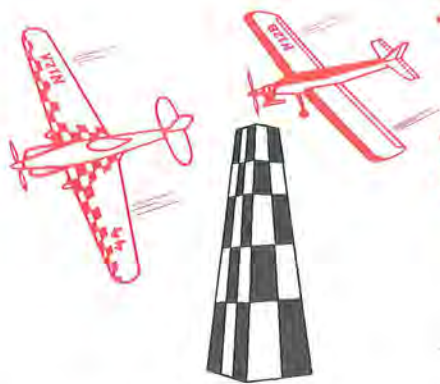


# NMPRA

# HIGH PERFORMANCE



National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

December 97

## Presidential Pontification

The AMA Pylon Racing Contest Board takes it's final vote on the rule proposals for 1999 in a month or so. If you have kept your newsletters from the past year you can look up the proposals as well as the results from several surveys I took from NMPRA members. The survey results fit very nicely with the 1st round of voting by the Pylon Contest Board, or put another way, the majority of the Contest Board members voted the way the majority of those NMPRA members who responded to my surveys would have liked them to. There was one major exception that could cause us a lot of problems. One of the proposals for 99 aimed at slowing down Q40 by restricting the size of the intake. The Contest Board was offered three or four intake sizes to chose from.

This proposal concerns me greatly for two reasons. The one area that the NMPRA survey respondents agreed almost unanimously was their distaste for slowing any of our events down. The second problem is the really ridiculous result we will get if we slow down Q40. Most agree that F1 is dying from a lack of participation leaving Q40 as our premiere event. If we restrict the intakes of the Q40s our entry level event will be posting faster times than the events we have our annual Championship race for.

You folks have made your feelings about slowing down very plain and while I personally feel we should slow Q500 down ten seconds or so, I certainly don't think we should slow down Q40. I have asked Paul Page to insert a list of the Pylon Racing Contest Board members with their phone numbers, addresses, and the states they represent. I plan to send each Contest Board member a letter from the NMPRA explaining our survey results and how this intake proposal would create a situation exactly counter to what our members say they want.

## ELECTION RESULTS

President **Vern Smith - 54** Gary Hover - 24 Mike Condon - 4

Appointments — Secretary/Treasurer/Editor/Publisher - **Paul Page**  
 Q500 VP and Points Coordinator - **Cliff Telford**  
 Q40 VP and Points Coordinator - **Bob Beaudette**  
 Form I VP and Points Coordinator - **Mike Hesel**

District 1 . . . **Dave Ferrell - 12** Gary Hover - 2 Ron Schorr - 1  
 Bob Smith - 2 Jim Allen - 1

District 2 . . . **Darrol Cady - 8**

District 3 . . . **Randy Smith - 2**

District 4 . . . **Mike Sperry - 3**

District 5 . . . **Terry Frazer - 11** Karen Yeager - 1

District 6 . . . **Rick Moreland - 19**

District 7 . . . **Gary Freeman Sr - 7**

District 8 . . . **Damon Darnall - 7** Jerry Small - 3 Mark Parker - 1

District 9 . . . **Luis Garcia Blake - 1**

*Editors note:* The numbers will not total correctly because; some didn't vote for President, some didn't vote for their district VP and some voted for the wrong district VP.

Please take the time to call or write the Board member from your district to let him know how you feel about the intake restriction proposal or any of the other proposals you want to discuss with him.

Almost from the day I took this office I have been begging and pleading with the AMA to clarify language in their insurance policy that limits coverage for AMA members who derive some or all of their income from modeling activities. More simply put, if you sell kits, modify engines, build for others, or any similar activity that you accept payment for, you are currently excluded from coverage.

This is potentially a big ugly issue and the AMA's last and final response to me was "we don't want to bring it up with our underwriters because that could bring attention to it". A "head in the sand" defense may be

the best course of action for the AMA but it could be a financial disaster for a member involved in a modeling related lawsuit who is denied insurance coverage.

NMPRA legal council (Mr. William Anstine) as well as two independent insurance claims managers have warned me that the current language in the policy could lead to cancellation of coverage. This is not an area that you want to take lightly if you fall in the excluded category, and have been fortunate enough to pile up enough personal wealth that you would make a nice target for a lawsuit. Keep in mind that you don't have to be rich to be a good target.

I have only two suggestions for those of you who feel affected. The least expensive solution is to join the Sports Flyers. It's not

a sin to belong to both. I have had their insurance policy reviewed and it does not contain the exclusion clauses the AMA policy contains. The second approach is to buy a business liability policy. This is not a simple area so check with your insurance agent about the following. Most home owners liability coverage does not cover commercial activities, these activities are generally excluded just as they are in the AMA policy. Make very sure that any coverage you buy covers you as you participate in activities that are related to your sources of income (your business). I'm not into giving legal advice but I will be glad to provide all the information I have on this topic to anyone who wants to call me.

I want to thank those of you who are kind enough to buy ads in this newsletter. The revenue we derive from the newsletter goes

a long way toward paying the newsletter printing and mailing expenses. Paul Page, our tireless editor does all the set up and lay out work for the inner satisfaction of a job well done. Paul has asked me to remind our regular advertisers that this is the last issue of your 1997 contract. Please contact Paul to renew for 1998.

Well, the season is here to be jolly and spend money on gifts for people who don't need or want them when we could be buying ourselves a new engine for the 98 season. Anyhow, have a Merry Christmas.



## Something new !

I believe that it's time for a change in the way we conduct our races. We have lost a sizable number of racing participants in the last ten years because they are tired of putting forth substantial effort without reward. Aside from the almost constant bickering over the rules that has become common place in recent years, we have lost people simply because racing has become a dead-end for many of them.

Virtually every competitive sport that I have ever been involved in has a class or category system which allows the participants to pit their skills against others of similar ability. There are people who have attended pylon races over the years who simply never were competitive, and never could be, no matter how much effort they put forth. We've lost lots of people because of this, and I believe what follows may get us

back into a growth rather than shrinkage mode.

Under this system everyone who attends the event has an equal opportunity to be rewarded for their effort. Even competitors of beginning skills will have a chance at receiving a reward for all the hard work.

It's simple and works like this:

Fly five or more rounds for those who are chasing national points. This determines your place in the contest, but only for points. There are no awards other than your accrued points.

Take the best times for every contestant and group them by top three or four, Second three or four (three or four depending on how big the race is in number of contestants). Group them all the way to the bottom of the times and set them up for a fly-off in each category. It won't cost the clubs any more for awards. All they

need is a 1st place trophy for each group in the fly-offs.

This gives every contestant a shot at an award to be won against others of similar ability, and promises some very exciting and closely matched fly-off excitement. If you're worried about sandbaggers, that's easy to deal with too. If anyone beats their fly-off insert time by more than five seconds, they are disqualified.

