

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE



National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

July 98

Presidential Pontification

At the moment there is a lot more good news than bad. Let's look at current events.

Contest Board

Our new AMA Pylon Contest Board Chairman, Duane Gall is taking an activist role in shaping Contest Board priorities and initiatives. This is a great step in the right direction. In the past the Board reacted to rule proposals that were submitted by basically anyone who could find two other members to cosign the proposal. This may be democracy at it's best, but it certainly does not lend itself to finding a workable consensus or planning for future developments. Pete Reed and Duane started implementing a planned approach to rule making with the current rule cycle and hopefully they will refine it further. Duane is very receptive to your thoughts so write him a letter.

Elsewhere in this newsletter are thoughts from Contest Board Chairman Duane Gall as well as a letter from him explaining the Boards latest interpretive work. There was some disagreement concerning the interpretation of the Q40 wing planform and measurement criteria. Both sides could mount a good argument so an interpretation was needed. I requested all parties to expedite the process so we did not have to settle the issue at the Nationals through an on the spot protest. Nobody should be coming to the Nats wondering if they will be allowed to compete

The emergency proposal to reduce the size of the intakes for Q40 and Q500 did not get the necessary endorsements and is dead in the water. The AMA barrier test program is moving along and to date all the test airplanes traveling at 180 mph have been

successfully rejected by number 9 wire test panels. If this continues, the AMA will be hard put to justify legislating slower speeds for pylon racing. Remember—we still have lots of soft tissue out there whose protection is limited to token headgear. Cliff Telford also makes a very eloquent argument for restraining speeds so that our course workers have time to do their jobs. Finding out you, or a competitor, has cut a pylon two laps after the fact can have a very negative impact on your fun meter.

Nats update

We have 76 contestants signed up for the Nats in Q500, 68 in Q40, and 18 for F1 as of June 10. Q500 is full, and there are two people on the waiting list. If you plan to attend and have not entered call the AMA before making the trip! Unfortunately, almost half the entrants are concentrated on four frequencies. I'm calling lots of people and asking them to change. This year is a whole new Nats format with the AMA supplying course workers, and the NMPRA is supplying management. Personally, this will be a much more pleasant Nats than last year's was. It was rather disheartening to see contestants lock themselves in their car or hide in the port-a-pot when they saw me coming. Nobody wanted to work the course and I was stuck with the job of being the recruiter.

Membership up

The NMPRA has 37 more members than it had one year ago. We sent anyone who was a member during the last five years but not a current member an application begging them to re join. We spent about \$130.00 on postage for \$1,000.00 plus in dues income. Darrol Cady, District II VP came up with the idea, Paul Page and I did the work.

Paul Page (our esteemed Sec/Tres.) appreciates the requests for NMPRA fuel

proof stickons. The problem is the stickons are 4" by 5" and many of the stamped, self addressed envelopes he is getting are too small. Please make sure the envelope you send is at least 4" x 5". The minimum mail order is \$5.00 for 15 sheets of stickons.

Tee Shirts at the Nats

If you are in the market for Tee Shirts and plan to attend the Nats please wait. We will have NMPRA Tee Shirts available with four color screens. These are great looking Tees and we can use the money. If you visited our booth at Toledo you know how attractive the shirts are. I have been working on cultivating NMPRA income sources independent of membership dues. Signing up sponsors for the October Championship race (see add and entry form elsewhere in this issue) and marketing products are all part of this effort. A small list of places NMPRA funds could be utilized are; race timing devices with one button start, four button stop for those Districts with heavy race activity; the electronic pylon course; a starting system using a drag race Christmas tree; etc., etc.

AMA preview on dues

A preview of where the AMA might be going can be found in AMA President Dave Brown's column in the July issue of Model Aviation. Mr. Brown is proposing a two tier insurance program for AMA members. Those members who are deemed to participate in low risk modeling activities will pay a lower membership rate and those of us who endanger ourselves and others will pay a higher membership amount. While this is presented as an insurance selection it will inevitably become two classes of AMA memberships. It is hard to argue with having those who increase the AMA's insurance exposure pay an additional premium in the form of higher dues. My contention is that the AMA has their risk analysis reversed. The majority of the claims the AMA is faced

with come from the sport flyers and their activities at club fields, not organized competitive or sanctioned events. Nobody seems able to get the AMA to publish their loss histories and they may have good reason not to considering today's legal climate.

I suggested the AMA require anyone who enters an AMA sanctioned event be required to show proof of a minimum amount of liability insurance to be in effect at the time of event. This isn't as difficult as it looks. Anyone who has a home owners policy or a renters policy usually has some liability coverage included. Insurance agencies are well versed in supplying policy holders with written proof of insurance for landlords, governmental agencies, vehicle leasing companies, etc., etc. This would leave the AMA and their liability carrier in a very healthy position. They would know that there was primary coverage in effect for anyone who enters an AMA event. Usually, when an insurance carrier is relieved of primary responsibility (the first \$300,000.00 for example) they discount the secondary coverage. Don't hold your breath but under this scenario contestants should get the discounted membership, not the sport fliers.

The NMPRA Bylaws stipulate that members who wish to run for president or district vice president must make their intention known to the Secretary/Treasurer in writing by September 15. If you want to say anything about yourself, your intentions or accomplishments for publication in the newsletter they should be included.

Hope to see you at the Nats.




Thoughts from a modeling wife.

I woke up this Sunday morning thinking, ahhh, a good day to go to the flying field. Now you know I don't fly, but when I saw another rainy day in the Northwest, I was disappointed. It made me think of all the times I've been asked by other modelers wives, Why do you go out there? Do you really like this stuff? Don't you get angry at the time it takes and the money spent? I thought perhaps you'd like a story told by this modelers wife.

When Darrol and I met 14 years ago I had not had the opportunity to go to restaurants, stay in motels, or travel much at all. When he asked me if I'd like to go to Denver for a pattern contest, I thought, humm, 12 hour drive, his undivided attention all the way there and all the way back, eating out, staying in a motel.....no brainer. SURE! When I got there an added bonus. GREAT PEOPLE! And at the next contest many of the same people were there, and some new ones. And as the years passed, many contests, lots of memories have been made on the field, off the field, in the restaurants, and yes, as if its any of your business, in the motels with

Darrol. A vastly expanded travel log is now mine. Which brings me to present day.

As many of you know my Father died four months ago. At his funeral I walked up to an altar filled with many flowers. So breathtaking, I had to stop and compose myself. When I read each and every card it was becoming obvious that the majority of the flowers were from friends in the modeling community. To say the very least I was speechless and moved beyond expression. When I think of modeling I don't think of the time consumption, the expense, and the long weekends away from home. I think of the opportunity to make new friends and nurture long standing relationships. I think of how we've made so many wonderful memories. I think of how comforted I felt looking at those flowers. I feel....blessed.

I thank Darrol for giving me the opportunity to accompany him and sharing this side of him with me. I thank God for giving me the wisdom to allow the experience to happen.

Thank all of you for being you,

Rhonda Cady

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 - 1:04.24 - 6/6/98
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	*Richard Verano - 1:06.81 - 5/24/98
428-Q500-Sr-2.5m	Seth Tomblin - 1:11.16 - 10/06/96
428-Q500-Jr-2.5m	*Matt VanBaren - 1:13.19 - 5/24/98

* applied for AMA Official Record

1998 NMPRA Championships

Form 1 & Q40 (60sec clock)



HOST

*Merced County
R/C Club*

*Must pre-register by Sept 26.
\$50.00 one event, \$80.00 both
Limited entries per frequency,
so register early!. Thurs.
practice day with pylons up.*

October 9, 10, 11, Castle Airport

SPONSORS

ASSOCIATE SPONSORS

1st Place Q40 - \$750.00
Landing Products (APC)

1st Place F1- \$300.00
Sheldon Hobbies

2nd Place Q40 - \$500.00
Henry Bartle

2nd Place F1- \$200.00
NMPRA

3rd Place Q40 - \$350.00
NMPRA

3rd Place F1- \$100.00
NMPRA

Fast Time Q40 - \$200.00
Ray (Rocket Props) Brown

Fast Time F1
NMPRA

Jett Engineering
Hager Machine Tool
Small Creations
California Speed Pro
Futaba
JR/Horizon

Q40 Fuel Supplied
by Powermaster

RACE HEADQUARTERS

Aviation Challenge
Castle Airport
See entry application
inserted in this issue for
more details

CD - Dave Ferrell
1565 Echo Ave.
Merced, CA 95340
(209) 722-0655

Pylon Contest Board update

CHANGING OF THE GUARD

Welcome, racing fans, from the new chief cook & bottle-washer at the contest board — and let's have a round of applause for the outgoing chairman, Wayne Yeager, for his many years of service in this capacity. His only advice to me was, "Develop a thick skin." And I thought he was kidding ..

