

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

October 97

Presidential Pontification

The job of NMPRA President comes with all the usual perks; 401K plan, a lavish salary, three months paid vacation, and a medical plan restricted to psychiatric care. Along with all the aforementioned, you are afforded unlimited opportunities to place your foot in your mouth. It appears I have availed myself of the foot in mouth opportunity with my comments in the last Newsletter concerning AMA's support for the teams we send to international competitions.

I was given a lot of bad information and did not take the time to check out it's accuracy. I apologize to the AMA as well as my devoted readers for this and will do my best to set the record straight with the following information. AMA Technical Director, Steve Kaluf, provided the following information concerning AMA's financial and staff commitments to our FAI teams as well as the related governing structures (NAA, CIAM, FAI).

"The facts are that (the AMA) budgets \$2,000.00 per FAI team member, World Champion and Team Manager. Ninety nine percent of the time the entire amount is used, unless it is a US Championship. These funds are for travel, food, lodging and entry fees. There is a specific distribution but that is immaterial to this point. In addition, AMA must pay divisional fees to NAA to be allowed to serve as the US representative; this comes to around \$45,000 per year. The AMA must also send representatives to the CIAM meetings in Paris to represent the US views on all the issues. This costs roughly \$20,000 per year. My staff also spends a great deal of time on all of the teams. I have one person whose primary function is assisting the teams and team selection committees. This is a full-time position".

It is obvious from Steve's quote that significant logistical efforts as well as financial support are provided by the AMA to American Teams. Keep in mind that each area of AMA's recognized competition (Control Line, Helicopter, Pattern, Pylon, etc., etc.) have international competitions so the AMA's responsibilities as well as financial commitments are quite substantial.

Our 1997 Championship race in Dallas Texas is only weeks away. We are anticipating a good turn out for the three day event (practice Wednesday and Thursday). We have combined F1 and Q40 (60 second clock) into one three day race in an effort to increase the number of contestants. Ninety percent of the Formula 1 flyers also compete in Q40 so this will give us quite a head start into the Q40 event. Airfares are very reasonable right now, so please try to attend.

Several gracious sponsors have stepped up with significant financial contributions for cash prizes as well as general support. Please see the Championship announcement elsewhere in this issue for more details.

Successful, well-attended events attract future Sponsorship support. Events that are well run with significant prize money always get excellent contestant turnouts. If a significant number of you can make this years race; taking current, as well as additional Sponsors into contributing to our races will be a lot easier. Get off your duff, buy a new piston and sleeve, practice an afternoon or two and come to Dallas!

I'm sure most of you have heard that Jim Shinohara, one of Pylon Racing's biggest supporters and leader of the Samurai Racing Team was felled by a major heart attack while participating in the Pylon FAI World competition in the Czech Republic in August. Jim is a world class competitor with true grit as well as a great sense of humor. I'm confident he will make a full recovery. I would like Jim and his family to consider this a get well card from the NMPRA mem-

bership. Our team did well at the World Championships despite Jim's health problems and all the distractions that came with it. Dave Shadel finished second, and Bob Smith was fourth. Bob did not know he was competing until two weeks before the event so his accomplishment is particularly noteworthy. The USA Team ranking was seventh.

Nitro content ?

Some of you are probably aware that there has been a major issue over the nitro content of fuel supplied to clubs sponsoring pylon races. Without spending a lot of time going into who did what and when, I think there is a major problem this situation brings up. I can think of only one solution. Obviously, if everyone is using the same fuel at a specific contest there is no fuel advantage to any particular contestant. The monster in this situation is national records. If we are not absolutely sure of parity in the fuel each CD distributes to his contestants our national records are discredited. Ronald Reagans approach to America's adversaries who wanted to sign agreements with him was to only sign agreements that contained verification provisions. Allowing that the AMA lacks the resources and manpower of the US Government, verification of the fuel content at one or two hundred pylon races spread all over the United States is impossible. I feel the only solution is to restrict record attempts to the AMA Nationals and the NMPRA Championship races. Fuel for these events can be obtained far enough in advance to be checked for content. The expense of sampling this fuel will have to become another expense of running these particular races. I'm open for suggestions, but the AMA should insist that the solution be verifiable.

A handwritten signature in black ink, appearing to read 'Vern'.

How I set the needle on a Q40

With the Q40s', we use a pinch that is different than the Quickie 500s'. In Q40, we needle the needle up until it just comes on the pipe. It will still be 1500+ rpms' below the peak. The needling goal is to pinch it quickly so that it goes to peak, and then immediately drops back 500 to 1000 without touching anything.

While you are setting the needle, to get to the optimum, pinch and turn the needle in 1/8 of a turn. Repeat until you are where you should be.

If it doesn't drop back, open the needle a 1/4 turn and carefully put a finger or thumb over part of the venturi to cool the motor. Then, repeat the last step as many times as necessary to get the 500 to 1000. After you get it set, this is your "Spot". After you fly it, make a decision as to whether it's a little fat, just right, or a little lean. Then move the needle 1/8 turn in the direction needed or leave it where it is, your ear and decision.

After you have established the spot, this is your running position. If for some reason you overheat it on the line and it goes flat and the clock is gone, put in on the spot, and go back and fly if there is nothing else wrong, by the time it comes back from 1 it will cool off and run like it did the last run.

To re-start with this system, when you get to the line to race open the needle one full turn and wait until you are comfortable to have enough time left on the clock to get the starting procedure done before the clock becomes your enemy. Choke the motor by putting your finger over the exhaust and spin the motor until you see some fuel coming out of the venturi. Take your finger off before you quit spinning the motor to suck some of the fuel into the motor. After you determine your comfort level of the time to start, start the motor. Leave the glow connected until the motor has warmed a bit and will stay running without the glow. Disconnect the glow and immediately turn the needle in 1/2 turn. Still 1/2 turn from your spot. Watch the clock and start moving the needle to your spot, so that your needle will be at the spot and you have at least 15 seconds to get back to your flying area. I'm old and fat, so you may not need as much time as I do to get back. I start at about 45 seconds left on the clock and always have plenty of time for the whole routine.