The beauty of this system is that not everyone has to have the most up-to-date combination of aircraft, engine, etc. in order to compete. Their ability to operate at any given level is all that's necessary.

I have spoken to numerous racers about this proposal in the past few months. I have yet to find any argument against it. The discussion is now open - let's hear your side if it.

*Dave Shadel*

### 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 - 10/17/93
421-F1-Jr	Matt Van Baren - 1:10.81 - 8/18/96
422-Q40-Op	Richard Verano - 1:02.42-4/27/97
422-Q40-Sr	*Seth Tomblin - 1:06.16 - 5/17/97
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 - 1/14/96
428-Q500-Sr-2.5m	Seth Tomblin - 1:11.16 - 10/06/96
428-Q500-Jr-2.5m	Henson Bartle - 1:14.53 -6/22/96

\* applied for AMA Official Record

# DUES ARE DUE

# DON'T MISS THE FEBRUARY ISSUE



**CHAMPIONSHIPS**  
**HOST**  
*Irving RIC Flyers*

1st Place Q40 - \$500 LANDING PRODUCTS	1st Place F1 - \$500 <b>POWERMASTER</b>
2nd Place Q40 - \$400 HENRY BARTLE NORTH WEST MODEL DIST.	2nd Place F1 - \$400 <i>Sheldon Hobbies</i>
3rd Place Q40 - \$300 <b>NMPRA</b>	3rd Place F1 - \$300 <b>NMPRA</b>
Fast Time Q40 - \$100 <i>Bill Hager</i>	Fast Time F1 - \$100 <i>Bill Hager</i>

Associate Sponsor **JET**

*Fuel Supplied By...*  
**POWERMASTER**

Formula 1-Quarter Forty NMPRA Championship Race: Three bad boys of racing, Stu McAfee, Travis Flynn and Gary Freeman Jr.

Many thanks to our sponsors who put up more than \$2000.



Jerry Small ID's his and Norm Johnson's Wild Turkey.



Rusty Van Baren displays Steve Cameron's Miss Ashley II.



Star of stage, screen and JR advertisement is Rex Knepper with his Dago Red.



Mouse ears and all, Jerry Salisbury and wife Bonnie, fire up his Stiletto.



# CHAMPIONSHIP

87.60	200.00	200.00	83.87	82.02	89.80	79.99	79.49	89.60	87.41	84.14	82.42	93.61	76.83	84.34	81.28	1182.40	
34	Nobuyuki Chujio/Kunihide Kawaoku																
200.00	75.61	79.00	200.00	76.63	84.41	80.95	86.07	200.00	74.34	200.00	80.20	73.56	80.76	82.36	200.00	1473.89	
13	Yoshinori Sato/Akira Sato																
72.68	85.15	69.96	73.35	74.78	76.40	75.13	78.61	75.86	88.10	74.74	76.13	74.67	200.00	71.03	76.02	1054.51	
9	France																
24	Jean Yves Perret/Florence Perret																
87.87	86.50	88.41	83.18	200.00	78.52	81.70	200.00	81.56	80.78	79.71	84.81	80.16	79.08	83.57	83.95	1159.80	
32	Olivier Allais/Bernard Brun																
81.06	90.37	86.59	93.73	100.89	79.34	89.40	91.23	89.19	200.00	84.10	81.70	79.34	82.03	200.00	200.00	1341.09	
30	Bernard Brun/Olivier Allais																
84.57	86.78	200.00	94.75	87.90	84.69	87.94	87.08	90.99	82.44	81.59	81.40	200.00	89.20	82.32	90.79	1212.44	
10	Sweden																
20	Borje Ragnarsson/Ingvar Larsson																
81.53	77.59	77.51	82.12	74.95	73.68	79.38	76.94	75.07	73.68	200.00	78.01	83.35	76.80	76.15	76.55	1089.63	
40	Ingvar Larsson/Borje Ragnarsson																
200.00	200.00	200.00	73.07	200.00	73.15	73.34	200.00	86.33	101.74	200.00	200.00	87.52	200.00	77.36	200.00	1972.51	
15	Thomas Eriksson/Joakim Arnesson																
102.68	200.00	200.00	77.72	74.67	79.74	74.38	73.62	87.58	70.39	72.08	74.05	70.93	70.73	70.34	71.62	1070.53	
11	South Africa																
31	John Dorse/Frans v.Hoogstrate																
200.00	99.80	84.48	200.00	83.82	81.66	85.36	83.03	82.09	81.66	82.90	90.19	85.38	86.39	85.51	89.07	1319.68	
35	Eric Heath/Frans v.Hoogstarate																
200.00	81.50	200.00	83.73	200.00	81.90	200.00	85.49	84.62	89.97	79.57	85.92	89.27	200.00	83.79	88.07	1533.83	
39	Russell v.d. Westhuizen/Frans v.Hoogstrate																
200.00	97.00	100.47	92.54	200.00	90.01	200.00	101.45	90.01	200.00	200.00	200.00	98.91	95.29	93.92	200.00	1969.59	
12	Netherlands																
6	Robbert v.d.Bosch/Bert Melkemeijer																
67.06	200.00	71.67	69.84	70.06	67.06	77.92	67.55	75.83	71.83	200.00	70.29	76.26	59.28	69.22	73.57	999.10	
26	Peter v. Doesburg/Bert Melkemeijer																
200.00	84.28	78.97	77.46	200.00	72.29	72.54	74.45	76.27	75.05	72.29	72.65	73.02	72.87	72.50	75.67	1178.02	
13	Belgium																
9	Wim Lentjes/Willy Buysmans																
75.71	76.15	73.66	73.83	75.76	71.28	73.93	73.78	75.34	79.12	74.12	73.84	71.28	71.80	82.63	81.33	1047.34	
41	Stefan Raeven/Joseph Raeven																
200.00	200.00	92.60	113.53	200.00	92.60	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	2507.43	
14	Hong Kong - China																
42	Wing Fai Wong/Tony Ka Fai Ho																
200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	2800.00	
37	Cheung Kwong Lau/Kenneth Wai Y Tang																
91.39	101.81	200.00	100.55	200.00	91.39	121.45	112.92	106.49	110.35	100.09	96.03	200.00	200.00	96.44	200.00	1837.52	
38	Kai Ling Chan/lo Fai Wong																
200.00	200.00	200.00	114.81	200.00	86.37	103.08	101.10	200.00	200.00	86.37	101.94	106.10	93.03	111.08	86.68	1904.19	
15	Russia																
36	Alexander Smolentzev/Konstantin Xrikun																
200.00	200.00	93.40	90.80	88.82	76.09	200.00	82.98	200.00	200.00	81.10	81.10	76.09	78.16	200.00	78.00	1628.83	
16	Ukraine																
43	Igor Gorbanov/Alexandr Edamov																
200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00	8400.00	
2	World Champion																
Dave Shadel/Jim Shinohara	70.92	78.05	70.94	68.46	66.70	69.35	75.34	69.29	70.02	69.51	67.35	67.73	69.46	200.00	71.22	71.68	977.97