The first order of business has been (are you sitting down?) a Q40 rule controversy. The letter below represents my response; it should be self-explanatory. Whether or not I am able to make it to the Nats myself, I am hoping that the rules will be settled enough

by then that we can focus on racing this year instead of litigating under the registration tent.

Also, I'd like to remind everyone that the Contest Board Chairman is not a dictator, but instead more like the chief justice of the Supreme Court: "First among equals." My principal goal will be to facilitate discussion on emerging issues and coordinate votes by the Board, which under the AMA bylaws is entrusted with making most of the important decisions. As chairman, I get just as many votes as every other member, i.e., one. That doesn't mean I won't persistently (maybe

even annoyingly) voice my opinions, but if I get outvoted, so be it.

Right now I think our most urgent problem is unsafe speeds. We're about one lap (10%) too fast in all classes. The Board has just voted not to mess with engines, so we need to think about other approaches. In the meantime, treat your airplane like a gun. Keep it clean and working right, point it away from people at all times, and *never* assume it's not loaded.

Now, let's go have some fun! See you at the Nats!

Duane H. Gall

May 6, 1998

Re: "Wild Turkey"

To whom it may concern:

A question has been raised about the legality of the "Wild Turkey" racer, designed and kitted by Norm Johnson for use in Q40 Pylon, AMA Event No. 422.

The design was approved last year by the design approval subcommittee of the R/C Racing Contest Board and appears on the most recent available list of approved designs, issued April 6, 1998.

The design approval subcommittee was created under an Urgent proposal passed by the Board early in 1996, after the current rule book had gone to press. The relevant portion of the subcommittee rule states that Q40 model designs "shall not be entered in competition until accurate three-views or photos of the model and the full scale aircraft have been submitted to a five-member subcommittee of the R/C Racing Contest Board and approved by an affirmative vote of at least three members thereof." In the event of disapproval by the subcommittee, "the designer will have the right for the entire contest board to review the design." There is no provision for review of the subcommittee's decision by anyone other than the designer.

Among the subcommittee's review criteria is the requirement that the model resemble the full-scale prototype in all three views: top, side, and front/rear. The full-scale Wild Turkey has a noticeable non-linear taper or "pinch" in the wing when viewed from the front. The wing on Norm Johnson's model has a corresponding pinch.

It has been asserted that although the pinch is a scale feature that would otherwise be legal (and, in fact, may actually be required) under the subcommittee's review criteria, it is nevertheless illegal because it violates the "straight line taper" requirement, supposedly incorporated into the Q40 rules by reference from Formula 1. The Q40 rule on wings states:

No minimum span required; maximum span 56 inches. Thickness shall be at least one inch thick at the centerline. The wing area shall be at least 400 square inches. Measurement shall be per Formula 1 rules.

Q40 Rule 13.2 (1996 Competition Regulations, p. 92; emphasis added). The Formula 1 rules, in turn, contain a number of requirements including the "straight line taper" requirement. Some of them are clearly superseded by conflicting provisions in the Q40 rules, such as the requirement for 450 square inches of area and the statement that "[t]here is no restriction on span."

So, the question becomes: Is the "straight line taper" requirement also superseded in this case? The full Contest Board has been polled on this issue and agrees that it is.

By mail ballot sent last month, Board members were asked three questions: (1) would you resolve the apparent conflict in favor of the Wild Turkey; (2) do you feel that a written clarification of the rules is necessary; and (3) do you agree with suggested language stating that models shall have a straight-line taper in the wing unless the full-scale prototype had a different taper, in which case the model may have a similar taper? Of the 9 ballots received by the April 30th deadline, the vote was 8 to 1 in favor

on question (1), 7 to 1 supporting written clarification on (2), and 6 to 2 agreeing with the suggested language in (3).

Because it will take several weeks for the written proposal to be published and voted on, these results are not yet part of the "official" rules. However, the direction seems clear. In the meantime, Contest Directors (CDs) will have to interpret and apply the rules in the way they believe makes the most sense.

I am urging CDs not to disallow Wild Turkey models built stock from the approved kit. If you do, be prepared to handle a flurry of protests against other approved designs, because none of them is perfect. The design approval process was created in the first place to take the heat off you, the CD, to make difficult judgment calls about what is or is not a "recognizable replica" of a racing airplane, and to avoid the situation in which the same model is allowed to compete at one contest but not at another.

Instead, I recommend that you politely accept any protests as required under General Rule 18 (rule book, page 8), deny them, and forward them to me in case of appeal as provided in rule 18.3. Remember, you have plenary authority under rule 17 to eject anyone who gets rowdy.

The Q40 rules still have some rough spots, and the Board is working to smooth them out. It takes time. Thanks for your understanding, and for keeping in mind that the purpose of this activity of ours is to enjoy it.

Sincerely,

Duane H. Gall

Improvements

by Bob Beaudette

One of the most aggravating things that you can run into in traveling to contests is spending a considerable amount of time and money to prepare and go to the event only to find out that what you thought you were attending did not turn out to be the actuality. I would like to suggest a program to enhance the quality of the races we put on and ensure that our pilots have great events to go to.

The highlight of the Las Vegas Race weekend was our decision to travel over to San Bernadino to take in the Giant Scale Races held at the Rialto Airport. Those guys know how to host an event. Well run, public participation, fast moving show, full scale aerobatics at noon, food available from a great lunch coach, quart size Pepsi's for \$1.50, vendor tents, vendor support, Tee Shirt sales and more.

We should all take some notes from these guys. I'm also sure that all of their events follow the same pattern. I do know that some of the clubs around the country put on first class events, however we have never established any standards for the type of contest that we should be generating. It's vitally important that we really look to improve the quality of what we do. We invest a lot of time, equipment and money on our sport.

Shouldn't we look at high quality events to promote our sport and generate interest and new blood?

Our Racing programs should accomplish several things.

- Create a group of great events strategically located around the country.
- Have those events generate enough money so that clubs want to run them and put in the extra effort to generate a first class event.
- Create some compensation and real incentive for the pilots at the contest level and at the year end Championship.
- Create excitement to get new people into racing.

How do you accomplish these objectives? You first have to decide how many contests NMPRA would want to qualify as the AAA contests that we are looking for. I would use these contests as the basis

for season points only. If a club wanted to put on a regional or local event in addition to the endorsed contests, fine. They can do it. They just wouldn't count for points. Some of the current contests would be grand fathered in. The NATS for example. These would qualify as being the long running high quality contests that exist today. Key here is high quality. If a club wants to host a major point contest, than they would bid for it by submitting a written proposal to the NMPRA for that date. Why would a club want to do it? Dollars.

The entry fee for these contests would have to be increase. To \$50 - \$75 bucks. We are all kidding ourselves if we think that you can put on a high quality meet for a \$20.00 entry fee. \$10.00 per pilot immediately goes to the NMPRA towards the Season Point Championship Fund. I would think that after investing thousands for airplanes and support equipment that this type of entry fee is doable. The rest of the entry fee is to be used by the club to put on the race and provide trophy, cash, and merchandise incentives.