This system was not originated by me. I am very observant, and this is what most of the consistent racers are doing. I hope this helps at least one of you, that will be worth the time it took to share this with all of you.

Darrol Cady

NATIONAL POINTS Sept 14

Q40 best 5 races

1. Lloyd Burnham 433.9
2. Ralph Rinaldi 411.2
3. Darrol Cady 406.0
4. David Wright 403.4
5. Seth Tomblin 375.9
6. Jeff Carpenter 351.5
7. Vern Smith 337.0
8. Bob Wallace 336.3
9. Art Edsal 200.2
10. Ray Brown 263.0
11. Jerry Salisbury 253.6
12. Mike Masi 241.4
13. Joe Schweitzer 236.2
14. Randy Smith 232.9
15. Rick Moreland 229.5

Q500 best 7 races

1. David Wright Jr 685.8
2. C. Grunkemeyer 677.6
3. Gary Gau 658.8
4. James Barr 646.2
5. Charlie Poulton 640.8
6. Terry Frazer 638.6
7. Dennis O'Brien 637.2
8. Jim Tomblin 629.6
9. Ray Brown Jr 608.0
10. Mike Luzzi 604.5
11. Lewis Schwab 603.6
12. Steve Hulse 599.9
13. Darrol Cady 592.2
14. Gary Freeman Jr 592.0
15. Steve Milos 571.4
16. Gene Bass 563.8
17. Manuel Cougil 563.0
18. Bob Beaudette 559.8
19. Alex Nyere 552.1
20. Todd Bailey 544.1

Editor's Request

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Best way:
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Modem file transfer (8N1 Y or Z)
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Printed output - monospaced
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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	Matt Van Baren - 1:10.81 - 8/18/96
422-Q40-Op	Richard Verano - 1:02.42-3/00/97
422-Q40-Sr	*Seth Tomblin - 1:06.16 - 35/17/97
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	Seth Tomblin - 1:11.16 - 10/06/96
428-Q500-Jr-2.5m	Henson Bartle - 1:14.54 - 10/1/95

* applied for AMA Official Record

1997 NMPRA Championships

Form 1 & Q40 (60sec clock)

*Must pre-register by Sept 29.
\$50.00 one event, \$80.00 both
Limited entries per frequency,
so register early!. Wed. and Thurs.
practice days with pylons up.*



HOST

Irving R/C Flyers

October 10, 11, 12, Irving Texas

SPONSORS

1st Place Q40 - \$500.00
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1st Place F1 - \$500.00
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2nd Place Q40 - \$400.00
North West Model Dist.

2nd Place F1 - \$400.00
Sheldon Hobbies

3rd Place Q40 - \$300.00
NMPRA

3rd Place F1 - \$300.00
NMPRA

Fast Time Q40
Hager Machine Tool

Fast Time F1
Hager Machine Tool

ASSOCIATE SPONSORS

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*NMPRA
MEMBERS
ONLY*

Vendettas and
Napiers Welcome

Q40 Fuel Supplied
by Powermaster

CD - Pat Murphy
P.O. Box 337

Morgan, TX 76671
(817) 635-4014

RACE HEADQUARTERS

Holiday Inn
4441 Highway 114
Irving, TX (972) 929-8181
Special NMPRA rate ---
\$55.00 per night

BUILD'EM STRAIGHT!

Mike Sperry

This all started 15-20 years ago when I built a mold for F1. I used Bondo over the plug and my efforts left me with a mold that spit out fuselages that were banana shaped.

Now my daughter was just growing up about this time and this really cramped my racing budget. I went ahead and used these fuselages. The real challenge was to get the motor, wing and tail feathers on straight so I built this Jig and rod to solve the problem. It consists of a cradle that holds the wing the *same distance from the work surface* at the leading and trailing edges. Make this as accurate as you can. Saw the notches for the leading and trailing edges the *same distance from the work surface*. I cut the four sides of the cradle out first and then clamped them together, stood them on edge and ran them through a table saw against the fence with

the blade tilted some. Then turn this business around and adjust the fence and do the same. Now you just need a base to hold them together. Build the wing first as always, don't cut out the ailerons, pot it to the fuse and bolt her on. Put this all in the new cradle. I put a couple of rubber bands to hold the cradle together on the wing. Now you see this holds the wing leading and trailing edges the *same distance from the work surface*.