# Quickie 500 1997 NMPRA National Points

1.	C. Grunkemeyer	690.2	52.	Steve Pastula	445.3	103.	Tom Jenkins	304.8	154.	Wm. Cranston	148.3
2.	David Wright	685.8	53.	Russ Levy	444.0	104.	Travis Flynn	301.6	155.	Robert Davis	147.8
3.	Richard Beers	678.3	54.	Tom Rebenklu	441.5	105.	Bob Wooley	301.4	156.	R. Higginbotham	147.4
4.	Mark Parker	672.6	55.	Stan Davis	440.7	106.	S. Cameron	299.9	157.	Bill Johanson	144.7
5.	Lewis Schwab	670.5	56.	Dave Bowen	437.5	107.	Archie Snider	285.7	158.	Jim Allen	143.4
6.	Gary Gau	662.0	57.	Roy Andrassy	435.8	108.	Bob Dible	283.2	159.	Bob Brogdon	142.3
7.	Terry Frazer	660.4	58.	Dave Ferrell	434.7	109.	Bri. Richmond	277.1	160.	Fred Johanson	142.1
8.	Lloyd Burnham	660.3	59.	C. Petrone	431.8	110.	A. McIndoe	274.4	161.	Matt Van Baren	139.4
9.	C. Poulton	653.3	60.	Bob Mikko	427.5	111.	F. Burgdorf	269.8	162.	Tim Crookham	139.2
10.	James Barr	647.5	61.	Mark Price	425.6	112.	Mark Morgan	268.5	163.	John Albritton	130.8
11.	D. O'Brien	637.2	62.	Dave Torre	420.4	113.	John Packer	267.3	164.	Ernie Nikodem	126.9
12.	G. Freeman,Jr.	631.6	63.	Joe Dodd	420.3	114.	Paul Zink	263.1	165.	Mark Jenks	119.9
13.	J. Tomblin	629.6	64.	Ralph Rinaldi	416.6	115.	Ken Howell	258.2	166.	Dave Bowman	118.0
14.	Darrol Cady	608.6	65.	Jack Ellefson	414.1	116.	Thomas Hart	257.7	167.	Scott Sabolich	111.2
15.	Ray Brown,Jr.	608.0	66.	Ed Smith	411.0	117.	Ed Spiker	250.7	168.	Richard Verano	110.2
16.	Mike Luzzi	604.5	67.	G. Wierschke	410.8	118.	Mike Sperry	245.7	169.	Mike DelPonte	109.3
17.	S. Hulse	599.9	68.	Al Watson	410.5	119.	Bill Bertrand	244.7	170.	John Gerhardt	106.1
18.	Dean Stone	591.6	69.	Joe Llanos	403.6	120.	Randy Smith	235.6	171.	Alan Warfield	100.6
19.	Alex Nyere	588.9	70.	Gail Jacobson	402.0	121.	Mitch West	235.0	172.	Harvey Zoon	93.4
20.	Cliff Telford	581.7	71.	J. Schweitzer	400.8	122.	Ben Martin	233.3	173.	Don McStay	93.0
21.	P. Seiden	581.2	72.	Chuck Lee	397.2	123.	Tim McGreevy	229.9	174.	Rusty Van Baren	92.2
22.	Todd Bailey	579.1	73.	Vern Smith	396.8	124.	P. Bergstrom	228.3	175.	Brad Batt	90.1
23.	Steve Milos	571.4	74.	B. Leavengood	396.2	125.	Bruce Safriet	226.7	176.	Perry Bartlett	85.0
24.	Dub Jett	566.1	75.	A. DeFillipo Jr.	391.4	126.	Geo. Brown, Jr.	225.7	177.	Dan Myer	83.6
25.	Gene Bass	563.8	76.	Tony Lopez	388.7	127.	Steve Dombek	216.0	178.	Rod Mitani	82.0
26.	M. Cougil	563.0	77.	Dan Tips	387.7	128.	Pete Bowen	209.8	179.	Dennis Sawyer	79.2
27.	Mike Hammett	562.9	78.	C. Anderson	384.0	129.	Jerry Kunze	209.4	180.	Rod Batt	78.6
28.	Bob Beaudette	559.8	79.	Bru. Richmond	379.7	130.	Gary Casmer	193.9	181.	Chuck Eads	78.5
29.	Matt Mikko	542.1	80.	Mike Condon	376.4	131.	J. Zimmerman	193.3	182.	Dick Smith	77.1
30.	Cecil Graval	541.6	81.	Jerry Salisbury	375.8	132.	Bill Northcutt	190.1	183.	Lorne Moen	69.9
31.	Dave Doyle	538.3	82.	John Zanghi	374.0	133.	Tom Scott	189.2	184.	Bob Greenwell	69.5
32.	Joe Lemley	538.2	83.	Dan Kane Jr.	373.3	134.	Erik Metz	189.1	185.	Don Nix	68.7
33.	A. Adamisin,Sr.	537.3	84.	Mike Stokes	368.2	135.	David Binger	188.7	186.	Jim Sinks	54.0
34.	Carl Silva	529.4	85.	Ron Gray	364.9	136.	John Fike	187.1	187.	Gene Sidwell	52.2
35.	Bob Wallace	520.2	86.	Doug Houston	364.4	137.	Stu McAfee	181.1	188.	Tom Wetherill	52.2
36.	Pete Reed	519.5	87.	Ed Poccia	355.4	138.	Forrest Terral	180.3	189.	Bill Madan	46.7
37.	M. Blanchard	515.1	88.	R. Hendriksma	352.8	139.	Gary Schmidt	177.2	190.	Mel Reed	43.2
38.	B. Coffey	512.7	89.	Art Edsall	350.7	140.	Rich Tocci	172.8	191.	Jim Henderson	37.7
39.	Mike Tallman	496.3	90.	Don Moody	350.0	141.	Charles West	168.6	192.	Larry Drury	36.7
40.	Bill Jensen	495.4	91.	C. Wooley	347.0	142.	Larry Murphy	168.5	193.	Dave Martin(TX)	29.9
41.	Trey Farran	491.3	92.	Mike Bergen	342.3	143.	Rich Trissell	168.0	194.	Byron Bednar	29.7
42.	Bill Warner	491.1	93.	Jim Van Sant	337.7	144.	Bob Greer	167.1	195.	Paul Geders	25.4
43.	Doug Baker	470.3	94.	Carl Simms	333.9	145.	Bill Brandow	166.5	196.	Jake Bruckler	20.5
44.	Steve Kovach	469.3	95.	G. Freeman Sr.	331.0	146.	Alan Green	165.2	197.	Phil Rossman	16.1
45.	Richard Berner	467.8	96.	Bob Hisey	327.8	147.	Tom Bogut	164.8	198.	Randy Etken	7.3
46.	John Holbrook	460.4	97.	Seth Tomblin	321.8	148.	Scott McAfee	163.8	199.	Kevin Matney	7.0
47.	Rick Moreland	455.3	98.	D. Carpenter	321.1	149.	Dennis Sumner	159.9	200.	Walt Riess	1.2
48.	Bob Arledge	452.6	99.	A. Reinhardt	319.5	150.	Charles White	158.7			
49.	Mike Helsel	451.9	100.	Mike Gordon	314.8	151.	Dave Hill	156.6			
50.	Newton Smith	451.1	101.	Rex Knepper	312.5	152.	Tim Valouch	156.1			
51.	V. Sutton	447.6	102.	M. Brownlee	312.4	153.	D. Ficucell	152.4			



