



The Pylon Racer's Official Voice

# NMPRA

## HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

October 96

### Pete's Place

#### Season Awards

Now that the NATS are out of the way the next order of business will be the various championships. We have the Q40 championships in Toledo, hosted by The Weak Signals and the Formula 1 championships hosted by NEPRO. In addition to cash and trophy contributions to these two championships, NMPRA contributes \$150.00 to each district which puts on a Q500 district championship. Your VP needs only to send Dave Doyle a copy of the receipts for what ever the money was used. It is up to the district to decide what kind of quickie the district will call their championship race. In the Northeast, for example, last year it was our NEPRO rule event held in MA and this year it is 428 to be held in MD.

#### Season Points

We will be awarding season trophies in the three major events. Cliff is compiling the points for Q500 and Gary Freeman Sr. is standing in for Q40 since Jerry resigned and Ron Schorr is handling F1. Keep after your CDs and VPs to get those race results in so you get what's coming to you. You can tell if the results have been received because the race stays in the paper schedule until the results have been received. *By the way, the safety issue requires that all races be held in accordance with the AMA safety rules for our protection. For that reason we can not accept race results which do not contain the AMA sanction number.*

#### Nominations - Elections

As we pointed out in the last issue this is the time for the election process to start so that all you racers can have the representation you want. It gives me great pleasure to be able to tell you that Vern Smith has agreed to run for president. He will bring mature judgment to the office along with a racers point of view, having raced automo-

biles intently as well as models! I believe that there will be a statement from him elsewhere in the paper. As you know, there will be a ballot in the next issue of the paper which will give you an opportunity to endorse the people who have said they will serve. There will also be an opportunity for a write in. Please remember though, if the name you are considering didn't step up at this time he or she might not do too great a job for you, so think before you write in a name of someone who did not chose to run and would not serve if elected. Even though it may seem silly please vote even though your VP or the presidential candidate is running unopposed. It helps us gage where the interest is in the country and how strong it is.

#### Safety

If you have been paying attention you know that one of the "opportunities" we have is to improve the safety of our racing activity. In the process of doing that we may get a side benefit from a situation which will allow us to put on a race with fewer people. We have a proposal asking for R&D funds to develop an electronic system which will allow the airplanes to be tracked automatically so that a race could be run with only a starter, racers and callers on the course. As a technological dinosaur I can't comment on the viability of the premise but at least one other engineering representative has agreed that the technology exists. Consider this as a request to all you technocrats out there. If you have an idea on how this might be done or have the technical expertise to help evaluate competing proposals please let me or Lloyd Burnham know. I'd like to assemble a small group to advise on this very important project.

### Presidential Nomination statement

**Vern Smith**, 54 years old, own and operate an automobile leasing and rental company, married, wife's name is Betsy.

My interest in model airplanes began with a hobby shop visit in the early 1950's and has stuck with me ever since. My RC contest activities began in the late sixties when Mike Helsel and I went to a pattern contest in New Jersey, hosted by Jason Shulman's Grandfather. Mike and I soon discovered pylon racing and that about sums up the historical portion of this letter.

Pete Reed and Lloyd Burnham asked me to run for president of NMPRA for 1997. I realize they have motives beyond my appearance and personality. I feel Pete and Lloyd have done an excellent job during their tenures as leaders of the NMPRA and I agree in large part with the direction of their initiatives. They know I support their direction and philosophy of operation and naturally they want to see it continue. I am trying to tell you what you can expect from me as NMPRA president without pages of political rhetoric.

Anyone who has owned and operated the same business for more than a few years is certainly a survivor, but more important, has become a pragmatist. The NMPRA's current position as a SIG affiliated with the AMA forces NMPRA officials to view this relationship from a pragmatic point of view. Our membership is a little more than 1% of the AMA's yet the AMA can argue with some credibility that we provide them with 50% of their problems. The situation got down right contentious at the NATS this Summer, and could become so again.

*continued on next page*

# The Future of Model Airplane Racing

In a discussion with Pete Reed, I was given the job of stimulating Formula I. This is a very difficult task. As I see it, for all racing to prosper, there needs to be some difference between the events.

Quickie 500, Quarter Midget, FAI and Formula I speeds are almost identical, and for the beginner this is too much of a challenge. Every time an event is envisioned as an entry level where a newcomer can get his feet wet, it then becomes a full blown, high powered, high bucks, unsafe speed event. It is time for us to take a long hard look at ourselves and face this truth.

Quickie 500 should be slowed down to true beginners speeds of 1:25 to 1:30. This can be achieved by using a smaller venturi and larger props.

Quarter Midget should use the same airframe as a Formula I. All other rules should remain as they are now. What a great way to get people flying an airplane with such great aerodynamic characteristics. Another way to achieve this objective is to leave the current airplane with a smaller motor to reduce the insane speeds.

FAI, as you all know, is the International Event, and the NMPRA can do little to change it. To increase participation we might try flying the event using our scoring system except for team trials and International Racing.

Formula I has been the most stable of all racing events. It is the event that all the others are trying to imitate.

If the NMPRA as a group wants racing to succeed, they better take a long hard look in the mirror and build stepping stones for new competitors. Racing at any level is a lot of fun, but small airplanes with large motors are no way to get more entrants.

The Contest Board passes rules that are not necessarily in the best interest of all racing. I do not wish to create a furor. I am only trying to get us going in a direction that will bring more people into the sport. Just because a competitor brings more than one type of airplane to a contest, this is really not an increase in the numbers. I know there are a lot of flyers who would like to try racing, but feel totally locked out because of the selfish attitude of a few rule makers.

