 4/27 to 6/9. Locations include PGRC; John Albritton; Hadley, MA; Lakehurst, NJ; Frank Flesch; Bowie, MD; Rick Moreland; Art Edsall; Lakehurst, NJ; Frank Flesch; Niagara Falls, Ont; Farmington, CT; Pete Reed.

Table with columns for date, location, and race type. Dates range from 6/9 to 10/20. Locations include Lakehurst, NJ; Frank Flesch; Lockport, NY; Gary Gau; Chicopee, MA; Jackson, NJ; Frank Flesch; Bridgewater, MA; Clts Neck, NJ; George Schmauch; Bowie, MD; John Fike; Staten Island, NY; George Brown; Niagara Falls, Ont; Gary Gau; Ellington, CT; Bowie, MD; Steve Baker; Bowie, MD; Neil Rehm; Bowie, MD; Bob Greenwell; Niagara Falls, Ont; Gary Gau; Stormville Airport; Colts Neck, NJ; Hamburg, NY; Gary Gau; Bridgewater, MA; Staten Island, NY; George Brown; Bowie, MD; NMPRA Dist 6 Championship; Roger Binger; Hadley, MA; Colts Neck, NJ; George Schmauch; Chicopee, MA; Bridgewater, MA; Jackson, NJ; Bowie, MD; Dave Beasley; Jackson, NJ; Cup Race.

District 7 - Gary Freeman Sr.

1005 Taproot Dr., Winter Springs, FL 32708
407.695.1855

Table with columns for date, location, and race type. Dates range from 5/5 to 12/15. Locations include Steve Kovach; Jacksonville, FL; Pete Rickard; Atlanta, GA; Bob Brassell; Ft Lauderdale, FL; Don Moody; Melbourne, Valkaria, FL; Tom Bogut; Tampa, FL; Wayne Smith; Tangenine; Orlando, FL; Don Leighton.

District 8 - Fog Tanner

PO Box 548, Manvel, TX 77578
713.369.3602

Table with columns for date, location, and race type. Dates range from 4/13-14 to 9/28-29. Locations include Ft Worth, TX; Steve Ehlers; North Lake, TX; Dallas, TX; Wichita Falls; Brazoria, TX; Alvin, TX; Bavou City, TX; Austin, TX; Space City, TX; Dallas, TX; North Lake, TX; Brazoria, TX.

(1) one race per race date, (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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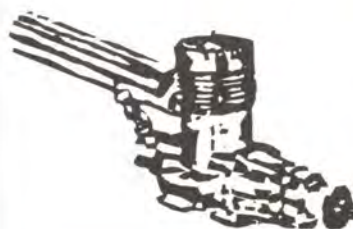
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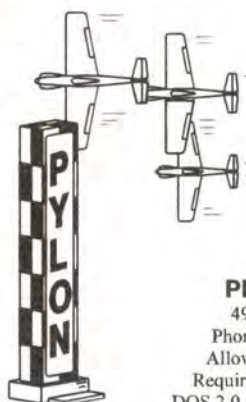
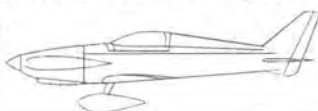
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6.5 X 5.5	3	3.95	8.75 X 7.5	5	3.95	8.75 X 8.0	5	3.95
6.5 X 6.0	3	3.95	8.75 X 7.5W	5	3.95	8.75 X 8.25	5	3.95
6.5 X 6.5	3	3.95	8.75 X 7.75	5	3.95	8.75 X 8.5	5	3.95
7.0 X 6W	4	3.95	8.75 X 7.75W	5	3.95	9.5 X 6.5N	5	3.95
7.25 X 7	4	3.95	8.75 X 8.0W	5	3.95	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 8.75NN	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
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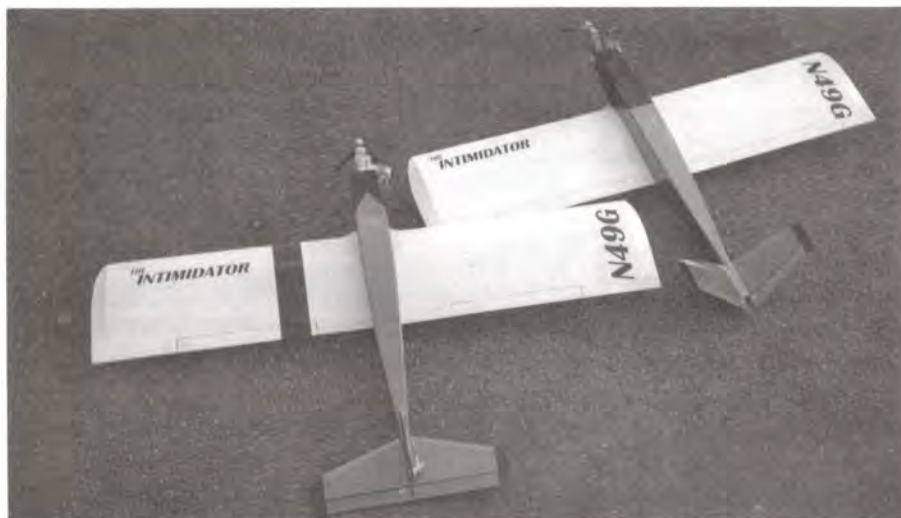
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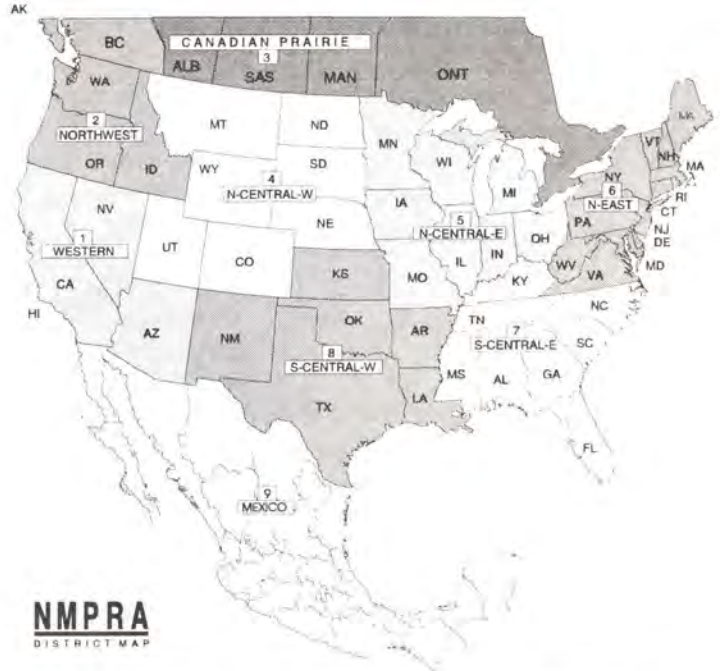
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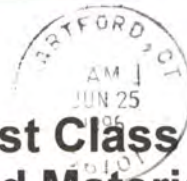
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