NMPRA would then develop a contract that would be signed between it and the sponsoring club and CD as to what is expected. The location would be approved, Press releases could be provided where the club would simply fill in the particulars and send them out to the media. Every time you can get Mr. and Mrs. Public involved you make money. They all buy hamburgers and Hot dogs and sodas. Pre-registration forms could be provided. Mandate the pre-registration. At least the club would know what to expect for participation.

Provide a frequency scanner possibly leased by NMPRA to the clubs. NMPRA could also provide the electronic Timers we used at the NATS and possibly a starting method that would be consistent could be built. I believe that someone could design and build a drag racing style Christmas Tree unit with 4 lights on it. The top 2 yellow and the bottom 2 green. Once the button is pushed a 4 second countdown begins. Each light comes on, 1 per second. Yellow, yellow, green, green. Even if you use a 1,3 2,4 start the system works with the two greens. The NMPRA could package up the equipment in a shipping case and send it to the sponsoring club. Same

equipment every time.

Minimum Contest requirements

- > Transmitter impound area must be provided
- > Controlled fueling area
- > Standardized fuel. A deal could be made between NMPRA and the fuel guys (Don Nix?) For providing the fuel at every event and a favorable cost to the club. Fuel would be paid for by the Host Club.
- > Controlled ready area
- > Technical inspection prior to event
- > Winners tear down after the event. Using measurement tools owned by NMPRA lent to the clubs. Design can be made by utilizing the expertise of Dave Shadel/Henry Nelson/Dub Jett/ and Greg Edmonds. Gages can be developed using go no go gages. Areas to Check: Bore / Stroke / Venturi Size & Shape / Head volume / intake & exhaust port size / muffler length / inner mini pipe length. This must be done on a go no go basis to keep it simple and doable by a designated individual appointed by the CD.
- > Submission of the points earned (finish places)
- > Submission of a recap of the event.
- > Food on site for the day.
- > Water being available for the pilots
- > Minimum spec on lap cards / cut cards.
- > Minimum spec on lights or shutters at #1
- > Minimum spec on overall safety issues. Cages
- > Helmets
- > Communications
- > Flags on poles (sounds simple but I've raced many places where they don't have them.)
- > Minimum number of rounds to be flown
- > Standard flight line procedure.
- > Standard Ready line procedure

And probably more standards that would have to be developed.

How many contests would be allowed? Pick a number between 6 to 10. I believe that pilots would be more open to supporting fewer high quality events where the competition is great and where the contests would continue to get better year after year, than to go to the unexpected less than adequate contests we are sometimes

forced to accept.

Now on to the year end. The Championship Points would be a total of your best 5 or 6 of the total amount of point races run. That would leave some room for your real job. The Championship contest would be a point contest as the others. It could be a deciding contest on who wins the Championship and the cash. Remember that \$10.00 per contestant per race.

Lets run the numbers assuming we are strictly running a Q-40 event. If it were a combined 428/422 event the cash grows. As does the profit to the club.

Eight point contests a year drawing an average of 22 contestants, (the NATS more, others less), equates to \$1760 in the pot. The Tangerine and the Nats combined attracted over 80 pilots alone in Q-40. Let NMPRA match the amount. \$3520 in the pot. I think \$3500 in prize money could attract a lot of interest in hosting and in participating in a Championship Q-40 Race. 40 - 50 pilots would not be out of the question for attendance. When you throw in food sales etc, a club could do rather well hosting this type of event. At a \$60.00 entry fee level,

NMPRA would get \$220, the club would have \$2180 to run a contest. Add in Food Sales which can be well over \$1,000 per day, and you have a very attractive contest. The profit on food is at least 50%. With over \$4,000 in cash flow available, you could put on a hell of a contest. I also believe that manufacturers would be more willing to provide support for a limited amount of quality contests that would attract the public and pilots in greater numbers. Their looking for exposure too.

A business plan could be prepared and submitted to various manufacturers outlining the events, exposure, budget, media releases, etc. The individual race budget plans can be provided by NMPRA as a blank document to those clubs that are hosting point races. It could be a fill in the blocks type of document. I think that they (Dealers) would be much more inclined to offer prizes if we presented them with a quality proposal and program. This can be coordinated through NMPRA. That way prizes can be evenly distributed or in the case of the Power master Nats support for the entire contest may be securable.

I would like your comments and additional ideas on making this idea a reality. You can Email me at bobbqm40@earthlink.com or simply send a letter or call. If we wish to see positive growth and continued enjoyment from our sport than it's time to improve the quality of what we do and really step up to the plate and initiate professionally run events. Does it take work. You Bet. But the rewards can come back tenfold. People want to be part of a winning team. It's a natural tendency.

When things cease to be fun or become very controversial people go away. 80% don't want to deal with it. Once we get our arms around what we do, how we do it and a game plan for growth, you'll be amazed at the result. The real result we need is a new crop of racers. And isn't that what we really want? I personally get a lot of satisfaction in helping someone turn their best time ever or showing them a few of the tricks that I've learned over the years. It keeps them interested and in a growth mode. Hopefully they pass on the knowledge to the next guy. There is no better teacher than example.

Are we up to the Challenge?

JETT

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District News



District 1 - Dave Ferrell

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(209) 722-0655 E-mail: pylonflyer@aol.com

Yo race fans, this past month has seen a LOT of racing on the West Coast, Livermore, Modesto, Whittier and Sepulveda Basin. The El Nino air has produced several record times in Southern California. First, May 24th, at Whittier Richard Verano smashed Jim Allen's two year old record in 428 with a 1:06.81 Open time, then Matt VanBaren took Henson Bartle's Jr. record down to a 1:13.19. Both records were set using a V-Max, a composite Quickie being produced by Apex Composite. Next, at the Basin June 6th, Matt VanBaren bested his own Q40 record of 1:10.57 with a blistering 1:04.24!!! What else can you say? When Matt gets a little experience, the gentleman is gonna be good. Let's get to race results.

EBRC, Livermore, May 2nd

- 428**
 1. Fred Burgdorf 1:18.31 4. Bill Clarkson 1:17.47
 2. Carl Silva 1:20.00 5. Tim Valouch 1:32.41
 3. Randy Bridge 1:13.09 6. Dave Bowen 1:36.75

428 Sportsman, APRA

1. Pete Bowen 1:51.84 4. Tim Lawlor 1:46.00
 2. Dave Ferrell 1:41.97 5. Rich Ebner 1:57.34
 3. Mike Soper 1:54.12 6. J. Streatly 2:10.53

422, Q40

1. D. Schweitzer 1:22.00 4. Mick Crawley 1:16.23
 2. Jeff Carpenter 1:15.40 5. Jerry Kunze 2:07.97
 3. S. Cameron 1:21.00 6. Randy Bridge 0:00.00

EBRC, Livermore, May 3rd

- 428**
 1. Fred Burgdorf 1:11.43 4. M. VanBaren 1:16.53
 2. Jim Wwomack 1:20.28 5. Dave Bowen 1:30.03
 3. Steve Grattan 1:20.53 6. Randy Bridge 1:14.56

428 Sportsman, APRA

1. Paul Neves 1:51.15 4. R. Lamerson 1:50.00
 2. Dave Ferrell 1:42.19 5. Pete Bowen 1:55.97
 3. Ray English 2:05.50 6. J. Streatly 1:56.94

422, Q40

1. Mick Crawley 1:14.72 4. R. VanBaren 1:12.03
 2. J. Carpenter 1:18.81 5. D. Schweitzer 1:13.91
 3. Jerry Kunze 1:91.84 6. S. Cameron 1:15.85

Modesto, May 16th

- 428**
 1. Randy Bridge 1:12.68 4. Dave Bowen 1:23.19
 2. Carl Silva 1:15.95 5. Dale Wright 1:33.66
 3. Steve Grattan 1:14.65 6. L. Caslandea 1:19.66

428 Sportsman, APRA

1. Tim Lawlor 1:39.75 4. Mike Soper 1:58.19
 2. Dave Ferrell 1:44.16 5. Paul Neves 1:53.31
 3. Rich Ebner 1:48.00 6. Pete Bowen 1:53.00

Whittier, May 24th.