The Championship Race is going to be held at Westover Air Force Base the last weekend in September. This is a change from the norm and I realize that it will be a shock to a few of you, but it should make for a great race at a magnificent field. Look for more information soon. There are a lot of hard working, dedicated people who will work the race course.

*Ronald Schorr*

*Formula I Points Coordinator*



*Smith continued*

I feel the NMPRA's priorities for 1997 should be resolving the safety issue without digging bunkers, position ourselves with the AMA as the source of choice for rule writing, interpreting, and modifications, as the pattern SIG has, and to make the 1997 NATS even better than 1996 was.

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## 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-F1-Jr	A.J. Seaholm - 1:15.20 - 7/19/91
422-Q40-Op	Richard Verano - 1:04.95-5/19/96
422-Q40-Sr	David Wright - 1:06.84 - 10/28/95
422-Q40-Jr	*Matt Van Baren - 1:10.57 - 7/11/96
422-QM15-Op	Craig Grunkemeyer -1:10.89 -9/11/93
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
427-FAI-Jr	*Henson Bartle - 1:20.19 - 07/12/96
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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"NMPRA: What does it stand for?" I have been asked that question on many occasions by those who know little if anything about model airplane racing. I have always answered the question with information about our aspect of modeling and how important it is to have a national organization to champion our cause. That is to establish rules and racing guidelines and represent modelers all across the country. I used to think that was true.

The second question usually goes something like "what do you do as a district V.P.?" Well I try to promote racing in California, Nevada, and Arizona and coordinate race schedules so we can all race together. I also work with the president on national events and provide feedback from my district. I used to think that was true.

The near total lack of communication between the president and this district V.P. is alarming. NMPRA *should* be a national organization drawing input from across the country. NMPRA *should* be using the resources of the Vice Presidents to direct racing in accordance with the desires of the membership. NMPRA *should* be telling the AMA how we intend to conduct our events and what those events will be. Unfortunately, it is none of that at the present time.

My intent is not so much to complain about how things are now but to challenge the future officers to really do something pro-actively. The new president *must* keep the rest of the officers informed on issues before they are printed in the newsletter. It is impossible to offer meaningful feedback when you have not been given timely information.

So who will take charge and accept the challenge? I dunno. I guess I'll read about it in a future newsletter. But if you take the position, do the job.

Now that I have vented, let's get on to racing, past and future. Dave Ferrell is the only one still sending me reports so the pilots racing in Central California are getting all the attention.

### Modesto Race: August 11, 1996

If warm is nice, a temperature of 107 must have been absolutely beautiful for the guys at this race. We know that racers will

tolerate almost anything to fly around the poles. Let's give a special thanks to the workers who could have been in the lake instead of watching it from the race course. Here's the top five before everyone melted.

#### Q40

1. Mick Crawley
2. David Wright
3. Joe Zimmerman
4. Jeff Carpenter
5. Don Nohoo

#### Q500 (428 Novice)

1. Dave Duncan
2. Jim Tomblin
3. Dale Wright
4. Chris Hoyer
5. B. Leavengood

#### Q500 (AMA 428)

1. Steve Hulse
2. Bruce Coffey
3. Seth Tomblin
4. Fred Sattler
5. Steve Cameron

#### Q500 (APRA)

1. Dave Hulse
2. Mike Martinelli
3. Matt Cook
4. Barry Leavengood
5. Jeremy Bettencourt

After a couple of weeks of rehydrating and letting engines cool down they got together again at Sacramento. This time the temperature stayed below 100 (barely).

#### Sacramento: August 24, 1996

#### Q40

1. Steve Orattan
2. Mick Crawley
3. Jerry Kunze
4. Joe Zimmerman
5. Don Nohoo

#### Q500 (AMA 428)

1. Fred Burgdorf
2. Seth Tomblin
3. Jim Womack
4. Tony Cuneo
5. Steve Hulse

#### Q500 (428 Novice):

1. Dick Schweitzer
2. Jim Tomblin
3. Dale Wright
4. Larry Murphy
5. B. Leavengood

#### Q500 (APRA)

1. Darrell Powell
2. Mike Martinelli
3. Barry Leavengood
4. Dale Kari
5. Dave Hulse

The property used by the Phoenix PRO Flyers has been sold. Bill Schoneman will be talking to the new owners soon to see what impact this might have, if any, on future races at the facility. If all goes well, there will likely be a District One Championship race here on November 2-3, 1996. NMPRA members in District One will be notified directly with a contest announcement and entry form.

Finally, I'm going to miss a part of my rooting section at future races. This is in loving memory of a great man, my Dad, Joe Rodriguez.

Lou

## District 2 - Darrol Cady

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On our trip home from the NATS, Rhonda and I went to Whidbey Island for their annual race. We always look forward to this race, because the ferry ride to the

island reminds you that you are really on an island. The sight is an A6 bump strip for the Navy. We thought that we would get to watch the jets Friday afternoon, but they canceled the field maneuvers. We had the chance to play with our toy airplanes instead.

Our weather was miserable for our winter season, but the weather gods have been smiling on us ever since. Cool early mornings and warm afternoons were the call for the weekend. We had our best turnout for Formula 1 for the year. Thirteen entries were not as many as we would like, but it is an improvement.

The scoring was very tight. Saturdays race had a tie between Tom Strom Sr and Al Watson (Tom won the fly off). On Sunday there was three way tie with Al Watson, Andrew McIndoe and myself. Al and I had our hard racing faces on, and Andrew had his thinking cap on. On about lap seven, Al and I were showing cuts and Andrew cruised to an easy win. That is smart racing.