# District News



## District 1 - Dave Ferrell

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

1997 is quickly coming to a close and what a year!! Marred only by the loss of Jim Shinohara. I only met Jim one time but you had to be on your toes around him. He had a zest for life that few of us have retained through out the years. There are many stories of the pranks that he pulled but there are also the great contributions that he brought to pylon racing. Our condolences to the Shinohara family, Jim will always be remembered as an Icon of Pylon Racing.

The winter months are upon us and most of the racing has come to an end for 1997. I do have some information for 1998. The Arizona Pro Flyers in Phoenix AZ will be holding their Winterfest for 428 January 17th & 18th. Las Vegas will host a Q40 race January 31st. I have received most of the Southern schedules for "98" and some of the Northern dates. I will publish all the dates that I get in the next report.

I sent out a newsletter to all of you that were listed for District 1 from the 1997 roster last month. For you that have joined NMPRA since and you that didn't get the letter, I thanked all that helped me in this first year as your District. VP. I didn't do too much except get this report off to Paul through cyber space each month (it got lost once). I did help one Q40 pilot get his points because I had all of the race results that he had participated in, on file. That is one reason that I encourage you people to make sure that race results get to me as well as to the appropriate VP of your event.

Probably the biggest event for 1998 will be the Q40 & F1 Championships to be held on the West Coast, as Vern reported last month. For us in District 1, it will be a double treat as I plan to hold the NMPRA District 1 Quickie Championships the same week. Yes I said the same week!! If you in District 1 fly 428, Q40 & F1, it will be a week of racing. The primary event is the Q40 & F1 and they get the Fri., Sat. & Sun. days but prior to that will be District 1 Quickie Championships. All events will be restricted to NMPRA members only and the

Quickie Championships restricted to NMPRA District 1 members only. I realize that if you only fly Quickie it will be a handicap to race on a Tues. Wed, but I am trying to get the most that I can out of Castle. I know that I cannot please everyone but will do the best that we can. The site location will be Castle Airport (formerly Castle AFB), hosted by Merced County R/C Club. The dates will be October 6,7,8,9,10 & 11. With Quickie on the 6th and 7th, Q40 & F1 practice on the 8th and racing the 9th, 10th & 11th. A Banquet will be held Fri. or Sat. night. Castle was a B-52 SAC base and is open to general aviation with FOB although there are no commercial flights into the base. The nearest airports would be Fresno, Sacramento & San Francisco. The weather at that time of year is usually Indian Summer. The flying site is 30 acres of cement. Over night no-hook-up RV camping on site is permitted.

The main reason I am putting out this information so early is that I remember when I was a working person (26 years as a fire apparatus engineer) I had to pick my vacation for the next year, around December. They tell me it has been six years since the Championships have been on the West Coast so schedule vacation time for one heck of a week of racing!!!

*Bank-n-yank  
Dave*

## District 2 - Darrol Cady

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

Another racing season has drawn to a close. There were lots of great races that we attended this year. We met lots of new friends and visited so many old ones. What a great Hobby/Sport we have. Some of the best people in the world.

Now that the main season is over in the Pacific Northwest, we settle in to our Winter Season of Quickie races. They are low key, and are always held at the same field. The Boeing Field at Kent, Washington. The Boeing Hawks let us use their field on the first Sunday of each month in the Fall and

Winter. It is very nice of them. We thank them very much.

We had quite a discussion about giving strong support to Q40 in this part of our District. The consensus was that we still have a healthy group of Formula 1 flyers here, and the District will not give up any of the F1 races for a Q40 race. We have, however, scheduled several Q40 races in the district. We will run the Q40s along with what we are already doing. It will give some of the guys that have or want to get Q40 racing in the district an opportunity to do it close to home. There is a lot of enthusiasm to go to the Championship race in Castle this year. There are many in our area that have never been to a Major National race before. They will have a great time, and learn a lot.

Jim Kelly sponsored and ran a race in Bremerton, Washington the same weekend as the Championship race this year. The turnout was not what it should have been, and the weather was great. Much better weather and administration than we had at the Championship race. Jim Kelly and the NMPRA are sponsoring a race at that 5000' runway again next year. The date for this race will be September 19 and 20, 1998. I think it will be well attended. Think about joining us for this race.

At the time of this writing I do not have the results of the November Winter race at Kent. I called the CD and he said that "it is in the mail". Must have been with the check for the trophies and district fees, they are not here either. I can't report what I don't have.

Rhonda and I are going to make a trip on an airplane to go race. It has been so long since we have flown to a contest. I am going to have to learn how to pack for a plane trip all over again. We are going to Mexico City to race with our Mexican friends. We can hardly wait, it is going to be more than a contest, it is going to be a vacation and an experience. I have been to Mexico as a

**NEXT ARTICLE**

**DUE DATE**

**FEBRUARY 4**



# District News



tourist, and am really looking forward to see some of Mexico like some of the Mexicans see it.

Many of you have heard of Luis Garcia Blake's flying field in Toluka. I have had it described to me and still do not have a clear vision of what it is really like. I know it will be spectacular, but it is not in my mind's eye. While we are there, I will take pictures and my next article will be about our trip to Mexico and what we saw and did. INTERNATIONAL TRAVEL LOG, big stuff, Huh! From what I have been told this field is to Racers, as Club Med is to Yuppies.

The race in Mexico starts off our 1998 racing season. This year we plan on attending the Winterfest Quickie 500 in Phoenix, the Gamblers Q40 in Las Vegas, and the season opener in F1 and Q40 in Phoenix. These races are all in a seven-week period from Jan 17 to Feb 23. What a way to start the racing season and get out of the Northwest rain for the Winter. ESOB will get another big workout in 1998. I have to race as much as I can, before I get much older. Stu and Travis are getting real hard on us old guys. Our only advantage is old age, dedication and treachery. Need more skill put in that equation.