- 428**
 1. M. Lattimore 1:14.04 4. Jim Allen 1:08.84
 2. Ray Davis 1:14.94 5. William Malo 1:16.24
 3. M. VanBaren 1:13.19 6. Drew Telford 1:16.94

Sepulveda Basin, June 6th

- 428**
 1. R. VanBaren 1:12.05 4. Chris Hoyer 1:28.67
 2. Carl Silva 1:14.00 5. Dave Hill 1:20.50
 3. Gary Schmitt 1:08.28 6. Fred Burgdorf 1:14.94

428 Sportsman, APRA

1. Mike Soper 1:51.94 4. Terry Williams 1:57.37
 2. Dave Ferrell 1:48.34 5. R. Tucker 1:44.96
 3. Paul Neves 1:51.40 6. Tim Lawlor 1:40.82

422, Q40

1. Thomas Hart 1:07.07 4. Tony Lopez 1:09.87
 2. Chip Hyde 1:03.21 5. Stu McAfee 1:05.56
 3. M. VanBaren 1:04.24 6. R. VanBaren 1:09.38

Sepulveda Basin, June 7th

- 428**
 1. S. Manning 1:16.06 4. Jay Replogle 1:23.82
 2. Randy Bridge 1:13.77 5. Bruce Coffey 1:14.31
 3. B. Leavengood 1:20.84 6. Fred Burgdorf 1:15.77

428 Sportsman, APRA

1. Dave Ferrell 1:41.44 4. Tim Lawlor 1:44.36
 2. C. Thompson 1:44.49 5. M. Downer 1:48.47
 3. Bill Barker 1:53.13 6. Vince Weigle 1:40.43

422, Q40

1. Chip Hyde 1:03.99 4. Jim Allen 1:11.49
 2. R. VanBaren 1:05.13 5. Thomas Hart 1:09.91
 3. M. VanBaren 1:09.38 6. Ray Davis 1:11.17

REMINDER TO ALL DISTRICTS

I am taking pre-registrations for the 1998 NMPRA Q40 & F1 Championships, also the Quickie race to be held that same week, Oct. 6th. through the 11th.

Bank-n-yank
Dave

District 2 - Darrol Cady

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

Greetings from the Pacific Northwest.

I have changed my needling procedures for the Q40 motors. Instead of the system that I wrote about some time ago, I now do it this way, and find it more consistent.

I am just needling the engine up to the peak slowly until it reaches peak RPM and running temperature. Do not pinch off the fuel line. Do not go past peak. Just bring the needle down until you see a drop in RPM's. You are looking for a drop between 500 and 800rpm. Isn't that much simpler than the other method? Much easier on the motor parts, and more consistent. Try it, you will like it.

We are in our NW Racing Season now! We have a busy schedule, and will have a great racing season. We have completed two races since the last newsletter. The first was our last Hawks Winter Quickie race of the last season. The weather was spectacular, and we had a wonderful time. Our participation just keeps going up. I know it is because of the APRA motor rules... We had a great turn out with 17 in 428, and 10 in APRA.

Quickie 600 RACE 6/3/98, Hawks Field

428 4 Plane Heats 428 APRA 3 Plane Heats

- | | |
|-------------------------|---------------------------|
| 1. Darrol Cady 1:13.38* | 1. Tom Strom Jr 1:46.06 |
| 2. Matt Mikko 1:15.66 | 2. John Hillyard 1:40.44 |
| 3. Al Watson 1:15.15 | 3. Bill Pelterson 1:51.97 |
| 4. A. McIndoe 1:19.67 | 4. B. Arledge 1:46.42 |
| 5. Dan Nalley 1:18.19 | 5. Bruce Teel 1:51.77 |

On June 6th and 7th we had our annual Arlington Race. The facility for the race is truly a great facility. There is camping on sight, and it is very close to town. The runway is an airport runway, and has lots of room. This was our first real committed Q40 race in the Puget Sound area. Everyone was pleased with the way the races went. We need to give "Extra Thanks" to Al Watson. He puts together our racing schedule every year, and makes the arrangements for the Arlington and the Whidbey Island race every year. He also CD's the Arlington and Whidbey Island races. This year he did a great job of getting the race started on time and pushed it all the way to the finish. We had 43 total entries, and completed five rounds in each class. We have time restrictions on the use of the field. 9:00 am to 6:00 pm. Figure it out, you have to have it organized to get that much racing done in the allotted time. Great job, Thanks again Al. The results are as follows:

428 APRA Sat. 6/7/98 428 APRA Sun. 6/8/98

- | | |
|-------------------------|--------------------------|
| 1. Eric Eide 1:44.56 | 1. John Hillyard 1:39.87 |
| 2. Tom Strom Jr 1:44.56 | 2. Eric Eide 1:44.83 |
| 3. Bill Warner 1:43.66 | 3. Tom Strom Jr 1:44.87 |
| 4. B. Arledge 1:47.31 | 4. B. Arledge 1:45.50 |
| 5. Bruce Teel 1:51.23 | 5. Bill Warner 1:40.16 |

428 Q600 Sat. 6/7/98 428 Q600 Sun. 6/8/98

- | | |
|------------------------|--------------------------|
| 1. Darrol Cady 1:11.68 | 1. Darrol Cady 1:15.31 |
| 2. Al Watson 1:13.07 | 2. Al Watson 1:18.35 |
| 3. Bob Mikko 1:20.30 | 3. Henson Bartle 1:18.64 |
| 4. Nelson Eddy 1:13.95 | 4. Dave Torre 1:18.87 |
| 5. Dave Torre 1:17.10 | 5. Mike Brownlee 1:20.52 |

422 Q40 Sat. 6/7/98 422 Q40 Sun. 6/8/98

- | | |
|--------------------------|--------------------------|
| 1. Darrol Cady 1:09.51 | 1. N. Johnson 1:06.66 |
| 2. N. Johnson 1:06.42 | 2. Henry Bartle 1:10.67 |
| 3. Henson Bartle 1:10.63 | 3. Tony Huber 1:11.13 |
| 4. Bri. Richmond 1:06.16 | 4. Darrol Cady 1:07.12 |
| 5. Tom Strom Sr 1:12.42 | 5. Bri. Richmond 1:06.83 |

Combined results for the weekend:

428 APRA 428 Quickie 600/422 Quarter 40

- | | | |
|------------------|----------------|-----------------|
| 1. Eric Eide | 1. Darrol Cady | 1. Norm Johnson |
| 2. Tom Strom Jr | 2. Al Watson | 2. Darrol Cady |
| 3. John Hillyard | 3. Dave Torre | 3. Tony Huber |

NEXT ARTICLE

DUE DATE

JULY 29



District News



Our next scheduled race is at Whidbey Island, and is a beautiful race to attend. The Ferry ride is spectacular. Rhonda and I will miss this year, as it is scheduled during the Nats. The race after that is Spokane, Washington at the Baron's Field at Deer Park. It is the most centrally located contest that we have. It should draw racers from our area, Montana, and our friends from the cold country north of the Border, Canada. We hope to see all of you there.

See you at the Nats!!!

Darrol

District 3 - Randy Smith

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

Well I'm pleased to report that the snow is gone and the racing season in District 3 has begun. Our season opener was hosted by the Regina Windy Flyers in Regina, Saskatchewan on June 6 and 7. Saturday saw local district Quickie 500, which consists of a fast version of AMA 424 or a slow version of 428 depending on how you look at it. The engine of choice is the Webra Q pylon engine but most any schnerle ported sport engine and an APC prop is legal. We fly the 2.0 mile short course and a good ten lap time is around 1:19. This is our entry level Quickie event and it is very popular in our district. Each year a few more beginners try pylon using this event.