The real highlight of the weekend were no crashes on Saturday. When I left Sunday, there still had been no crashes. I called Matt Mikko on Monday to confirm the crashless weekend. He could not confirm. He told me that Jerrett Cangie and Dave Torre tried to occupy the same air space at the same time. Sorry Moo didn't survive, but Dave's Doddger did live to play again.

Many thanks to the Whidbey club for the use of their flying field and all their members that were working the course. The July 20-21, 1996 weekend results are as follows:

#### Whidbey Island - July 20-21, 1996

#### Formula 1

1. Al Watson	1:14.58	1. Mike Brownlee	1:21.74
2. Adrew McIndoe	1:16.32	2. Dave Torre	1:23.21
3. Darrel Cady	1:09.92	3. JR Wilbur	1:23.83
4. Tom Strom Sr.	1:14.05	4. Bri Richmond	1:16.06
5. W. Chickmoroff	1:25.05	5. Nelson Eddy	1:18.37
6. Tom Strom Jr	1:24.45		
7. Jon Packer	1:15.95		
8. Matt Mikko	1:16.37	1. Jeremy Grogan	2:14.22
9. Shane Elliott	1:27.16	2. Stan Davis	2:12.51
10. Jim Kelly	1:44.90	3. Bob Arledge	2:30.58
11. John Headley	1:26.07	4. John Russo	2:42.46

We had our District 2 championship Race at Arlington, WA this past weekend.

**NEXT ARTICLE**

**DUE DATE**

**OCTOBER 23**

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



# District News



You can see from the result times that the racing in Formula 1 was tight. Almost every heat was like a flyoff. It's Great! We went from not having any carnage at Whidbey Island to way too many at Arlington. Out of 16 entries, there were eight airplanes destroyed. I guess the numbers had to catch up.

Arlington is one of our best sights, and this year they put a few new restrictions into effect. No engine runs before 9:00am or after 7:00pm. They also added a 300 foot maximum altitude. This doesn't effect us, but it will put a dampener on the "Big Birds" that also use the field.

That is enough of a race report, as David Doyle has traveled across the country to race with us and he is writing an article as seen through the eyes of Dave. Here are the results of the weekend:

## Arlington - August 24-25, 1996

Formula 1	428 Quickie
1. Darrol Cady 1:11.05	1. JR Wilber
2. Dave Doyle 1:11.84	2. Mike Bergen
3. Matt Mikko 1:11.45	3. Dave Torre
4. Andrew McIndoe 1:12.88	4. Mike Brownlee
5. Al Watson 1:13.22	5. Brian Richmond

Another fun weekend with wonderful people. Thank you Al Watson for your well run race.

## Labor Day Weekend

The Barons in Spokane Washington hosted a three day racing event. A lot of the old timers should remember the Internats that the Barons held many years ago. They were attended by RC flyers from all over the country. The event was always well attended.

With a little patience and everyone passing the word, this should grow to be the largest racing event in the Northwest. Spokane is the geographic center of a large racing community. We had flyers from the coast, and from Montana. I was surprised that there was no representation from the Canadian Prairie District. They had held a race in Calgary for many years that was very well attended. Labor Day is one of the few social holidays that the US and Canada share. When Calgary lost their racing sight I thought that it was a natural for all of us to gather with the Barons for a super race. Maybe the Canadians can't stand the U.S. competition. Dr. Dolittle and friends should have been there. Harold, we missed you too.

We had a big blow on Friday, but the race days were great. Just a light cross wind that helped everyone go right on takeoff. The mood of the race was laid back and CD JR Wilber was more relaxed at this event than I have ever seen him. Assistant CD Jim Kelly got a little upset with us for a little

while, but the mood was so light he couldn't stay mad for long.

## Spokane, WA September 1-2, 1996

424 Quickie 500	428 Quickie 500
1. Brad Batt	1. Nelson Eddy
2. Stan Davis	2. Dave Doyle
3. Rod Batt	3. Harvey Zoon
4. Dick Bergen	4. Dave Torre
5. Jeremy Grogan	5. Hike Bergen

422 Quarter Midget	421 Formula One
1. Darrel Cady 1:12.80	1. Dave Doyle 1:12.78
2. David Doyle 1:16.26	2. Henson Bartle 1:12.04
3. Mel Reed 1:24.75	3. Tom Strom Sr 1:14.16
4. Mike Bergen 1:28.60	4. Matt Mikko 1:16.76
5. JP Wilber 1:36.80	5. Al Watson 1:18.83
6. Henson Bartle 1:18.90	6. Nelson Eddy 1:26.47

Thank you JR and the Barons for a nice weekend.

*Darrol*

## District 3 - Randy Smith

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Hi everyone. In this issue I would like to report on the Canadian Pylon Nationals which were held August 8 - 11 within our district. The Nats were hosted by the Hub City Radio Control Club of Saskatoon, Saskatchewan. They did a first class job of planning, organizing and running the four days of hot racing. The HCRCC is quite experienced at hosting pylon races and have an enthusiastic band of helpers. Special mention to Rick Moldenhauer, Jim Smith, and Al Wood for all of their personal efforts in pulling things together to make it all happen.

Both Standard and Expert Quickie were run over two half days each. Formula One consumed two full days. Quarter 40 was scheduled to be run if enough advanced registrations had been received. Q40 has not yet caught on in a big way within our district in Canada so there were only a few entries from the northern United States. Most of the pilots were from the four western Canadian provinces, however we were please to see Mike and Pam Sperry of Wyoming, Mel Reed and his wife, and Lorn Moen from Montana.