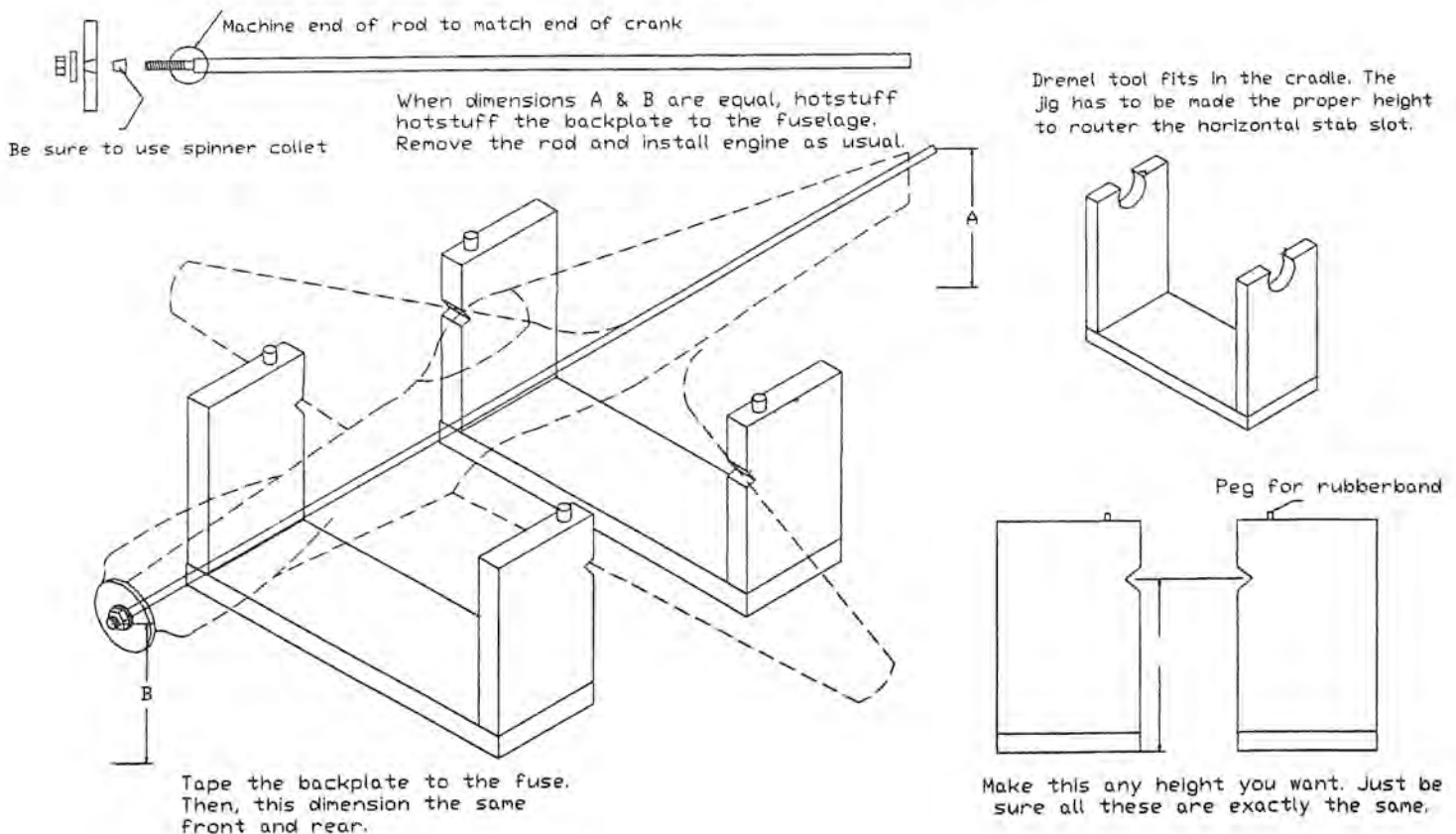
Now you need a straight rod with a machined end the diameter of the crankshaft with a shoulder for the squeeze cone to butt up against. Put the spinner backplate with the squeeze cone on the rod and tighten. Run the rod through the fuse and raise and lower the rod at the back of the fuse until the measurement of the rod to the table is the *same distance*. Now hotstuff the backplate to the fuse where it touches. My banana fuses only touched at one spot so I had to fill

behind the backplate to continue to secure the backplate to the fuse. Now unbolt the rod and pull it out the rear of the fuse and you are ready to install the motor and firewall in the usual way.

As the drawing shows, you can build a holder for the Dremel tool to cut the slot for the horizontal stab or just measure and mark from the work surface. When you install the stab just measure the *same distance from the work surface* to the center of the leading and trailing edges. You can be sure if your work surface is straight and flat everything will turn out okie-dokie straight too.

I've built several different manufactures planes using this method and was surprised to find they had the same problems that my Bondo mold gave me. This is a no brainer method to get'em straight. Call if you need help, cause I'm a poor writer.

Bench must be flat!!



Make this any height you want. Just be sure all these are exactly the same.



District News



District 2 - Darrol Cady

10711 NE 37th Ct., Vancouver, WA 98686
(306) 573-0987
E-mail: dcady@pacifier.com

Guess what? Rhonda and I have not raced out of the district since the Nats. No travel log on this end of the article, but we will travel to the District 10 Expo before I send this to Paul. We have had two good races in the district to report on.

The first is Whidbey Island. We always enjoy going to Whidbey and being guests of the Navy and the Whidbey Island Club. They have a great runway for us to race on. The Navy uses it for a jump strip and a carrier practice runway. Tony and Margaret Huber had an addition to their family at the Whidbey Contest. It was a bouncing baby boy. His name is Murphy. He weighed 10 pounds and was really cute. He came to Arlington 5 weeks later, and weighed 30 Pounds. He sure grew. If you haven't guessed by now, Murphy is a Rotwieller and is a neat dog, big and passive. Now on to the race results totaled for the weekend of 10 rounds in each class:

Formula 1	428 Q500	428APRA Q500
1. Al Watson	1. Nelson Eddy	1. Marlin Hoppe
2. Matt Mikko	2. Steve Milos	2. John Hillyard
3. Tony Huber	3. Dave Torre	3. Stan Davis
4. John Headley	4. Bill Warner	4. Bill Warner
5. Tom Strom Sr.	5. Bob Mikko	5. Jeremy Grogan

F/T: Darrol Cady 1:08.79

We went to Arlington for the District 2 Formula 1 championship race, and had a ball. It has to be one of the finest racing sights in the Nation. The runway is only 300 feet long, but it is at least 5000 feet wide. It is best to land across the runway. Al Watson did a great job as usual in organizing and running the contest. Thanks again Al. I now have my name on the traveling trophy three times. Tom, I thought you were going to pull out all the stops and get your name on it. It is an unfulfilled goal that you still have. I am going to give you the same weather report that we had for a fishing report on the Big Horn River in Montana last August. It was some where between excellent and spectacular. We caught lots of fish, and flew some fine races in the reported conditions. The results for the weekend are as follows:

421 Formula 1	428 Q500	428 APRA Q500
1. Darrol Cady	1. Bob Mikko	1. Bobby Arledge
2. John Headley	2. Mike Bergan	2. Martin Hoppe
3. Tony Huber	3. Dave Torre	3. John Hillyard
4. Nelson Eddy	4. Shane Elliott	4. Roy Nakano
5. Matt Mikko	5. Jerret Cangie	5. Chris holder

F/T: Darrol Cady 1:08.92

Rhonda and I were ready for a road trip, so we went to the District 10 Expo, in the Bay Area of California. We attended the IMAC Nationals in Morgan Hills for the first few days of the trip. On Monday we went to Alameda, and played with racers until Thursday. Had a good time because of the great people there. The turnout was not what the promoters would have liked, but it is tough for most of the people to get off for the three weekdays that were planned. The controversial fuel that was used there did not ruin any engines, but it was different to run. The needle valve on my Q40 would not set in the same place from flight to flight. I do not know what the problem was, but the only variable was the supplied fuel. I still prefer Powermaster. Most of the racers wanted to use Powermaster, before and after the race.

We left Alameda on Thursday for the long trip to Washington. When we got to the Columbia River (between Oregon and Washington) we went north about ten miles to our house. We spent 40 minutes checking things out and then we were off again to Kent, WA for the Quickie Championship Race on Saturday and Sunday, long trip and lots of racing.

Randy Ling put on a fine race and the weatherman really cooperated. It was in high 70's and beautiful. What a weekend. We started early and finished early. There were many good heats with wing tip to wing tip racing. We even had some aerobatics. When the dust settled the results for the weekend were as follows:

428 Quickie 500	428APRA Quickie 500
1. Brian Richmond	1. Martin Hoppe
2. Darrol Cady	2. Bill Warner
3. Mike Bergan	3. Tom Strom Jr.
4. Bob Mikko	4. John Hillyard
5. Matt Mikko	5. Bobby Arledge

In our travels, I have noticed a common mistake in the setting up of the #2 and #3 cages. When they are put in place, a corner of the cage should be facing the oncoming traffic. Most are placed with a flat side facing the on coming traffic. They were even placed wrong at the Nats. There is more protection on the corners than there is on the flat side of the cages. With out changing the construction of the cages you are now using, they will be much safer if placed on the course the proper way. The impact area for number 2 would most likely be at an angle from the outside of the course heading to number 3. The most likely strike point for number 3 would be from the back. Therefore, if you place the corners to the front and rear of 2 and 3, if there is a cage hit, it will most likely be on an angle and be deflected

instead of a hit on the flat and maybe penetrating the cage... Just a safety suggestion.

Hope to see lots of you in Dallas on October 9, 10,11 for the Formula 1/Quarter 40 NMPRA National Championship race. It should be a great race weekend.

Darrol

District 3 - Randy Smith

13 Hawkford Cr NW
Calgary, Alberta, Canada T3G 3G2
(403) 547-1156
E-mail: randy_smith@nt.com

The Labor Day weekend has just come and gone, and so has our district's racing season. We just wrapped up our championship race weekend held at Saskatoon, Saskatchewan. More on the final district results later. First I'd like to touch on other highlights this summer. Harold Sattler, Roy Andrassy, Ed Smith and Art Plunz represented Canada at the FAI World Championships in the Czech Republic. The boys did well with Harold placing as the best Canadian at 10th overall. Roy had one or two too many heats with 200 points (a no-start or cut out) but flew consistent 1:10s and low teens. Ed learned a lot about having the kind of equipment necessary for this level of competition. As the team started to work together, Ed's times and flying improved. The Canadian Team placed 6th overall and if it weren't for 200 points here or there, we would have easily finished third. All in all, Canada has improved significantly in two years since the Muncie world championships in 1995. Learning and improvement is what it's all about and in these areas we have made great strides. The Canadian Team and all pylon racers across Canada wish Jim Shinohara a successful recovery from his life-threatening incident at the championships. Jim, Dave and Richard have been a few of the fellow modelers from the USA who have contributed to the learning and success of our team over the last two years. We sincerely want to see Jim recover and continue his contributions to pylon racing. Since my

NEXT ARTICLE

DUE DATE

OCTOBER 22



District News



last article, we have experimented with a two day combined Q40/F-1 race held in Swift Current, Saskatchewan. We had a good matrix of Q40s and F-1s and the weather was perfect for racing. The Q40s were cruising along posting 1:13s and 1:14s for the weekend. Harold Sattler posted fast time with a 1:11 flying his original prototype Loki. Meanwhile the F-1s were returning to the pits "rode hard and put away wet". The F-1 guys were forced to fly some of the best times they had ever turned just to keep up. The average F-1 time in our district is about 1:17. A fast guy with a Nelson is down around 1:14 but many of the rest still run Super Tigers at 1:18 to 1:20. Needless to say, the combined matrix didn't go over well with the F-1 guys. There is no strong majority opinion on handicapping the Q40s by time or an extra lap. Most feel that both events should be run separately and each must stand on its own to be successful. Due to our small district, this leaves only seven to ten entries in each event. These small numbers make for a slow matrix with lots of wait time and back to backs. As a result, at the district championships, we alternated running one round of Q40 with a round of F-1. This seemed to work out very well and everyone was pleased. By alternating the flying of each matrix, the F-1 guys were allowed enough time to prop, plug, fuel, tighten, check, Zap, tape, Loctite, etc while the Q40s would simply Gas-and-Go. The snow comes early to Alberta and Saskatchewan so Labor Day tends to be the last big race and we make it our championship weekend. Top honors this year in both Quickie 500 and Formula One go to Cecil Graval of Calgary, Alberta. Cecil is a calm, cool and consistent flyer who always gives you a good race. Second and third place in both events traded hands between Rod Kelln and Rob Kossatz of Regina, Saskatchewan. Q40 was a "demonstration event" in our district this year, but after a total of four points Jack Ellefson of Calgary came out the winner. Jack showed that attention to a light plane, good engine and a few Edmunds or Brown props can really make you go fast. The highlight of my season was in Q40 at the championship race. Roy Andrassy and I were nose to tail, wing tip to wing tip for eight laps. Roy was flying a Stiletto Mustang purchased in Muncie from Mike Helsel while I had my trusty Loki. Not satisfied with a few mediocre runs in previous heats I put on a prop, which had proven to be a fast time combination in the past. It was down and dirty for eight laps and then cah-POW as we both approached #2 pylon. The all too familiar bang and sudden silence marked the