This year the Regina contest had twenty-two entries from Saskatchewan and Alberta. During the days prior to the contest the weather was cold, cloudy and wet. However, when the weekend arrived the sun came out, the wind calmed down, and temperatures were reasonably warm. We certainly lucked out on the weather. Revolutions and a popular local low wing Quickie with conventional tail were common at the start line. The Regina Windy Flyers did a great job as always of hosting the event. Flyers and spectators alike were well fed and treated to some close pylon racing. Seven rounds were completed and fast time for the day was set by Doug Houston of Calgary at 1:15.

Sunday saw alternating rounds of Quarter 40 and Formula One. There were ten Q40s registered and seven Formula Ones.

There are still a few Formula Ones being flown until the equipment expires. This year will likely be one of the last. Most of these guys will convert to Q40 when the day comes. Sunday's racing went very smoothly with no casualties in either Q40 or F-1. Five rounds were flown in each event.

Q40 is the talk of the district and most popular with the serious pylon flyers. 1997 was our inaugural year of Q40 so this year has more pilots and better equipment. The popular kit is the Canadian designed Loki with one or two Miss Ashleys, a Dago Red, Napier, and the new Canadian mustang design called the Foxy Lady. Terence Palaschuk and Harold Sattler (H&M Racing) created the Foxy Lady as a locally sourced alternate choice to the Loki. Both are easy to build and fly well. Harold debuted "The Fox" turning a fast time for the day of 1:09. Harold flies what he sells and is always willing to help out the new guy. This local source of Q40 kits has launched Q40 within our district in a very big way. The Foxy Lady design has been submitted to the Q40 approvals board so look for it to make the list soon.

District 3 Q600 (Standard) - Regina, SK (22 Pilots)

- | | |
|----------------------------|------|
| 1. Rod Kelln, Regina | 1:16 |
| 2. Hank Kauffman, Calgary | 1:16 |
| 3. Rob Kossatz, Regina | 1:18 |
| F/T: Doug Houston, Calgary | 1:15 |

District 3 Quarter 40 - Regina, SK (10 Pilots)

- | | |
|---------------------------------|--------------------|
| 1. H. Sattler, North Battleford | 1:09* (Foxy Lady) |
| 2. Jack Ellefson, Calgary | 1:15 (Miss Ashley) |
| 3. Randy Smith, Calgary | 1:14 (Loki) |

District 3 Formula One - Regina, SK (7 Pilots)

- | | |
|--------------------------|-------|
| 1. Rob Kossatz, Regina | 1:18 |
| 2. Cecil Graval, Calgary | 1:16* |
| 3. Steve Landry, Regina | 1:24 |

Rapid Randy

District 4 - Mike Sperry

1614 11th St, Cody, WY 82414
(307) 587-5870
E-mail: sperrym@mail.nwc.whecn.edu

The Billings race has come and gone and as usual it was a good time had by all. The weather was perfect and the competition fierce.

After day one it looked like there was to be a sprint to the finish between the "fastest airplane in Montana" Dennis Winchell and the "Big Swede" Earl Seaholm. They were both going fast and taking four points to the score table. You will notice that I was al-

ready out of it. I had an early zero due to a loose elevator servo that made the elevator soft and nose over on take off (Racing gods weren't smiling on me this weekend). Then about round seven Earl decided to use the same airspace as Brad Lane or vice-versa, anyway that midair left Dennis only a couple points down for the win. Earl's problems weren't over for the weekend. He borrowed a racer to finish the contest and was in a flyoff for 3rd with Doug Hacke. Leading the race his wing folded (Pylon gods weren't kind to Earl either). Congratulations Doug and Dennis, "you did good grasshoppers."

The low tech motor mount designed and non-computer built worked great! I'm going to crank out a bunch of them if anyone is interested, I think I can get rich at \$5.00 apiece.

Some interesting discussion on the net lately regarding the Q40 review committee. It seems that I'm not the only one who doesn't know who is on the committee and that the committee has been realigned lately with a new boss. I guess from what I know, the committee was formed because the rules were being stretched and the same rules were unenforceable by the contest directors. It is not an easy process to get a design approved. I've been trying since February and I still can't.

I am going to close with this high tech tip from the "Racing Capitol of the World". When you are joining wing halves and have finished smearing the 5 min., be sure and get it all over you the bench, tools etc. Line up the wings where you want. Now you wonder how am I going to hold these together until it dries? Use some of that stretchy racer tape (I use window sealing tape) and stretch the tape across the joint and it will pull the two halves tight together. Then if you can't wait and want to use the CA it helps with that too.

Billings race results:

424	428	Q40
1. Ron Horton	1. D. Winchell	1. Bruce Zoon
2. Mike Fech	2. Mike Sperry*	2. Pat Kenney
3. Steve Hergert	3. Doug Hacke	3. Wally Zoon*
ft. Wally Zoon 1.43		

Mike



District News



District 5 – Terry Frazer

2306 Meadow Ridge Ct, Wheelersburg, OH 45694
(740) 574-6840

The racing season is here and the Nats is just around the corner. I would like to take this time to talk about unsportsmanlike conduct at the races. It's hard to get workers for the races and for pilots to insult, curse at or yell at them should not be tolerated. I've seen pilots come back after a race and just go nuts. What are you guys doing? It's just a sport. We are supposed to be having fun. Please be more considerate to others.

As Always Ben and Carolyn Martin of Dayton, Ohio not only put on a great race but also had an excellent steak fry Saturday evening. The hot weather did not slow down the airplanes, but did slow down the pilots. It was Hot! Hot! Hot! Saturday 13 Standard and 24 Expert flyers flew five rounds each in Q500. Lots of racing! There were pilots from Illinois, Indiana, N. Carolina, W. Virginia, Ohio, Pennsylvania, Michigan, Kentucky and Canada.

6-30-98 Q500 Std	6-30-98 Q500 Expert
1. Don Fry 1:27.39*	1. M. Blanchard 1:14.92
2. Wayne Webb 1:31.26	2. Mike Condon 1:16.14
3. D. Carpenter 1:33.60	3. Jeff Adamisin 1:15.27
FT Gary Gau 1:11.16	

Mike, Marcus and Jeff were tied for first and when the flag dropped Marcus didn't look back. Good job Marcus. Who's your caller?

Sunday there were 18 in Standard and 18 in Quarter 40. In Q40, there was a tie for first with Chago and Marcus. By the way, Chago has props for sale. I think they are \$20.00 each.

6-31-98 Q500 Std	6-31-98 Q500 Expert
1. Joe Lemley 1:31.53	1. C. Panzardi 1:09.75*
2. Todd Bailey 1:29.29	2. M. Blanchard 1:12.88
3. J. Holbrook 1:29.53	3. J. Salisbury 1:18.39
FT Adam Oswald 1:26.67	

Hey Ben, how fast did you go with a good Quarter 40? Best time yet I bet! Good flying Ben. Look out for Mike Deneve, he's got Lyle's Q40s too.

Just got from back the Flying Tigers of Toledo, OH and Les Haddad of the Hobby Stop West Hobby Shop supports this race just like the Silver Cup. What a great race weekend. Entries were down, but the flying was fast. Two one day races with Standard

and Expert class. Five rounds were flown and both days we were done by 4pm. Saturday night we all went to Don Palbo's Mexican Restaurant and it must have been Gary Gau's birthday because the waiter brought out a hat for him to wear and a big dish of apple pie and ice cream for desert. Great picture Gary. By the way, Jeff Adamisin and Katie Benham are an item now.