The weather broke just in time and we had four days of sunshine and hot weather. Had the wind and rain which occurred on Monday and Tuesday persisted, we would have had many disappointed flyers and helpers. As for the event results, there were 25 entries in Canadian 500, 12 entries in Unlimited 500, and 19 entries in Formula

One. Trophies were awarded to fourth place, fast time, and best of show in Formula One. The awards consisted of professionally framed and matted limited edition aviation prints by John Ferguson of Red Deer, Alberta. These were truly national awards to be cherished. The event results were:

Canadian 500 (Std Quickie) (AMA428)	Unlimited 500
1. Cecil Graval - Calgary	1. C.I Graval - Calgary **
2. Terence Palaschuk - Regina	2. Jack Elefson - Calgary
3. Sam Ferris - Regina	3. H. Kauffman-Calgary
4. Lorn Moen - Montana **	4. Lorn Moen - Montana

## Formula One

1. Harold Sattler - North Battleford
2. Andrew McIndoe - Vancouver
3. Roy Andrassy - Calgary
4. Hank Kauffman - Calgary ** 1:13

Best of Show: Harold Sattler

The course helpers were appreciated with several merchandise donations from hobby industry suppliers and local businesses. Many thanks to all those who donated prizes. Special thanks to Dave Shadel of Performance Specialties for donating a Nelson N40Q Unlimited 500 engine. Names of all registered pilots were placed in a bucket and one name was drawn. Jack Elefson of Calgary was the lucky winner.

*Rapid Randy*

## District 4 - Mel Reed

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The last race of the season is over for Montana. There is still a couple of races in Utah and Mead, NE is nearing the end of their season. The following is a report on the Billings race as submitted by Stephanie Smith.

The last race meet of the season was a great success. Thanks to all who came out and worked on the field in the sweltering heat on Saturday and the tornado winds on Sunday. It was a weekend of lots of flying and very few problems. Everyone took their planes home, there were a couple of exciting near misses, but no crashes.

Three Rossi pilots battled it out during the two days. Mel Reed came in third, Bruce Zoon, second and Jeff Tarr from North Dakota took first and fast time (1:42.08).

Bruce is getting into racing and participated in both classes, Rossi and 428. After taking second in the Rossi, he was a real challenge in the 428 class as well.

It was good to see Leon Elbert from Helena back after a couple of years' hiatus



# District News



from local racing. Leon, Mike Sperry and Dennis Winchell were really after each other in the standing. Mike managed to take top honors again, even after taking a zero when Pam broke his rudder! We all know it must have been loose to begin with. Mike also had the fast time of 1:18. Dennis took second place, Leon and Bruce had to fly off for third with Leon winning the fly off.

It was a weekend filled with fun and excitement. A great thank you goes to the workers. Without them out on the field the racing can't occur. Thanks for supporting the club. That's all for now. It's time to start building for next season.

*Mel*

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## District 6 - Don McStay

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Lets have a huge round of applause for those folks who regularly do the officiating at races all over the country. Great things were said about those who officiated at the NATS and they deserved all the praise they received. Most of those taking on this duty were racers and I'm sure they all came away with a renewed appreciation for those wonderful people all over the country who do the officiating throughout the regular racing season for them and the rest of us. This article is dedicated to honoring these regulars for all they do for us. All of us who race need to pause every now and then to acknowledge how much we owe those willing to give up their precious time off so we can enjoy our day of racing. These special folks take their stations on the course regardless of the weather and the flack we sometimes foolishly throw at them and most keep coming back for more. If it were not for these wonderful people we would probably not be racing. We owe the tremendous joy and excitement we get from racing and the success of our racing programs to them. There is definitely a place reserved in that "Grand Cockpit in the sky" for each of them.

It is not always easy to find willing workers to do the officiating, and pilots are not always eager to help out. They come to a race prepared to do their best, and are asked to split their attention between racing and officiating, plus call for others. The end result often is an effort on all counts that leaves a lot to be desired, considering all the time, dollars and effort that went into preparing for the race. How often does a racer

come off the course as an official, forgets to change a plug or fill his tank and end up with a zero for his efforts? For some, that might well be a reason to take up tennis. That's good for tennis, but not for racing. We've seen it happen at NEPRO, and I'm sure you have seen it also. Obviously this is not the way to build a successful racing program.

We started out here to praise and honor those who officiate, and have digressed to talking about building our racing program. Is this really a digression or are our racing programs very dependent on how we treat and develop our Officiating Program. I tend to think these two programs are one in the same, and great racing comes from looking at them accordingly. Too often we show up at a race, even a National race, only to find the CD frantically trying to recruit four or five people to man the battle stations. I don't know about you, but from that point on, that race in my mind is on its way to becoming one of the least memorable of the season, and one I might not want to travel too far to repeat. Sure I know all the excuses, I've made them all myself. The truth is, if this happened to me as a CD, I wasn't as determined as I should have been to get people there because I knew some racers would probably step up to the plate and bail me out. Good for me, but not good for them or racing.

Again, let me say as plainly as possible, good racing means good officiating, and good officiating means having good officials, and good officials just don't happen, they are developed and nurtured with lots of TLC!!! We all agree it's great to see a few savvy "old timers" on the course calling the shots for us, but are we doing anything to insure ALL of those officials will ALWAYS be experienced, consistent and dedicated to doing the best they can do for us? Most of you would say, "No" and tell me that's the best we can expect. This after all is a Hobby/Sport and that's the way it has to be. OR DOES IT?