Good racing my friends, hope you all have a Happy Holiday Season, and that 1998 is prosperous for all of us.

*Darrol*

## District 3 - Randy Smith

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

It's been a wonderful autumn in most parts of western Canada and R/C flying continues at most club fields. The effects of El Nino have been dramatic with early December high temperatures of 55 degrees Fahrenheit and not a spot of snow to be found anywhere. Here in Calgary, the winter Club 20/Quickie racing has begun again and the carnage is stacking up as we speak. If we don't get any cold weather soon, there won't be any planes left for spring.

Q40 Loki fuselages are emerging from North Battleford as fast as the epoxy can cure. Harold Sattler has had a great response to the design after last year's test season. Terence Palaschuk is vacuum bagging wings and, all over the workshops of Alberta and Saskatchewan, Lokis are being created. Harold advises that the Loki plans and three views have been submitted to the Q40 approval board and he is confident that it will be approved for racing in 1998. This means, for anyone who wants to compete in Phoenix, Muncie or any other NMPRA contest in the USA next year with the Loki, that it will likely be legal. We should know for sure in the next few weeks if it is not listed elsewhere in this newsletter.

Not to make life too easy for the Loki in our district, Terence has decided to design another Q40 model for competition. Known as the Kelly FID Firefly, this is a unique design without a conventional vertical stabilizer. There are lots of aerodynamic theories about this design but we'll only know when the green flag finally drops. Terence has completed the plug for the fiberglass mold and a prototype is expected to be tested by Harold in February. And, thrown in for good measure, there are one or two Dago Reds, a Miss Ashley, and a Nemesis originating from the popular kit manufacturers from the States. Judging by the amount of "ammo" being stocked, it looks like it's going to be quite a "shoot out" on the Q40 ranch next year.

Contest dates within our district have not been set yet. Each hosting club should be discussing their proposed dates with your membership now, then submit them to me for coordination of the district contest calendar. We had a great 1997 racing season with continued strong entries in Quickie 500 and encouraging interest shown in the new Q40 event. I hope that Formula One and Q40 will coexist within our district but only time and contest entries will tell.....

From all the racers in District 3, we wish you and your family a very Merry Christmas and a successful 1998 racing season.

*Rapid Randy*

## District 4 - Mike Sperry

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

Too cold and windy to fly so, I started some new airplanes for the new season. I am building Lyle's Dego Red Q40. This is really a breeze to build. The wing is built with the wing hold downs already in so all you do is drill and tap for the nylon bolts (supplied) and you have the major portion of the plane built. Sand your tail feathers the way you want them, install the firewall and go racing. I always struggle with the finish but in Q40 it doesn't matter, rattle can and go if you want. For F1 (still the best event) I'm building one of those crooked Denights I wrote about some issues back. I have an old fuse and got excited about vacuum bagging a wing for it. Some experimentation here as I don't have any data on how much glass cloth to use. The wing seems a little heavy, maybe some overkill on my part, but it also seems very strong. I wanted to try this system on an airfoil discovered on the Net. The vacuum bagging is kind of a kick and quite easy after some learning experience mistakes.

Looking forward to the Las Vegas race in late January, early February. Its always a good time, then Phoenix in late February. The pilgrimage from Wyoming is always exciting that time of year. Its well worth the effort though, we've never had bad weather for the Phoenix race. The contest is well run and I highly recommend this race. If you are thinking of going, better make reservations soon as the snow birds from the north are already there, and hotel space is sometimes hard to get.

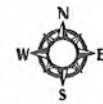
We are in the planning stages of a 428 race in Cody (racing capitol of the USA). The site is paved, plenty of room on the Wyoming prairie and the Billings club is willing to help with the equipment. As always, we are struggling to find enough help to run a race contest. I was just thinking about how good the fishing is in the summer as maybe a draw for this contest (ask Paul Benezra) and decided the fishing is always good; so I gotta go.