6-6-98 Q500 Std	6-6-98 Q500 Expert
1. Joe Merlino 1:35.05	1. Joe Dodd 1:15.37
2. Bob Wooley 1:31.16	2. Mike Condon 1:12.65
3. Mike Weaver 1:35.84	3. Terry Frazer 1:11.88*
FT Scott Gilkey 1:29.56	

6-7-98 Q500 Std	6-7-98 Q500 Expert
1. Bob Wooley 1:30.96	1. Grunkemeyer 1:16.19
2. Scott Gilkey 1:25.66*	2. Joe Dodd 1:16.25
3. Joe Merlino 1:29.69	3. Terry Frazer 1:15.00*

Joe and Terry flew off for second with Joe being the winner by a nose. Now I know what "real quiet" felt like in the Preakness.

Sometimes I don't mention some of the racers that do well, and I do apologize. It's just that I forget when I'm writing the race report. I'll try to do better in the future. See you all at the Nats.

*Till next time, S/R Racer
Terry*

District 7 Gary Freeman Sr.

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

Racing has started again with Florida races in Brandon and Jacksonville followed by a race in Decatur, Alabama then Apopka, Florida.

The Jacksonville race provided me with some relief from work and an opportunity to see the SEMPRA members. Club member, Pete Rickard put an enormous amount of time and effort into upgrading Jacksonville's equipment with improved safety elements, netting around each pylon and lap counters cage. Thanks Pete for a job well done and going the extra effort to provide safety for the workers. Pete provided a well managed race with a crew of dedicated workers.

I had discussions with some Contest Directors and SEMPRA members as to why race attendance was down. Quickie 500 VP and Points Coordinator, Cliff Telford and I talked about this and he indicated the decline

appears to be throughout the majority of the racing community nationwide. It's not just a SEMPRA concern, but it is a concern. As I have talked about before, if races are not well attended, the club's expenses, workers required and the closing of the flying field becomes an issue. This is especially true in clubs where most members fall into non-active/non-competitors, *check book* pilots (ARF/RTF) or 100% sport flyers who don't want their field shut down unless there is a good bottom line monetary reason. Although I have my own opinions, I would never state any of these reasons are wrong since each of us has a reason for doing this hobby and they are individual preferences. What we, as racers, can and need to provide is a good return for the time and efforts hosting clubs put out. If not, future races may be a "hard sell" to club's contest boards. ***The bottom line, if at all possible attend scheduled races!***

Although there isn't anything "officially" mandating improved safety items, it would be to our advantage to provide workers with the safest protection possible while we play. One key area is safety netting for the pylons and lap counters. Within the SEMPRA District, this is the concept Pete uses at Jacksonville and Don Moody/Ray Brown/Bob Beaudette use at Markham Park has continued to use during their races over several years. An additional test of the netting would be to "net" the pilot caller area between pylon 2-3, thus providing a "safe area" for them. This would have to be agreed to before being introduced at a race.

Each pilot/caller stands at their preferred spot and the netting could not interfere with this spot, tangle in antennas, impaired vision, etc. Maybe someone has the time to look into this and provide feedback to Vern Smith and myself. I know a letter went to the AMA discussing the positive safety margin netting provides and any additional data we can provide would be an advantage. The netting is recommended in the NMPRA racing guidelines. So, if you have an upcoming race, safety netting may be a solid improvement to your worker's safety. The identified netting is identical to the netting being used for sporting events.

Back to racing. Brandon, FL hosted a two day SEMPRA race that was the initial race coming off the break after the Tangerine. Pilots came from as far as Georgia for this event. Pilots and callers had their work cut out for them since there were no "free-



District News



bies" to be had. On Saturday, Tampa's Charlie Poulton had a perfect score with a 1:09 followed by Atlanta's Gail Jacobson with a 1:10 and Miami's Dave Zisman with a 1:14. Congratulations to each of them as well as all the pilots. Sunday brought another weather perfect day and pilots ready to fly. When completed, the standings were, Miami's "Rocket Ray" Brown with a 1:06, Gail Jacobson with a 1:11 and Don Moody with a 1:09. There was a tie for 3rd between Tom Jenkins and Gary Freeman Jr. Times were used to decide 4th place and it was Tom Jenkins 4th with a 1:04, then Gary Freeman Jr with a 1:09.

On to Jacksonville, where Pete Rickard put together a well managed two day race for pilots coming from Florida, Georgia and the Carolinas. Pete and his crew got racing started in a timely fashion and kept the pace steady, but fun. This allowed everyone to have a relaxing evening. Sunday came with 18 pilots and great weather. At the end, Orlando's Dennis O'Brien led with a 1:05. There was a tie for 2nd, 3rd, 4th. The pilots and their heat times in order of finish were Gary Freeman Jr with a 1:05.3, Gail Jacobson with a 1:05.9 and James Barr with a 1:06.

From Jacksonville, SEMPRA went to Decatur, Alabama for Brad Clayton's race. I'm very sorry to report only seven pilots attended this event. Brad, I know this has to be disappointing for the Club and yourself for all the work put into it. Those who did attend had nothing but good to say about the event and the great time they had.

Now down to Central Florida, where Dennis O'Brien and the Tangerine crew for two days of SEMPRA racing. Dennis provided AMA428 and Q40 on Saturday, then SEMPRA Quickie on Sunday. For those who attended a Tangerine within the last two years knows Dennis puts on a well managed race with season committed workers. Thanks Dennis. The only thing Dennis could not control was the weather. Both days were a test on humans. The temperature on the line averaged 101 and there was a steady 14mph cross wind gusting to 28mph. AMA428 had 21 entries with the end results being Bob Beaudette finishing first with a 1:18, Tom Jenkins with a 1:15 and Bill Northcutt with a 1:30. Congratulations to all pilots.

Saturday afternoon was Q40 and due to the wind we only had 12 entries. When the event finished, the standings were Bob

Beaudette (1:15), Gary Freeman Jr (1:11) and Don Miller (1:16).

Sunday was SEMPRA Quickie with 28 entries, heat and wind. As expected, racing was close and ended in a three way tie for 1st between Bob Beaudette, Gary Freeman Jr and Trey Farran. Keep in mind everyone knew this was going to be the race to remember since each pilot had a perfect score and times within two seconds. Everyone in the pits were on there feet to watch, Dennis dropped the flag, and we were off. There was never more than five feet between the three planes, all flew approximately two feet from each other, and pylon one lights were on/off almost simultaneously. Trey and Gary flew through two and three several times touching and banging. This was not new to them since they have been in flyoffs before and they fly the same line. When it was over the places were Gary Freeman Jr, Trey Farran and Bob Beaudette. What a race!

Enough for now... See you at the Nats

Enough for now

Gary

Quarter Midget Bob Beaudette

8442 NW 47th Dr, Coral Springs, FL 33067
(954) 340-5437RE-mail: bobbqm40@earthlink.net

It was with great interest that I read Vern Smiths proposal on allowing mods to the engines in our racing events. I couldn't agree with him *less*. My comments are as it pertains to the Q-40 event.

I cannot imagine anyone with the money or without, investing those kinds of resources to attempt an increase in performance in our powerplants. While I certainly agree that in motor sports racing the one with the most bucks goes fastest, I also know that it doesn't necessarily guarantee the win. Take Dale Earnhardt for example. Plenty of money, first class operation but winless except for one race.

But let's for example assume we do allow mods. How long do you think you would have an advantage for? One or two races? Possibly one season? It doesn't take long for the technology to get out. Whoever has it will want to profit from it and it goes on the market. Net result, the speed envelope increases and lower participation follows.

Let's discuss the speed issue that we all know to well. How do we regulate that? With the AMA still on the safety campaign how can we in good faith even remotely endorse such a move?

The real issue is the perception that special people get special products. I've personally been living with it for some time. It seems like its required rhetoric when you win a few races. Our race team goes fast. We don't always win however you can count on us having fast stuff. To some that means we get preferential treatment.

Nothing could be further from the truth. It appears that Vern is also of this mistaken understanding. We pick up the phone and order stuff just like everyone else does. The currently available powerplants are so consistent that the deciding factors become your choice of aircraft, craftsmanship, prop design, engine setup for a particular day, needling correctly, and last but not least flying ability.