Last year at NEPRO, we tried something we had been talking about for years, seeking out people to become dues paying members of NEPRO who wanted to be Officials, not racers. Very few of our members believed anyone would pay to be a worker. It was ridiculous to even think such a thing! We tried it any way, and guess what happened? By the end of the season we had 16 PAID UP members who joined solely to be part of our Officiating Corps. We could easily boast, that without exception, these were the best and most dedicated Officials in the country. Why were they willing to pay to do this (I'm sure you have heard of CD's being

willing to pay to get people to work)? Actually they were not paying to work, they were paying to be members of an organization they wanted to be a part of, but since they did not want to race, they opted to participate as Officials instead. Notice I've been using the term "Officials". These members were not treated as workers, but as respected and dedicated members of NEPRO, who were recognized for their excellence on the same level as the pilots They received Awards, Rewards, and Recognition on a regular basis as the pilots did. They were in every respect recognized as the valued contributors they were at every race that we held. We even had a process by which these Officials earned specially designed shirts that said they were Officials and set them apart as the best of our best. At the end of the season all our PRO's (Pylon Race Officials) received trophies for their outstanding dedication and the top three were named as MVPs (Most Valuable Pro's) with the #1 PRO receiving a "Championship" jacket just like the Season Point Champions who raced.

What we suspected, was that people who are willing to do all the work without any of the glory, do it because either they love a person who races or because they love racing as much as racers do, but don't feel they want to race. Once these people receive real status in membership and sincere recognition for their accomplishments, the rest just falls in place and it's a win/win for everyone. One member's wife proudly told me, "Now I know I've done my best to assure my man gets the best officiating possible". These Officials can come from our relatives, our friends, spectators, R/Cers, "Beginner" races (run what you bring races advertised ahead at the clubs), and many other sources once you decide to pursue this goal. Put this together with a good *Entry Level* training program for your new people, and watch your racing grow! Try it, you'll like it!!!!

*Don*

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## District 7 - Gary Freeman Sr.

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Here we go into the second part of the 1996 race season. This column will be short since there has not been too much change from the last newsletter except Clubs host-



# District News



ing upcoming races are looking at safety issues. They want to be sure their event is as safe as possible. I have continued to stay in contact with Lloyd Burnham as plans for testing are established, since the District 7 race season is extremely busy throughout 1996.

We have an upcoming race in Jacksonville, which should have a good turnout. The last couple of races have been a "shoot-out" between the "North and South". The original race was scheduled for September 7-8, but was canceled until the following weekend, due to hurricane "Fran". I will have the race information in the next column.

## Quarter Midget

As most of you are aware, Jerry Salisbury has stepped down as your Quarter Midget VP. Jerry is a good friend of mine and know I am not alone when I say his writings will be missed. This opportunity came about during a discussion with Cliff Telford and Pete Reed and a need for someone to document and track the season's points and communicate information through 1996. I have already received a couple of phone calls about point standings, so my first objective was to put together the "Top Ten" members. I used the following races for points standings:

Bowie, D - October 13-14, 1995  
 Merced, CA - October 28, 1995  
 Orlando, FL - December 17, 1995  
 Sacramento, CA - March 2, 1996  
 Merced, CA - March 17, 1996  
 Modesto, CA - March 30, 1996  
 Merced, CA - May 18, 1996  
 Merced, CA - May 19, 1996  
 Merced, CA - June 2, 1996  
 Reno, NV - July 6, 1996  
 Reno, NV - July 7, 1996  
 AMA/NATS - July 9-10-11, 1996

If you attended other races and they don't appear on the list, then a race report was not received. If you send it to me in a timely fashion, I will adjust the points standing.

Look for some Q40 information in the next issue. I will have more time to address the questions and issues. I should have some race information from the recent races in Bowie and Toledo.

It also appears more Districts should be hosting Q40 races, but for what it is worth.

Name	Points	Dist	# Races
David Wright	492.4	1	7
Jeff Carpenter	341.3	1	5
Rusty Van Baren	337.0	1	4
Jerry Kunze	325.3	1	7
Richard Verano	306.2	1	3
Steven Grattan	278.5	1	6
Darrol Cady	232.8	2	3
Dave Shadel	223.6	1	3
Matthew Van Baren	215.7	1	3
Michael Crowley, Jr.	210.3	1	4

Til next time,

Gary

## District 8 - Fog Tanner

PO Box 548, Manvel, TX 77578  
 (713) 369-3602

The biggest pylon race of the year in NMPRA District 8 was held at the Taylor Airport in Taylor, TX (just outside Austin) on August 3-4, 1996. Sponsored by Powermaster Fuel and named the "Powermaster Nationals," 41 contestants from 12 states (including former World Champions Dub Jett and Richard Verano) flew "Hot Laps in Texas".

Five classes were run, including Formula 1, Q40 and three classes of Q500; AMA, District and Sportsman. In spite of temperatures exceeding 100 degrees both days, times were very fast. Richard Verano flew one F-1 heat in 1:04.3, just a second off his existing World Record!

In Formula 1(9 entries), Richard Verano tied with Travis Flynn in points, 1st Place going to Richard for his faster time, with Travis Flynn in 3rd place. Q40, with 16 entries, found David Lloyd in first, followed by Verano (who had the fast time of the class at 1:05.59), and Lee Vonderhey.

Q500 AMA Class had 18 entries. Top three finishers were Mark Parker, Gary Roberts and Rusty Higginbotham; "District" Class, in order - Mike Crofts, Richard Jones and Steve Ehlers; "Sportsman" Quickie - Ed King, Dale Dickey and Don Nix.

Plaques were awarded at the end of each day for 1st through 3rd in each class. Bill Hager graciously furnished the plaques for Formula 1, and the others were awarded by Powermaster. Several thousand dollars in merchandise was donated by many leading hobby industry manufacturers for a giant free drawing for pilots and workers, and Powermaster paid out a total of \$500 in cash awards on Sunday to the 1st Place winners in each class.