end of a helluva race and two nice airplanes. I'm sure we had a 1:10 race brewing had it gone to ten laps. The Q40 airplane score is now 4 to 1 for Roy as he ends a hard fought and expensive summer. Roy seemed to always have more room in his van on the return trip home than on the trip going to the contest.

Nifty Racing Tip from District 3: Bob Violet Models sells a right angle servo mount made from strong and light molded carbon composite material. I used [emphasis on past tense] this in my Q40 to mount my Hitec HS-80 fuel shut off servo. The servo screws to the adjustable mount and then the assembly is attached to the fuselage wall with Permatex Silicone Adhesive. This is a light, strong, and space efficient mounting method and allows just enough room to tuck the receiver pack right in beside the shutoff servo. Give it a try.

Formula One/ Q40 Combined

7/26 Q40 (13 entries)	7/27 (14 entries)
1. Doug Houston/Loki Q40	1. Harold Sattler Loki Q40
2. Jack Ellefson Loki Q40	2. Jack Ellefson Loki Q40
3. Cecil Graval Minnow F1	3. Lyle Baker Loki Q40
F/T: R. Smith, Q40-1:14.45	Harold Sattler, Q40 1:11.42

8/30 Q500 Std (18 ent)

1. Roy Andrassy
2. Cecil Graval
3. Jack Ellefson
F/T: Cecil Graval - 1:13

8/31 F1- (10 entries)

1. Cecil Graval
2. Rod Kelln
3. Steve Landry
F/T: Cecil Graval - 1:16.18

9/1 Q40 (5 entries)

1. Harold Sattler, Loki
2. Jack Ellefson, Loki
3. Roy Andrassy, Stiletto
F/T: Roy Andrassy - 1:12.11

SEASON CHAMPIONSHIP RESULTS

Q500 Std (Best 6 Contests) - 33 Total participants
1. Cecil Graval 541.6 pts
2. Rob Kossatz 477.5 pts
3. Rod Kelln 474.4 pts
Season F/T: Cecil Graval - 1:13 (2.0 mile course)

Formula One (5 Contests) - 12 Total participants

1. Cecil Graval 398.3 pts
2. Rod Kelln 255.5 pts
3. Rob Kossatz 222.6 pts
Season F/T: Harold Sattler - 1:11.25

Quarter Midget (4 Contests) - 10 Total participants

1. Jack Ellefson 329.2 pts
2. Randy Smith 232.9 pts
3. Lyle Baker 186.8 pts
Season F/T: Harold Sattler - 1:11.42

Rapid Randy

District 4 - Mike Sperry

1614 11th St, Cody, WY 82414
(307) 587-5870

I need to apologize for missing the last newsletter. Going to the Nats put me behind at work and at home. We had a wonderful

time at the Nats and I recommend that you go if you can, the racing was great and the Muncie site is first class. The Nats highlights have been noted in other district reports so I think that you are pretty well informed.

We had another 428, 424 race in Billings Mt. on the 17th and 18 of August and when the dust had settled AJ Seaholm had won with Pat Kenny in 2nd and Mark Martin won a fly off for 3rd. In 424 Brad Lane won with the blank from Sidney Mt. 2nd and Mike Fech 3rd.

Send your race results and I'll get them in the newsletter, also send your race results to Cliff Telford so you can accumulate national points. It's interesting to see how you compare in the national standings.

Stopped at Lyle Larsons on the way to the Nats and got an early look at his new Q40 racers. He did very well at the Nats with this new design. He and Stu were some of the fastest pilots and planes. This new version is a long wing DeGo Red. Very good looking and it flies great!

Did some work at the Nats, first day in the #1 cage and let me tell you it is a hard job. I think that after working that cage that I have an even greater respect for our volunteer workers. With the sun in your eyes you are responsible to pick out the plane that is in your lane and you know they are all painted alike and even if they aren't they still all look the same. The new heavy cage wire is also hard to see out of and the whole thing is over before you know it. It is very helpful to have the 5th person in there to watch for cuts and use the radio. The timer cage was next, it was somewhat easier to work although this was for Q40 and the lap times are very fast and you really have to pay attention. The new time clock at the Nats was really a help, once you stopped the time you couldn't restart it or loose that time even if you hit the button again by mistake. Great feature, much better than standard stop watches.

If anyone out there would like to run for district VP the time is near. I think I am going to nominate Dick Smith from Billings Mt. I know he will do a great job for us and it is time for some new blood. Don't hesitate to nominate someone if you feel they would serve.

I saw this on a flight box at the Nats and I think you might enjoy it. MY WIFE SAID IF I DIDN'T QUIT RACING SHE WAS GOING TO LEAVE ME, DAMN I'M GOING TO MISS HER!