The thing that constantly amazes me is that the folks who complain about being off the pace do not address the issues that get them there. Modifying powerplants is not the answer to the problem. I've done a little impromptu survey amongst many of the "fast guy crowd". My question was simply, would you be willing to sell your engine to anyone that wanted it for replacement cost at the end of an event? Everyone I spoke to gave a resounding yes. If the perceived mods were being made, why would they agree to such an outrageous suggestion?

Last year at the Tangerine, Drew Telford bought from Ray Brown his Fast Time Vendetta lock stock and barrel less radio. I believe that Drew's best time with it so far is 1:10 maybe 1:09. Ray turned 1:06 with the same setup. A 3 to 4 second difference. That's a half a lap at today's speeds. Drew is a fine pilot but not quite up to Ray's ability. Did Ray have "Special Stuff"? I don't think so. If someone wants our stuff, great. I just order another engine/airplane and have new stuff for the next race. Takes about 3 to 4 hours to assemble the new crop of composite Q-40's and sprinkle some paint on.

What this column has tried to do is to share with everyone some of the inside scoop on what it takes to go fast and stay fast. I've discussed airplane setups, trimming, pilot caller relationships and lots more. We've shared prop making skills as well as built and painted airplanes for those



District News



that requested them. We have given away fast time props at every single contest we've attended. I've even setup motors for those that have asked. There are no secrets other than personal commitment to the event.

How many are willing to take the time to build that perfect airframe, carve a couple of dozen props, try 5 or 6 different engine setups, or practice weekly at the field with a partner as dedicated as you are to the event. These are the things that get you on top. The Rich Veranos, Rusty Van Baren, Lloyd Bumhams, Ralph Rinaldis, Stu McAfees and Travis Flynn of the world get where they are and fly like they do because they work at it and attend contests and are excellent pilots.

Allowing engine modifications will not change the outcome. It will only serve to magnify our problems in other areas where we really do not want to go. Let me close by saying this. The real key is the prop. If you have the ability to make one, great, or you can buy the technology and copy it if you wish. The prop will make you or break you in the go fast department. Other than flying ability, it is the single most import issue. Leave the engines and development to the manufacturers. It's the one consistent thing we can count on.

Now posted on the "RCAirplanes.net" web site is the current crop of legal Q-40's available and the creators. If you don't have Internet access, call me and I'll fax you one. Again one more plea for contest results. Now that the season is in full swing, please send them along. I'd be more than happy to post a current standings if I get enough results to do so.

Also please read the article I've written on Improving contests. It's an idea to stimulate better contests, events strategically po-

sitioned around the country offering cash awards, quality championship awards etc. My position is basically this. We cannot expect great contests for \$20.00 entry fees and give the clubs limited cash for hosting great events. There is a way to develop outstanding events, putting cash in your pocket and for developing standards you can count on. Some may not like the cash award part but lets face facts. Twenty years ago you could build a Spickler Quickie for \$29.00, put a relatively low cost 40 on it and race. Not so today. Give me your feedback on this.

And last but certainly the most important is **CONGRATULATIONS** to Matt Van Baren on his new Junior Q-40 Record, a 1:04. What can you say to that? Greaaaaaaat Job!!!!

Tip of the month.. Stay away from flag poles, they win every time

See Ya
Bob

Quickie 500 - Cliff Telford

1512 S Greenleaf Ct, Winter Springs,
FL 32708 (407) 359-9958 Fax: (407) 359-5063
E-mail: clifftracer@aol.com

Congratulations to Richard Verano and Matt Van Baren for setting new AMA records in the Q-500 (AMA428) event. Matt's Junior Class record is 1:13:19. Richard's Open Class record is 1:06:81. Both records were set at the Whittier, CA race on May 24 and both pilots were flying models of Tim Lawlor's new, all composite, V-Max. Some controversy has developed because the composite V-Max sells for \$450. Not to worry. Tim advises on the internet that a

wood version will be available in the near future. A picture may be seen on Drew's home page (<http://home.san.rr.com/the-drewpages>).

If you live in the southeast you may have seen Tom Jenkins flying his Apex Q-500 for the last two years. Tom delivers a "ready to cover" airplane for \$250, which is hard to beat. So we have great latitude in selecting kits for the Q-500 event. You can buy a wood kit for \$40 to \$60 in the box; a wood kit ready to cover for \$250; a composite kit for \$450. It all depends on how much building time you wish to spend before you fly. Time is money.

The Blackjack kit mentioned last month is finished and flies great. The model came out about three ounces heavy but I believe that could be reduced by choosing a lighter covering material.

The Top Twenty Q-500 point standings as of June 10, 1998 are as follows:

		Dist.	Races	Pts (7 best)
1.	Gary Freeman Jr.	7	11	707.3
2.	Cliff Telford	7	8	633.8
3.	Tom Jenkins	7	12	624.4
4.	Terry Frazer	5	8	613.8
5.	Ray Brown Jr.	7	7	599.1
6.	Don Moody	7	9	584.5
7.	Dave Ferrell	1	9	572.9
8.	Gail Jacobson	7	12	571.7
9.	Randy Bridge	1	11	564.5
10.	Fred Burgdorf	1	7	555.5
11.	Mark Lattimore	1	8	542.4
12.	Gary Gau	5	9	520.0
13.	Craig Grunkemeyer	5	6	499.6
14.	Bruce Coffey	1	11	486.3
15.	Dave Carpenter	5	8	483.5
16.	Bob Beaudette	7	7	478.1
17.	Joe Lemley	5	7	475.1
18.	Drew Telford	1	8	474.2
19.	Bill Warner	2	12	473.5
20.	Joe Dodd	5	6	460.8

Cliff

1998 NATIONALS NMPRA Management Team

Pylon Director Cliff Telford

Monday - 13 8am-5pm Q500	Tuesday - 14 8am-5pm Q500	Wednesday -15 8am-5pm Q500?/Q40?	Thursday -16 8am-5pm Q40	Friday -17 8am-5pm Q40?/F1
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Event Director	Pete Reed	Pete Reed	P. Reed/A. Adamisin	Archie Adamisin	Rick Moreland
Scoring	Paul Page	Paul Page	Paul Page	Paul Page	Paul Page
Starter	Bill Galliger	Bill Galliger	Bill Galliger	Bill Galliger	Bill Galliger

Registration Sunday 7/12/98 2-4pm
AMA Course Workers

Jerry Salisbury
Mike Stokes - Steve Kaluf

District 1 - Dave Ferrell

1565 Echo Dr., Merced, CA 95340, 209.722.0655

Q5 uses APRA rules

10/11	Merced, CA - CCRA	Q5,AMA
	Dave Ferrell 209.722.0655	
1/10/98	Phoenix, AZ	Q5
1/31-2/1	Las Vegas, NV	Q4
2/15	Sepulveda Basin, CA	Q5,AMA
2/21-22	Phoenix, AZ	F1,Q4
3/14	Sacramento, CA	Q5,AMA
4/5	Merced, CA	Q5,AMA
5/2-3	East Bay R/C, CA	Q5,AMA
5/16	Modesto, CA	Q5,AMA,Q4
6/6-7	Sepulveda Basin, CA	Q5,AMA,Q4
7/4-5	Reno, NV	Q5,AMA,Q4
8/1	Modesto, CA	Q5,AMA,Q4
9/13	Merced, CA	Q5,AMA,Q4
10/6-7	Castle, CA Airport	Q5AMA limited
	NMPRA District Championship	
10/8-11	Castle Airport, CA	F1,Q4
	NMPRA Championship (members only)	
	Dave Ferrell 209.722.0655	
10/24	Sacramento, CA	Q5,AMA,Q4
10/25	Sepulveda Basin, CA	Q5,AMA,Q4
11/8	Phoenix, AZ	Q5,AMA
12/6	Phoenix, AZ	Q5,AMA,Q4