Pylon racing had been dormant in the Central Texas area for a number of years, and the renewed interest was sparked by long-time top pylon competitor (and former West Coaster) Mike Helsel's move to the Austin area a year ago. Mike encouraged Don Nix of Powermaster to begin competing, and the idea for the race was born early in the year. Unfortunately, due to the rather late start, the August date was the only one

available. In the aftermath of the event, renewed interest in pylon racing has been evident in the area, with a number of modelers expressing their intention to compete in coming months.

The Cedar Park (Texas) R/C Club was the co-host, furnishing all the course workers, and special thanks go to the City of Taylor (particularly Director of Community Development, Stephanie Graves) for their enthusiastic support and hospitality.

The 1997 Powermaster Pylon Nationals is tentatively scheduled for the third weekend in May, when an even larger turnout is expected.

Submitted by Don Nix

## Quickie 500 - Cliff Telford

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

The Q-500 racing season ends on September 30, 1996. All race reports for the 1996 season should be submitted to me by the end of October in order to be tabulated for the Top Twenty awards. Pete Reed has promised that the awards will be more attractive than last year so if you believe you are in contention for the awards make sure that I receive the race reports for all the races you have attended. Races that still appear in the race schedule in this issue have not had reports turned in. Thanks to Rusty Higginbotham and Julie Tips for bringing District 8 up to date. Most of the races in District 5 have not been reported as of today, September 16th.

Contests which are held after September 30th should be reported for the 1997 season.

Top Twenty (as of 9/16/96)			
Name	Dist	# races	Points (best 7)
1. Charlie Poulton	7	7	15 709.2
2. Cliff Telford	7	7	17 707.8
3. James Barr	7	7	17 701.8
4. Darrol Cady	2	11	695.4
5. Danny Shiver	7	15	690.6
6. Gary Freeman Jr.	7	17	690.2
7. Dean Stone	7	15	688.4
8. Jim Allen	1	7	687.9
9. Ken Howell	8	9	679.4
10. Mark Parker	8	9	662.7
11. David Wright	1	13	650.8
12. Nelson Eddy	2	12	639.7
13. Jason Shulman	7	12	638.1
14. Bruce Richmond	7	7	630.8
15. Steve Kovach	7	20	629.3
16. Ray Brown, Jr.	7	13	614.0
17. Dub Jett	8	13	597.4
18. Don Moody	7	13	594.1
19. John Packer	2	8	593.2
20. Mike Hammett	8	13	588.1

Cliff

### District 1 - Lou Rodriguez

2683 Lin Gate Ct., Pleasanton, CA 94566  
510.846.6865

2/10-11	Las Vegas, NV	QM
2/23-25	Phoenix, AZ	F1
2/25	Sepulveda Basin, CA	Q5
3/23-24	Las Vegas, NV	F1
4/13-14	Las Vegas, NV	Q5
4/20-21	Whittier Narrows, CA	F1,Q4
5/4-5	Phoenix, AZ	Q5
5/18-19	Castle, CA	F1
	Dave Ferrell 209.722.0655	
5/26	Whittier Narrows, CA	Q5
7/27	Livermore, CA - EBRC	Q5,Q4
8/11	Modesto, CA	Q4
8/17-18	Sepulveda Basin, CA	F1
8/24	Sacramento, CA	Q4
9/14	Modesto, CA	Q5,Q4
9/25-29	Madera, CA Giant Scale Races	
9/28-29	Phoenix, AZ	Q5
10/6	Merced, CA	Q5,Q4
10/19	Fresno, CA	Q5,Q4
11/3	Phoenix, AZ	Q5
12/1	Phoenix, AZ	Q5

### District 2 - Darrol Cady

110711 NE 37th Ct, Vancouver, WA 98686  
360.573.0987

5/4-5	Bremerton, WA - ARCS	F1
	Richmond	
6/1-2	Ephrata, WA - Boeing Hawks	F1
	Mikko	
6/22-23	Toledo, WA - NMPRA	F1
	Bartle	
7/20-21	Whidbey Is, WA - WIRCS	F1
	Watson	
8/10-11	Bayview, WA - NMPRA	Q5AMA,Q4
	?	F1
8/18	Kent, WA - Boeing Hawks	Q5,AMA
8/24-25	Arlington, WA - Boeing Hawks	F1
	Watson	
8/31	Spokane, WA - Barons	Q5,AMA
	Wilbur	
9/1-2	Spokane, WA - Barons	F1,QM
	Wilbur	
9/7-8	Kent, WA - Boeing Hawks	Q5,AMA
	NMPRA Dist 2 Championship	
	Huber	
9/14-15	Boundary Bay, BC - RCFCBC	Q5AMA,F1
	McIndoe	
10/6	Kent, WA - Boeing Hawks	Q5,AMA
11/3	Kent, WA - Boeing Hawks	Q5,AMA
	Tom Strom	

### District 3 - Randy Smith

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

5/25-26	Regina, SK	F1
7/27-28	Swift Current, SK	Q5E,QM,F1
8/8-11	Canadian Nationals	
	Saskatoon, Saskatchewan	F1
	Richard Moldenhauer 306.242.7102	
9/27	TBA - Calgary	Q5,Q5
9/21-22	Regina, SK - CanAm 500	Q5