*Mike*

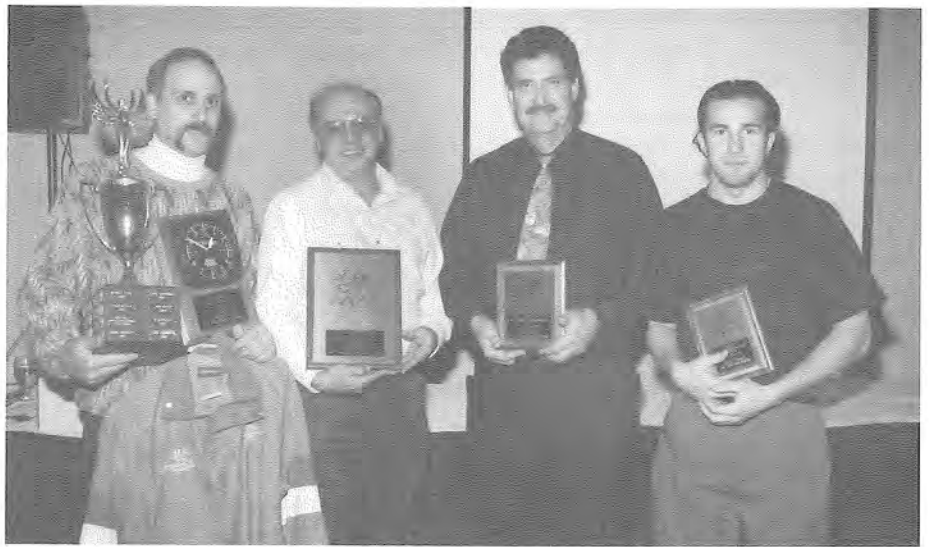




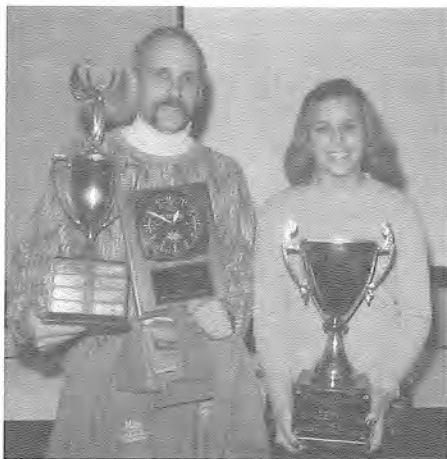
# District News



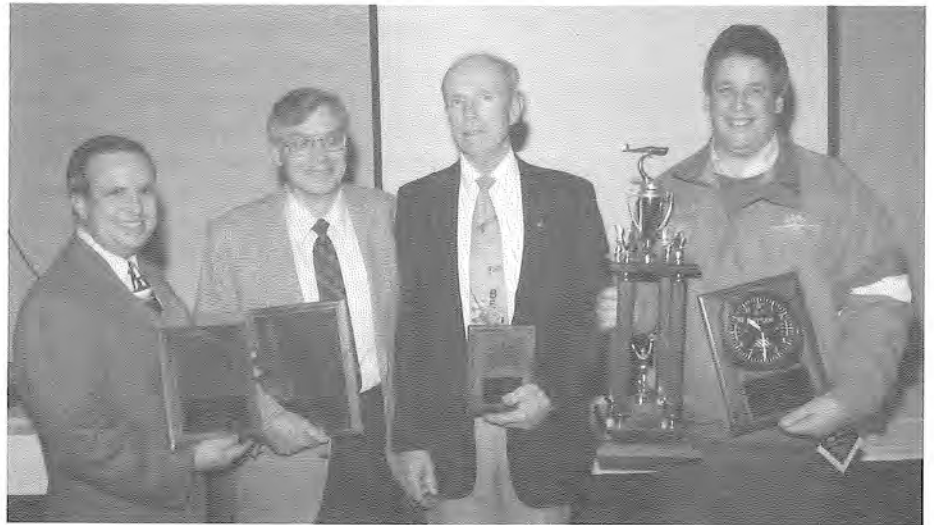
*Lewis Schwab won the NEPRO Q500 Expert 1st place and finished 5th in National points. His wife Barbara was honored with the "Award of Excellence" for soliciting 150 hobby businesses for prizes.*



*NEPRO Q500 Standard top points getters for 1997 are l-r: Mike Luzzi 1st, Frank Heil 2nd, Russ Levy 4th and Rob Settembro 5th.*



*Mike Luzzi displays his jacket and trophies for NEPRO Q500 Standard 1st, and his daughter, Kristina, named "Caller of the Year".*



*NEPRO Q500 Expert top finishers for 1997 l-r: Lloyd Burnham 3rd, Tom Rebenklau 2nd, Bob Wallace 5th and 1st place champion Lewis Schwab.*



*Fast Time in Q500 Expert went to Ralph Rinaldi and Vance Sutton for Standard.*



*Pre WW II .....Jerry Salisbury.*

## District 6 Richard Moreland

726 Hillmeade Rd, Edgewater, MD 21037  
(301) 261-7366

With two weeks remaining before the Tangerine and with one airplane still to finish rigging the radio, this will be short and sweet.

Lloyd Burnham and myself have concluded the race schedule for 428 Quickie



# District News



and 422 Q40 for the 1998 points racing for the Mason-Dixon Classic. We had very good success with this format last year and we will only work harder to improve this next year. Those folks who have not taken advantage of participating at either New England or PGRC, you missed out on some of the best run racing events anywhere.

We will be racing at either Westover AF Base or the Pratt & Whitney Airport next year in New England. The Pratt & Whitney location could be sold at anytime so Lloyd has secured both locations just in case.

PGRC has finally completed our new 400'x40' asphalt runway, with a 60'x30 asphalt take off pad for our racing and Jet flying (thanks again BV). We had hoped to have had this job completed before our last race this year, but due to some contractor problems this did not happen. It's done now, so all you people that like a hard surface runway to race from, come on down and race with us next year. We need the entrants for next year to pay the loans for that \$19,000 we just spent.

For the people that I will not see in Florida in a couple of weeks, have a great holiday season and I hope to see you in the spring.

*Rick*

NEPRO Pictures - The 1997 North East Pylon Racing Organization awards banquet was held on Nov. 22 at the Bradley Ramada Inn in Windsor Locks Ct. Sixty-five people enjoyed a night of fine food and drink, an 800 slide show presentation of the years exploits by Pres. Lloyd Burnham and awards and prizes.

Several thousand dollars of prizes were donated because of the efforts of Lewis and Barbara Schwab soliciting manufacturers all year long. Prizes included three radios, all top of the line.

Thank you to our sponsors: Airtronics, Futaba, HiTec/RCD, R/C Report, Ernst, Master Airscrew, CF Lee Mfg., Flight Line Hobbies, Zona, Rocket City, Boca Bearing, Lone Star, Great Plains, CB/Tatone, LCS Performance, Hobby Poxy, Indy R/C, K&B Mfg., Dubro, Sullivan, Coverite, Norvel, Bob Smith Ind. and Robart.

A special presentation was made to Ralph Rinaldi and Lloyd Burnham by Kristina and Mike Luzzi. All year long, they photographed miniature characters (Lego Men) at various flying sites and presented an hilarious slide show of their own. Great imaginations.

NEPRO looks forward to another fun year in 1998 with 424 Q500, 428 and Q40 racing. If you're in the area, join us for the best facilities, the best safety equipment and the finest workers in the country.

*Lloyd*

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## Quarter Midget Bob Beaudette

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

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Christmas is just around the corner. It sure did come fast this year. The Quarter Midget action is just about over for most of the country. We're getting ready for the Tangerine in Apopka, Florida in a couple of weeks. By the time you read this it will probably be in the history books complete with the tales of cooked engines, folded wings, tree landings, entanglements with the flags and cages and so on. We do have fun though. I was talking to a friend of mine who competes with drag boats. His hobby just cost him a \$6,000.00 power head last month. For six grand I saw a whole bunch of new Quarter Forties with New engines on their noses and new radios in their bellies. I think I'll stick with airplanes thank you very much.

Not a lot happening in the Q-forty arena. If you want to drop me an Email, my address is — [bobbqm40@earthlink.net](mailto:bobbqm40@earthlink.net). I'm also going to publish this column on the RC airplanes Web site. Last months column is already there along with the Approved airplane list. There is a lot of good information available on that site. If you're on the Internet, I would recommend you visiting that site.

AMA has also just sent out the early registrations for the 1998 NATS. If you attended the NATs for the last three years in a row, you will get one in the mail. I know Vern is working hard on getting the AMA

to provide course workers for the Pylon Events. From a personal standpoint, it would be nice to have some time to enjoy some of the other events, or just spend some quality time with family and friends.

One correction from last months column. The weight listed on the completed Vendetta/Miss Ashley was incorrectly stated as 4.6 lbs. It should have been 4.06 lbs. I have just completed another one and it's weight was identical, 4.06 lbs ready to fly. My apologies to Rusty.

There have been several questions about needling the engines for consistant runs. One individual asked why it seems that some guys seem to just start the engine needled up tight and walk back to fly. The few guys that I have seen do that do not have consistant engine runs. In the case of Nelson engines, once it overheats, it's all done until it cools down. Just shut it off. The way Rocket Racing does it is as follows.

On the first run of the day, start the engine rich, 1-1/2 to 2 turns open from peak. Once it fires, let it warm for a few seconds with the plug still connected. Disconnect the plug. Turn the needle until it holds a constant RPM still rich. Pinch up the fuel feed line and watch the RPM on your tach. Your looking for 24,000 to 25,000 RPM. If you're not getting up that high, you have one of two problems. Either your Engine is extremely tired or you don't have a good prop.