Mike



District News



District 5 - Brenda Holbrook

3418 March Terr, Cincinnati, OH 45239
(513) 923-4326

As Labor Day went buzzing by I realized the racing season is quickly coming to an end. It seems like the season was really short this year, I guess because we lost so many days to bad weather. I don't seem to remember so many rainy weekends. July 26th and 27th we raced at the Hamilton Hawks. Saturday we had 17 in expert and ten in standard. We have been to a lot of races in the last nine years, but the heat and humidity at this one was the worst I have seen. As Mr. Salisbury put it, "I've drank five gallons of water today and I haven't been to the little boys room even once". Then there were the two fellas who decided to try and drink Cincinnati dry on Friday night. I don't think I have ever seen anyone sweat pure alcohol before. I won't mention any names, but Markus and David were both pretty sick, WOOPS. But we persevered and did our five rounds.

Even with the conditions, the competition was intense. The finish showed Craig Grunkenmeyer in first, Terry Frazer in second and Mike Condon in third. Fast time went to the King, Terry Frazer. Standard class showed Ken Childs in first, Donald Fry in second and Todd Bailey in third. Sunday broke just as hot and nasty. We had ten in Standard and 12 in Q-40. The day finished with Mike Condon in first, Terry Frazer in second and Santiago Panzardi in third. Standard class ended in a three-way tie and the guys decided to fly it off. Todd Bailey, Mike Farano and Ken Childs all came to the line with the same idea. Get out front and stay there. But when the flag dropped, Todd nosed over, and Mike and Ken mid-aired. It was real quiet for a few minutes. They then decided maybe they should go by fast times. The finish ended up being Todd Bailey in first, Ken Childs in second and Mike Farano in third. I want to mention the Caps Classic held this year at Wright Patterson AFB. What a great race! Mike Condon and Ben Martin out did themselves. This is a great sight, and I look for it to be there again next year. I was hoping for an official race report from Mike. I will make sure it's in the next newsletter, but I wanted to mention the turnout.

On Sat. we had 17 in Standard and 38 in expert. On Sunday we had 18 in standard and 25 in Q-40. This is the premier event in our district and I look for it to be even bigger next year. If you didn't make it this year,

plan on coming next year. Special thanks go to the Dayton Wingmasters for their help. By the time this newsletter is out, the District 5 Championship will be over. Terry Frazer has groomed this field into a great pylon sight and I know this will be a good one. Hope to see ya there.

Brenda

Quarter Midget Bob Beaudette

8442 NW 47th Dr, Coral Springs, FL 33067
(954) 340-5437

Wow! It seems like I just wrote a column and it's time for another. With the year coming to a close, the less than 12.5 square inch airplanes are going to be illegal. Sooo use 'em up, or maybe the manufacturers can provide you with a new fuselage if your wing is good.

Check the race schedule. If your race is still showing, then I *have not* received the race report for points. I've only received reports on 23 races and some of these are two day weekends. There are a lot missing. Again, if your race is still listed, then I do not have the race results. Again this year I am counting your best five races. Next year I may increase it by one or more races if there are enough races with the districts to support six. The end of the year for points is here. You have only about two weeks to get me results.

I spoke to Lyle Larson and he is now shipping his Dago Red and Strega. The UPS strike slowed things up a bit but he tells me things are back to normal. I also talked to our long lost friend Rich Tocci. Rich is also shipping the new versions of his popular Stiletto (Jenny Craig) and Nemesis. He also tells me he's thinking of just maybe flying again real soon. For the Vendetta crowd, I'm told that the new version, Miss Ashley is just about ready and the rumor has it that it will debut at the Championship race. I'm told that Rusty has made some neat design improvements.

This is going to be a short column this month as we have been bombarded at work with a new acquisition. My modeling and writing time has been at a minimum this month. Hope to see you all at the Championship race. Let's support these guys. For those of you that call and write, thanks for the input. This is your column I just try to put it on paper.

The Vendetta/Miss Ashley has been added to the approved airplane list.

One quick final note, I got a letter from President Vern Smith. It reminded us that its election time again and that VP resignations were only being accepted accompanied by a resume from a live, willing and able body and \$500.00. I only have one question Vern, check, cash or money order? Just kidding.

See Ya Bob

Quickie 500 - Cliff Telford

1512 S Greenleaf Ct, Winter Springs, FL 32708 (407) 359-9958 Fax: (407) 359-5063

The 1997 racing season is coming to a close. Points for 1997 must be earned by September 30th. Any races held after this date will count for the 1998 season. Race reports for 1997 must be in the hands of the Points Coordinators by October 31st so that points can be tabulated, trophies ordered and awarded by the end of the year. Many contest directors are not NMPRA members so it is up to the District VPs and contestants to make sure someone turns in the race reports by the deadline. By consulting the race schedule in the back of this issue one can determine the races which have NOT been reported so far. When the races are reported, they are removed from the race schedule.

Friends

This past month has not been a happy one for pylon racers. At the FAI Pylon World Championship held in the Czech Republic, Jim Shinohara had a heart attack and is still there in the hospital as this is written. For many years Jim has been one of racing's strongest supporters by sponsoring races and pilots. NMPRA has benefited greatly from his generosity and races are never dull when Jim is around.

This past week John Brodbeck Jr. passed away. I first met John at the 1953 Nationals in Philadelphia and we remained friends over the years. John's sense of humor and support always made our sport more enjoyable. We will miss him.