### District 4 - Mel Reed

2720 Winslow Ave., Helena, MT 59601  
406.227.6075

4/20	UVA Turf Farm	1/2A
4/21	Mead, NE	Q5SE,AMA
	Dave Rieber 402.483.5696	
5/18	UVA Turf Farm	1/2A
5/18-19	Billings, MT	Q4
	Dick Smith 406.652.3720	
5/19	Mead, NE	Q5SE,AMA
6/2	Grand Isl., NE	Q5SE,AMA
	John Boord Sr 308.382.7627	
6/9	Mead, NE	Q5SE,AMA
6/22	UVA Turf Farm	1/2A
7/13-14	Helena, MT	Q4
7/14	Mead, NE	Q5SE,AMA
7/20	UVA Turf Farm	1/2A
8/3	UVA club field	Q5SE,AMA
8/11	Mead, NE	Q5SE,AMA
8/17	UVA Turf Farm	1/2A
9/7	UVA club field	Q5SE,AMA
9/8	Mead, NE	Q5SE,AMA

9/21	UVA Turf Farm	1/2A
9/29	Mead, NE rain date	
10/5	UVA club field	Q5SE,AMA
10/19	UVA Turf Farm	1/2A
11/2	UVA club field	Q5SE,AMA
11/9	UVA Turf Farm	1/2A

### District 5 - Ken Points Sr.

6472 Todd Dr., Burlington, KY 41005  
606.586.9418

3/30-31	Hamilton, OH - HAWKS	Q5S,AMA
	Herm Tholen 513.523.9765	
4/27-28	Ft. Thomas, KY - Flying Cardinals	Q5S,AMA
	Brenda Holbrook 513.923.4326	
5/4-5	Westland, MI - Signal Seekers	Q5S,AMA
	Mike Condon 313.464.7027	
5/4	Council Bluffs, IA	Q5SE,AMA
	Ed Bates 712.322.1378	
5/18-19	Dayton, OH - Dayton Wingmasters	Q5S,Q4
	Ben Martin 513.298.0114	
6/1	Toledo, OH - Geiser Rd field	Q5S,AMA
6/2	Pat Falgout 419.419.8957	Q40
6/2	Council Bluffs, IA	Q5SE,AMA
	Ed Bates 712.322.1378	
6/20	Toledo, OH - Weak Signals	Q5S
6/21	Kevin Matney 313.848.8195	Q5AMA
6/23	Novi, MI - Midwest RC	Q5S
	Chuck Wooley 313.326.6297	
6/23	Rockford, IL - RVF	Q5S
	Bill Miller 815.397.5432	
7/1-12	AMA Nationals	
	F1,Q4	
7/27-28	Hamilton, OH - HAWKS	Q5S,AMA
	Karl Tholen 513.984.9832	
8/4	Muskegon, MI	Q5SE
	Garth Deal 616.744.4689	
8/10	Grosse Isle, MI - CAPS Classic	Q5S,AMA
8/11	Mike Condon 313.464.7027	Q5S,Q4
8/11	Rockford, IL - RVF	Q5AMA
	Leroy Webb 815.389.3150	
8/24-25	Toledo, OH - Weak Signals	Q4
	Rick Cromer 419.537.6776	
8/25	Council Bluffs, IA	Q5SE,AMA
	Ed Bates 712.322.1378	
9/8	Westland, MI - Signal Seekers	Q5S
	Mike Condon 313.464.7027	
9/8	Rockford, IL - RVF	Q5AMA
	Leroy Webb 815.389.3150	
9/14-15	Toledo, OH - Weak Signals	QM
	NMPRA QM National Championship	
	Wayne Yeager 517.547.4430	
9/21-22	Portsmouth, OH	Q5S,AMA
	Terry Frazer 614.574.6840	
9/22	Council Bluffs, IA	Q5SE,AMA
	Ed Bates 712.322.1378	
9/24	Rockford, IL - RVF	Q5AMA
	Dick Shields 815.398.8366	
10/5	Toledo, OH - Flying Tigers	Q5S,AMA
10/6	Pat Falgout 419.241.3865	Q4
10/12-13	Hebron, KY - Flying Cardinals	Q5S,AMA
	Brenda Holbrook 513.923.4326	

### Distict 6 - Don McStay

885 Washington St., Franklin, MA 02038  
508.528.1381

Q5 events use NEPRO rules unless stated otherwise

5/18	Bowie, MD PGRC reg closes 12:30	
	Art Edsall	Q4
6/1	Lakehurst, NJ - GPRA	Q5AMA
	Frank Flesch 908.929.8204	
6/2	Niagara Falls, Ont	F1/FAI
	Gary Gau 412.452.1325	
6/14	Lockport, NY	
	Gary Gau 412.542.1325	F1/FAI
6/30	Jackson, NJ - MAPS	Q5AMA
	Frank Flesch 908.929.8204	
7/21	Cits Neck, NJ - JCSF	Q5AMA
	George Schmauch 908.238.2551	
7/27-28	Bowie, MD - PGRC	Q4
	John Fike	
8/4	Staten Island, NY - SIMF	Q5AMA
	George Brown 718.727.2194	
8/4	Niagara Falls, Ont	
	Gary Gau 412.452.1325	F1/FAI
8/10-11	Ellington, CT	Q5SE
8/17	Bowie, MD - PGRC no irvine carb	Q5S
	Steve Baker	
8/17	Bowie, MD - reg closes 12:30pm	Q4
	Neil Rehm	
8/18	Bowie, MD - PGRC	Q5AMA
	Bob Greenwell	
8/18	Niagara Falls, Ont	
	Gary Gau 412.452.1325	F1/FAI
8/25	Stormville Airport	Q5SE