**Solution #1:** Rebuild the engine with a new piston/liner and or bearings. **Solution #2:** ReCut your prop to get the RPM up. **Solution #3:** Buy a prop from Ray Brown that you know will be in the proper RPM range. **Solution #4:** Buy one of Lyle Larsons Carbon reference props to test your engines with.

If you expect to be competitive, you need to be in that 24,000 to 25,000 RPM range.

At this point you should be turning about 20-21,000 RPM. Turn in the needle 1/4 turn and pinch it up. Continue this process until your engine is just on/off the pipe and anywhere from 1500 to 2000 RPM down from peak. The way to determine how much down you have to be is to fly the airplane. When you make your downwind turn and come back the engine should be completely unloaded, on the pipe and screaming. If you see a heavy smoke trail or it's not on the



# District News



pipe, let it off a little leaner. Only do this in 200 RPM increments. Each engine will be slightly different. Once you know where your setting is, you should be set for the day. After you land, note where the needle is and open it 1 full turn. This is where you will start it on the next heat. Repeat the above steps, let the engine warm, pinch and needle until its just on/off the pipe and down from that same 1500-2000 RPM. You'll find that the needle will end up exactly where it was the last time you flew, if you did it right. The side benefit to this process is if you have a start line problem, the plug goes out for example, you can start the engine, needle up to where it was set last time and launch within a few seconds. You'll have a good run.

One of the key items in racing is consistency. If you watch the "Fast Guys", note their routine. Their pit procedure doesn't change. The start line procedure doesn't change. The needle procedure doesn't change. All of these functions have to be ingrained in your mind to be automatic. The value of a good partner really shows in this area. Over the years I have seen many pilots take off without turning on their radios. Ray and I have developed into our routine a final radio check after we are in position to fly. The airplane doesn't get placed on the line for takeoff until the caller acknowledges the elevator movement. It's just something that we do. It's saved airplanes and potential

injury. We practice with our "Race Routine". When you're Flying you need to be focused 100%. You don't need to be worrying about a bad needle or, did I fuel up.

I hope it helps, it works for us and many others. One side note. If you notice that you're burning out a lot of plugs, like one per flight, it could be a sure sign that your rod is stretching and on the brink of breaking. Change it period. I've had two of those experiences and it resulted in one broken rod, which will cost you an engine if it happens in-flight. The other one cracked which was caught before any damage could be done. Changing a rod is pretty cheap compared to buying a new engine. Call your engine supplier and put an extra in your box.

I hope everyone has a great Christmas Holiday. I wonder how many will have visions of a new Quarter Forty under the tree, or engine or how about those Rocket Props. They make great stocking stuffers. A little plug.

Merry Christmas

See Ya next month  
Bob

## Quickie 500 - Cliff Telford

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

Thanks to Julie Tips for sending the District 8 results by the October 31st deadline. Richard Beers and Mark Parker moved into positions three and four respectively. Two hundred pilots earned Q-500 points in 1997. A complete list appears elsewhere in this issue. If you think you earned points but don't see your name it is probably because you didn't pay your dues or the races you entered were not reported.

Awards have been ordered for the Top 25. In consultation with Vern Smith it was decided to make the awards below 10<sup>th</sup> place a little smaller but make awards down to 25<sup>th</sup> place in order to recognize more people.

Twenty races have already been reported for the 1998 season which began on October 1st. Please remember to pay your NMPRA dues for 1998 so that you don't lose any points.

Entry blanks for the AMA-NMPRA Nationals in Muncie have been mailed out and the racing schedules for individual districts are appearing on the internet, so it appears that 1998 will be a very active year. We hope to see you at the races.

Cliff

## AMA Pylon Contest Board Members

I.	(CT,ME,MA,NH,RI,VT)	Pete Reed, 49 Anvil Rd, Avon, CT 06001	860-673-7883
II.	(NJ,NY,EUROPE)	Ernest Nikodem, 407 Willow St, Lockport, NY 14094	716-434-8350
III.	(OH,PA,WV)	Dave Latsha, 1141 Columbus Ave, Apt 2, Lemoyne, PA 17043	717-737-7577
IV.	(DE,DC,MD,NC,VA)	Richard Moreland, 726 Hillmeade Rd, Edgewater, MD 21037	301-261-7366
V.	(AL,FL,GA,MS,PR,SC,TN)	Gail Jacobson, 6205 Rivercliffe Dr NW, Atlanta, GA 30328	404-705-8497
VI.	(IL,IN,KY,MO)	Jim Gager, 8425 Auburn Rd, Ft Wayne, IN 46825-3031	219-489-5060
VII.	(IA,MI,MN,WI)	Wayne Yeager, 15387 Forrister Rd, Clayton, MI 49235	517-547-4430
VIII.	(AR,LAL,NM,OK,TX)	Drew Jerina, 3109 Buffview, Garland, TX 75043	972-840-5753
IX.	(CO,KS,NE,ND,SD,WY)	Duane Gall, 14157 W. Cornell Ave, Lakewood, CO 80228	303-984-9522
X.	(AZ,CA,HI,NV,UT)	Gary Hover, 16016 Ave 288, Visalia, CA 93277-9757	209-625-0325
XI.	(AK,ID,MT,OR,WA)	Tom Strom, 1420 SW 160th St, Seattle, WA 98116	206-246-4258

**District 1 - Dave Ferrell**

1565 Echo Dr., Merced, CA 95340, 209.722.0655

Q5 & Q4 use APRA rules

11/3/97	Phoenix, AZ	Q5
12/1	Phoenix, AZ	Q5
6/21-22	Medford, OR - CCRA	Q4
	David Duncan 916.233.3853	
8/17	Sacramento, CA - CCRA	Q5,AMA
	Jim Tomblin 916.723.8574	
10/11	Merced, CA - CCRA	Q5,AMA
	Dave Ferrell 209.722.0655	
1/17-18/98	Phoenix, AZ Pro Flyers	Q5AMA
	Q500 Winterfest	
1/31	Las Vegas, NV	Q4
10/6-7	Castle, CA Airport	Q5
	NMPRA District Championship	
10/8-11	Castle, CA Airport	F1,Q4
	NMPRA Championship	