Cliff

District 1 - Dave Ferrell
1565 Echo Dr., Merced, CA 95340, 209.722.0655

Q5 & Q4 use APRA rules		
11/3	Phoenix, AZ	Q5
12/1	Phoenix, AZ	Q5
3/16/97	Merced, CA - CCRA	Q4
3/29	Dave Ferrell 209.722.0655	Q4
	Sacramento, CA - CCRA	
6/21-22	Jim Tomblin 916.723.8574	Q4
	Medford, OR - CCRA	
8/17	David Duncan 916.233.3853	Q5,AMA
	Sacramento, CA - CCRA	
9/13	Jim Tomblin 916.723.8574	Q5,AMA
	Modesto, CA - CCRA	
	Bruce Coffey 209.722.0655	Q4,AMA
10/11	Merced, CA - CCRA	Q5,AMA
	Dave Ferrell 209.722.0655	Q4,AMA

District 2 - Darrol Cady
10711 NE 37th Ct, Vancouver, WA 98686, 360.573.0987

Q5 uses APRA rules		
10/5	Kent, WA Hawks	F1, Q5,AMA
	Elliot 206.630-0598	
10/11-12	Bremerton, WA - ARCS	F1, Q5,AMA, Q4
	Jim Kelly 206.840-0418	
11/2	Kent, WA Hawks	Q5,AMA
	Elliot 206.630.0598	

District 3 - Randy Smith
13 Hawkford Cr NW, Calgary, Alberta T3G 3G2, Canada 403.547.1156

5/3-4	N Battleford, SK	Warm up
5/24-25	Regina, SK	F1
7/26-27	Swift Current, SK	F1
8/30-9/1	Saskatoon, SK	F1, Q4
9/13-14	Winnipeg, MB	Q5(2)

District 4 - Mike Sperry
1614 11th St, Cody, WY 82414, 307.587.5870

UVA contact - Steve Terry 801.226.5418		
WRFC contact - Jim Duke 402.334.9397		
4/27	Mead, NE - WRFC	Q5SE,AMA
5/17-18	Billings, MT - BFM	Q4
	Doug Haake 406.252.7210	
5/18	Council Bluffs - WRFC	Q5SE,AMA
6/29	Mead, NE - WRFC	Q5SE,AMA

7/12	Club Field - UVA	Q5S,AMA
7/27	Council Bluffs - WRFC	Q5SE,AMA
8/9	Club Field - UVA	Q5S,AMA
8/24	Mead, NE - WRFC	Q5SE,AMA
9/13	Club Field - UVA	Q5S,AMA
9/28	Council Bluffs - WRFC	Q5SE,AMA
10/11	Club Field - UVA	Q5S,AMA
10/25	Payson Sod Farm - UVA	1/2A
11/8	Club Field - UVA	Q5S,AMA

District 5 - Brenda Holbrook
3418 MArch Terr., Cincinnati, OH 45239, 513.923.4326

10/5	Toledo, OH - Flying Tigers	Q5S,AMA
10/6	Pat Falgout 419.241.3865	Q4
5/3	Westland, MI - Signal Seekers	Q5,AMA(2)
5/4	C Wooley 313.326.6297	SE
6/7-8	Toledo, OH - Flying Tigers	Q5AMA, SE(2)
	Pat Falgout 419.241.3865	
8/9	Dayton, OH-CAPS Classic(ABF)	Q5S,AMA
8/10	Mike Condon 313.464.7027	Q5AMA, Q4
8/23-24	LaSalle, MI - Weak Signals SILVER CLIP	
	Rick Cromer 419.537.6776	Q4
9/6-7	Cincinnati, OH - Propbusters	Q5SE(2)
	Bruce Seifert 513.474.1265	
9/20-21	Lucasville, OH	Q5SE
	Terry Frazer 614.574.6840	
10/4-5	Toledo, OH - Flying Tigers	Q5SE(2)
	Pat Falgout 419.241.3865	
10/11-12	Hebron, KY Blue Grass Champ	Q5SE
	Brenda Holbrook 513.923.4326	
	Joe Ruh 606.341.6896	

District 6 - Richard Moreland
726 Hillmeade Rd., Edgewater, MD 21037, 301.261.7366

10/20	Jackson, NJ - GPRA	Q5AMA
	Cup Race	
4/26/97	Bowie, MD PGRC	Q5S,AMA
	Rick Moreland 301.261.7366	
5/4	Hadley, MA - NEPRO	Q5SE
	Dave Fogg 413.593.3581	
5/10	Ellington, CT - NEPRO	
	Wayne Galbraith 860.745.3291	
5/17-18	Bowie, MD - PGRC	Q5AMA, Q4
	Rick Moreland 301.261.7366	
6/28	Bowie, MD - PGRC	Q5S
	Rick Moreland 301.261.7366	
8/2-3	Bowie, MD - PGRC	Q5AMA
	Rick Moreland 301.261.7366	
8/24	Niagara Falls, Ont	

9/6-7	Gary Gau 412.452.1325	Q5AMA, Q4
	Westover AFB - NEPRO	
	Pete Reed 860.673.7883	
9/14	Hadley, MA - NEPRO	Q5ES
	Irl Brown 413.527.3077	
9/14	Jackson, NJ	Q5
	Frank Fleisch 908.929.8204	
9/20-21	NMPRA District Championship	Q5AMA
	location to be announced	
10/5	Jackson, NJ - Annual Cup Race	Q5
	Frank Fleisch 908.929.8204	
10/11	Bowie, MD - PGRC	Q5S,AMA
	Rick Moreland 301.261.7366	

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

Q5 is SEMPRA Sport Pylon		
9/6-7	Decatur, AL	Q5
	Brad Clayton 205.350.2162	
9/27-28	Atlanta, GA Fall Rally	Q5
	Gail Jacobson 404.705.8497	
10/25-26	FL Lauderdale	Q5
	Don Moody 954.749.8078	
END OF SEMPRA SEASON		
11/8-9	Tampa, FL TRAC	Q5
	Wayne Smith 813.621.4051	

District 8 - Dan Tips
1706 Pilot Way, Garland, TX 75040, 972.840-8578

4/26-27	Ft Worth, TX- Thunderbirds	Q5(2),AMA(2),Q4(2),F1(2)
5/31-6/1	Austin, TX	Q5,AMA, Q4, F1
	Powermaster Nationals	
6/21-22	Wichita Fall	Q5(2),AMA(2),Q4(2),F1(2)
8/23-24	Houston, TX	Q5(2),AMA(2),Q4(2),F1(2)
	Space City	
9/6-7	Ft Worth, TX	Q5,AMA, Q4, F1
	Dan Tips	
9/27-28	Dallas, TX	Q5(2),AMA(2),Q4(2),F1(2)
	District Championship	
10/25-26	Open	Q5(2),AMA(2),Q4(2),F1(2)