8/25	Colts Neck, NJ - JCSF	Q5AMA
	George Schmauch 908.238.2551	
9/7	Hamburg, NY	Q5(UPRC)
	rain date Sept 8	F1/FAI
	Gary Gau 412.452.1325	Q5AMA
8/7-8	Bridgewater, MA - Pylon 105	Q5SE
9/8	Staten Island, NY SIMF	Q5AMA
	George Brown 718.727.2194	
9/21-22	Bowie, MD - PGRC	
	NMPRA Dist 6 Championship	Q5AMA
	Roger Binger	
9/22	Hadley, MA	Q5SE
9/22	Colts Neck, NJ - JCSF	Q5AMA
	George Schmauch 908.238.2551	
9/28-29	Chicopee, MA	F1
10/5-6	Bridgewater, MA - Pylon 105	F1,Q5??
10/6	Jackson, NJ - MAPS	Q5AMA
	Frank Flesch 908.929.8204	
10/12	Bowie, MD - PGRC no irvine carb	Q5S
	Dave Beasley	
10/20	Jackson, NJ - GPRA	Q5AMA
	Cup Race	

### District 7- Gary Freeman Sr.

1005 Taproot Dr., Winter Springs, FL 32708  
407.695.1855

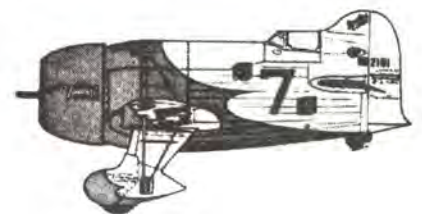
5/5	Steve Kovach 770.427.0414	Q4
9/28	Atlanta, GA	Q5AMA
	Bob Brassell 770.422.8944	
9/29	Atlanta, GA	Q4
	Bob Brassell 770.422.8944	
10-12-13	Ft Lauderdale, FL-Markham Pk	Q5(2)
	Don Moody 305.749.8078	
10/26-27	Melbourne, Valkaria, FL	Q5(2)
	Tom Bogut 407.729.6682	
11/9-10	Tampa, FL TRAC	Q5(2)
	Wayne Smith 813.621.4051	
12/13	Tangerine - RCACF	Q5AMA
12/14	Orlando, FL	Q5
12/15	Don Leighton 407.834.9376	Q4

### District 8 - Fog Tanner

PO Box 548, Manvel, TX 77578  
713.369.3602

4/13-14	Ft Worth, TX - Benbrook Lake	Q4
	Steve Ehlers 817.731.6092	
4/27-28	North Lake, TX	Q4
5/18-19	Dallas, TX-Dallas RC Sportsman,	Q5,QM,F1
8/8-9	Wichita Falls	F1,Q5,Q4
7/22-23	Bavou City, TX	F1,Q4
8/3-4	Austin, TX	F1,Q4
8/17-18	Space City, TX	F1,Q4
8/31-9/1	Dallas, TX	F1,Q5,Q4
9/14-15	North Lake, TX	F1,Q5,Q4

(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



## Remember

Races that still appear in the schedule have not had reports turned in.

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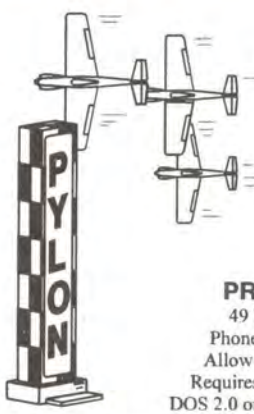
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6.5 X 6.0	3	3.95	8.75 X 7.5W	5	3.95	8.75 X 8.25	5	3.95
6.5 X 6.5	3	3.95	8.75 X 7.75	5	3.95	8.75 X 8.5	5	3.95
7.0 X 6W	4	3.95	8.75 X 7.75W	5	3.95	9.5 X 6.5N	5	3.95
7.25 X 7	4	3.95	8.75 X 8.0W	5	3.95	9.5 X 7.0N	5	3.95
7.50 X 7	4	3.95	8.75 X 8.25W	5	3.95	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
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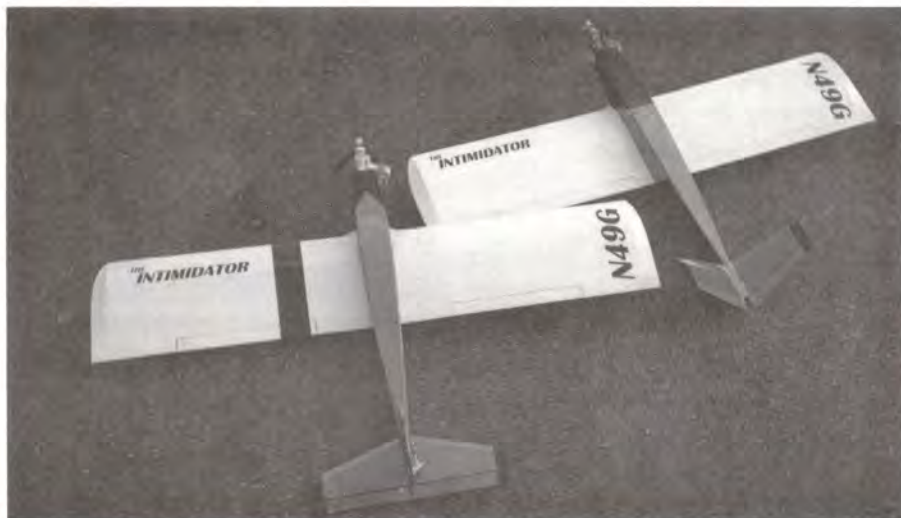
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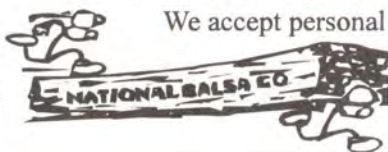
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