**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
10/11-12	Bremerton, WA ARCS	F1,Q4
11/2	Kent, WA Hawks	Q5,AMA
	Elliot 206.630.0598	
2/8/98	Kent, WA.	Q5,AMA
3/1	Kent, WA.	Q5,AMA
4/5	Kent, WA.	Q5,AMA
5/3	Kent, WA.	Q5,AMA
6/6	Arlington, WA.	Q5,AMA,F1
6/7	Arlington, WA.	Q5,AMA,F1
6/27	Medford, OR.	Q5,AMA,Q4
6/28	Medford, OR.	Q5,AMA,Q4
7/11	Whidbey Is., WA.	Q5,AMA,F1
7/12	Whidbey Is., WA.	Q5,AMA,F1
8/8	Spokane, WA.	Q5,AMA,F1,Q4
8/9	Spokane, WA.	Q5,AMA,F1,Q4
9/19	Ephrada, WA	Q5,AMA,F1,Q4
9/20	Ephrada, WA.	Q5,AMA,F1,Q4
10/10-11	Kent, WA.	Q5,AMA
	Q500 APRA Championship	
11/01	Kent, WA.	Q5,AMA

**District 3 - Randy Smith**

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

5/3-4/97	N Battleford, SK	Warm up
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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

4/27/97	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

**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
5/3/97	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(AFB)	Q5S,AMA
8/10	Mike Condon 313.464.7027	Q5AMA
9/6-7	Cincinnati, OH - Propbusters	Q5SE(2)
	Bruce Seifer 513.474.1265	
9/20-21	Lucasville, OH	Q5SE
	Terry Frazer 614.574.6840	

**District 6 - Richard Moreland**

726 Hillmeade Rd., Edgewater, MD 21037, 301.261.7366

4/25/98	Bowie, MD PGRC	Q5,AMA
5/15-16	Bowie, MD PGRC	Q5AMA,Q4
	Mason-Dixon Classic	
6/20-21	NEPRO	Q5AMA,Q4
	Mason-Dixon Classic	
6/27	Bowie, MD PGRC	Q5,AMA

8/1-2	Bowie, MD PGRC	Q5AMA,Q4
	Mason-Dixon Classic	
8/15	Bowie, MD PGRC	Q5,AMA
9/12-13	NMPRA Championship	Q5AMA
10/11	Bowie, MD PGRC	Q5,AMA

**District 7 - Gary Freeman Sr.**

1005 Taproot Dr., Winter Springs, FL 32708, 407.695.1855

Q5 is SEMPRA Sport Pylon

12/19/97	Apopka, FL Tangerine	Q5AMA
12/20	Dennis O'Brien	Q4
12/21		Q5

**District 8 - Dan Tips**

1706 Pilot Way, Garland, TX 75040, 972.840-8578

4/26-27/97F1	Worth, TX- Thunderbirds	Q4(2),F1(2)
5/31-6/1	Austin, TX Powermaster Nationals	Q4,F1
6/21-22	Wichita Fall	Q4(2),F1(2)
8/23-24	Houston, TX Space City	Q4(2),F1(2)
9/6-7	Ft Worth, TX Dan Tips	Q4,F1
9/27-28	Dallas, TX District Championship	Q4(2),F1(2)
10/25-26	Open	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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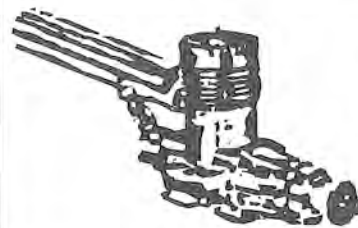
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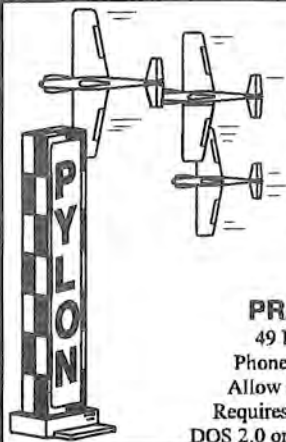
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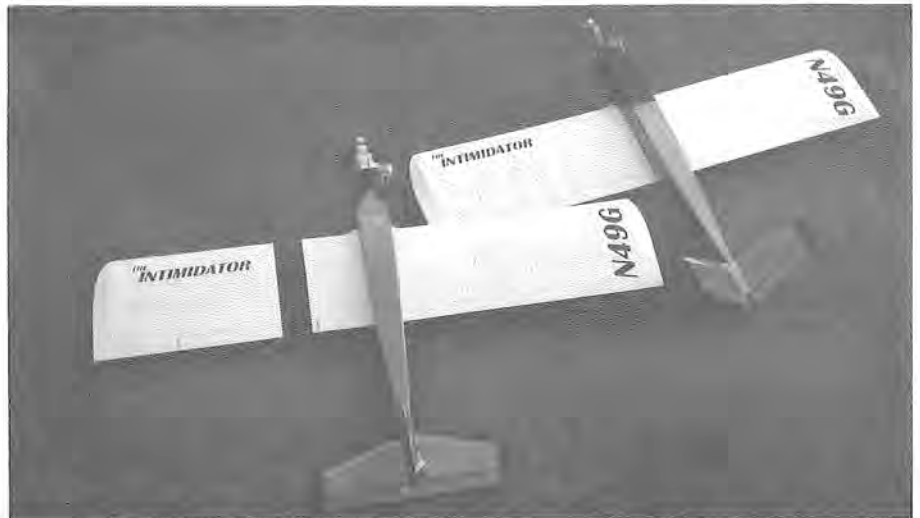
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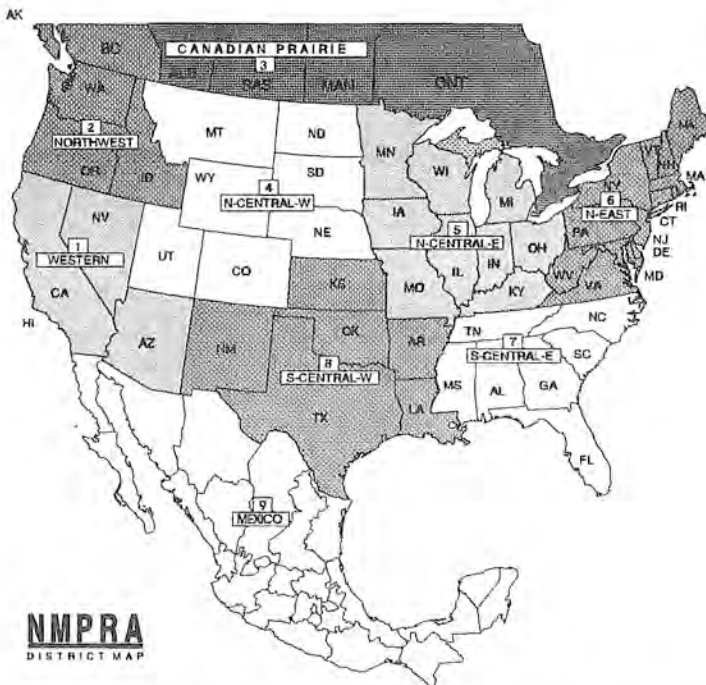
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