(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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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
8.5 X 7.25	5	3.95	8.75 X 9.0W	5	3.95	13 X 13N	9	7.95
8.5 X 7.5	5	3.95	8.75 X 9.25W	5	3.95	13 X 13.5N	9	7.95

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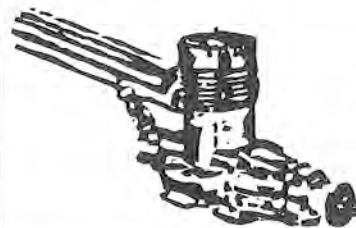
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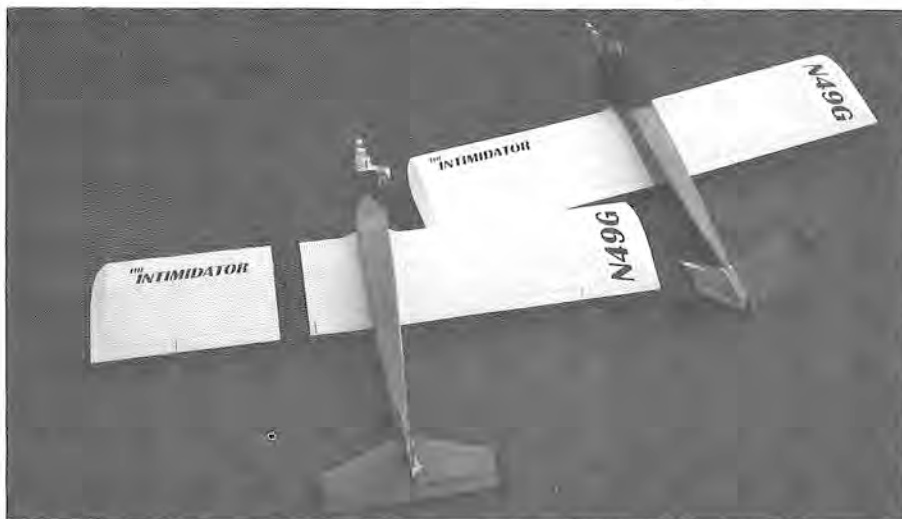
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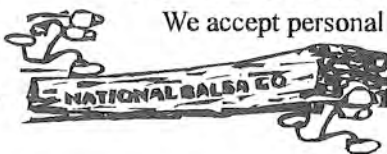
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SECRETARY/TREASURER/EDITOR/PUBLISHER
Paul Page - 49 Debra Lane., Bristol, CT 06010-2725 (860) 584-9437 Fax (860) 584-1473
E-mail: ppage@connix.com

DISTRICT 1 VP - Dave Ferrell - 1565 Echo Dr, Merced, CA 95340, (209) 722-0655
E-mail: pylonflyer@aol.com

DISTRICT 2 VP - Darrol Cady - 10711 NE 37th Ct Vancouver, WA 98686 (360) 573-0987
E-mail: dcady@pacifier.com

DISTRICT 3 VP - Randy Smith - 13 Hawkford Cr NW, Calgary, Alberta, Canada T3G 3G2 (403) 547-1156
E-mail: randy_smith@nt.com

DISTRICT 4 VP - Mike Sperry - 1614 11th St, Cody, WY 82414 (307) 587-5870

DISTRICT 5 VP - Brenda Holbrook - 3418 March Terr Cincinnati, OH 45239, (513) 923-4326

DISTRICT 6 VP - Richard Moreland - 726 Hillmeade Rd Edgewater, MD 21037, (301) 261-7366

DISTRICT 7 VP - Gary Freeman Sr. - 1005 Taproot Dr., Winter Springs, FL 32708 (407) 695-1855

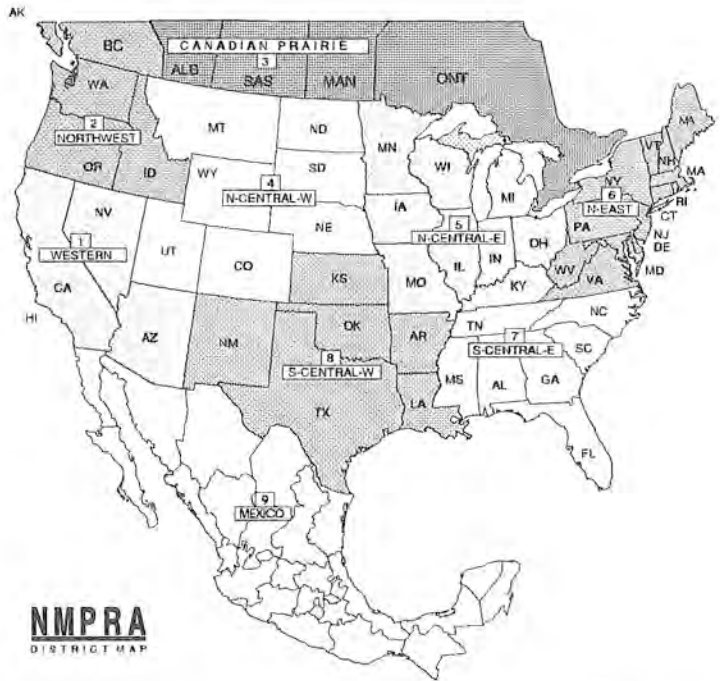
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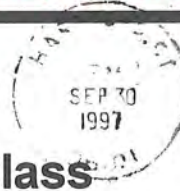
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