District 2 - Darrol Cady

10711 NE 37th Ct, Vancouver, WA 98686, 360.573.0987

Q5 uses APRA rules

4/5	Kent, WA.	Q5,AMA
5/3	Kent, WA.	Q5,AMA
6/6-7	Arlington, WA.	Q5,AMA,F1
6/27-28	Medford, OR.	Q5,AMA,Q4
7/11-12	Whidbey Is., WA.	Q5,AMA,F1,Q4
8/8-9	Spokane, WA.	Q5,AMA,F1,Q4
8/29-30	Ephratta, WA.	Q5,AMA,F1,Q4
9/19-20	Bremerton, WA	Q5,AMA,F1,Q4
10/17-18	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

5/9-10	N. Battleford, SK	Pre-season warm-up ALL
6/6-7	Regina, SK	Q5,Q4,F1
7/4-5	Calgary, AB	Q5
7/25-26	Swift Current, SK	Q5,Q4,F1
8/8-9	Prince Albert, SK	Q5,Q4
8/22-23	Saskatoon, SK	Q5,Q4,F1
9/19-20	Winnipeg, Man	Q5

District 4 - Mike Sperry

1614 11th St, Cody, WY 82414, 307.587.5870

3/21	Utah Valley Aeromodelers	Q5
	Curt Robinson 785.7268	
3/28	UVA field	Q5
	Curt Robinson	
4/11	UVA field- Regis	Q5
	John Sheely 768.8998	
4/18	UVA	1/2A
	Bill Cowley 225.1709	
4/19	Mead	Q5SE,AMA
	Randy Tentinger 402.734.0947	
5/9	UVA field-Regis	Q5
	Curt Robinson	
5/16-17	Billings, MT	Q5,AMA,Q4?
	Dick Smith 406.652.3720	
5/23	UVA	1/2A
	Bill Cowley	
5/24	Council Bluffs	Q5SE,AMA
	Charlie Tvrdik 402.896.0707	
6/20	UVA	1/2A
	Bill Cowley	
6/28	Mead	Q5SE,AMA
	Buds Hobby 712.322.1378	
7/11	UVA	1/2A
	John Sheely	
7/26	Council Bluffs	Q5SE,AMA
	Ward Neesen 402.896.8253	
8/8	UVA field-Regis	Q5
	Curt Robinson	
8/15-16	Billings, MT	Q5,AMA,Q4?
	Dick Smith	
8/22	UVA field	1/2A
	Bill Cowley	

8/30	Mead	Q5SE,AMA
	Dave Reiber 402.474.7761	
9/12	UVA field-Regis	Q5
	John Sheely	
9/19	UVA field	1/2A
	Bill Cowley	
9/27	Council Bluffs	Q5SE,AMA
10/10	UVA field-Regis	Q5
	Curt Robinson	
10/17	UVA field	1/2A
	Bill Cowley	
11/14	UVA field-Regis	Q5
	John Sheely	
11/21	UVA field	1/2A
	Bill Cowley	

District 5 - Terry Frazer

2305 Meadow Ridge Ct. Wheelersburg, OH 45694 (740) 574-6840

4/25-26	Hebron, KY	Q5SE,AMA(2)
	Brenda Holbrook 513.923.4326	
5/3	Rockford, IL	Q5E
	Orv Steinmetz 815.885.1161	
5/17	Rockford, IL	Q5E,AMA
	Glen Weirschke 815.234.3285	
5/30	Dayton, OH	Q5SE,AMA
5/31	B. Martin 513.439.5141	Q5S,AMA
6/6-7	Toledo, OH	Q5AMASE(2)
	John Borton 419.882.1165	
6/13	Hamilton, OH	Q5AMASE
6/14	Karl Tholen 513.984.9832	Q5AMAS,Q4
6/27-28	Lucasville, OH	Q5AMASE(2)
	Terry Frazer 740.574.6231	
6/28	Novi, MI	Q5,AT6
	Chuch Wooley 313.326.6297	
7/5	St Charles, IL	Q5
	David Gustafson 630.513.3177	
7/12-17	Muncie, IL AMA NATIONALS	
7/12	Registration	
7/13-14	AMA 428 Q500	
7/15	If needed end Q500 - Start AMA 422 Q40	
7/16	Quarter 40	
7/17	If needed end Q40 - AMA 421 Formula One	
7/19	Rockford, IL	Q5
	Mark Boesen 815.877.3912	
7/25-26	Westland, MI	Q5AMASE(2)
	Mike Condon 313.464.7027	
8/1	St Charles, IL	Q5
	David Gustafson 630.513.3177	
8/8-9	Dayton, OH WPAPB	Q5AMASE,Q4(1)
	CAPS Classic	
	Mike Condon 313.464.7027	
8/16	Rockford, IL	1/2A
	Dick Shields 815.398.8366	
8/29	ST Charles, IL	Q5
	David Gustafson 630.513.3177	
8/29-30	Toledo, OH Weak Signals	Q4
	25th Silver Cup	
	Tom Kroggel 419.385.1635	
9/6	Westland, MI	Q5,AT6
	Art Adamissin 313.291.5079	
9/13	Rockford, IL	Q5AMAE
	LeRoy Webb 608.389.4519	
9/19-20	Lucasville, OH	Q5AMASE
	Terry Frazer 740.574.6213	
10/3-4	Toledo, OH Flying Tigers	Q5AMASE
	Pat Falgout 419.841.8957	
10/10-11	Hebron, KY	Q5AMASE
	Joe Bolte 606.341.4983	

Distict 6 - Richard Moreland

726 Hillmeade Rd., Edgewater, MD 21037, 301.261.7366

4/25/98	Bowie, MD PGRC	Q5,AMA
	Albrittion/Rick Moreland	
5/3	Hadley, MA NEPRO	Q5SEB
	Giff Fogg 413.593.3581	
5/3	Jackson, NJ	Q5SE(2)
	Frank Flesch 732.929.8205	
5/16-17	Bowie, MD PGRC	Q5AMA
	Mason-Dixon Shootout #1	
	Rick Moreland 301.261.7366	
5/31	Hartford, CT NEPRO	Q5SEB
	Don Morgan 860.742.8108	
6/7	Farmington, CT NEPRO	Q%SEB
	Pete Reed 860.673.7883	
6/14	Jackson, NJ	Q5SE(2)
	Frank Flesch 732.929.8205	
6/14	Orangeville, NY UPRC	
6/20-21	Hartford, CT NEPRO	Q5AMA,Q4
	Mason Dixon Shootout #2	
	Dennis Thibodeau 860.749.6985	

6/21	Mason-Dixon Classic	
6/27	Lockport, NY UPRC	
	Bowie, MD PGRC	Q5,AMA
	Terral/Rehm	
7/5	Orangeville, ONT UPRC	
8/1-2	Bowie, MD PGRC	Q5AMA,Q4
	Mason Dixon Shootout #3	
	Rick Moreland 301.261.7366	
8/8-9	Ellington, CT NEPRO	Q5SEB
	Kevin Cyr 860.871.8316	
8/9	Jackson, NJ	Q5SE(2)
	Frank Flesch 732.929.8205	
8/15	Bowie, MD PGRC	Q5,AMA
	Baker/Bass	
9/13	Hadley, MA NEPRO	Q5SE
	Giff Fogg 413.593.3581	
8/16	Orangeville, ONT UPRC	
8/23	Niagara Falls, ONT UPRC	
9/19-20	Hartford, CT NEPRO	Q5AMA,Q4
	District 6 Championship	
	Mason Dixon Shootout #4	
	Lloyd Burnham 860.644.9072	
9/20	Jackson, NJ	Q5SE
	Frank Flesch 732.929.8205	
9/20	Niagara Falls, ONT UPRC	
9/26-27	NMPRA District Championship	Q5AMA
	Solko	
10/4	Jackson, NJ Annual Cup Race	Q5SE(2)
	Frank Flesch 732.929.8205	
10/10	Bowie, MD PGRC	Q5,AMA
	Gillette/Schreiner	
10/17	Niagara Falls, ONT UPRC Champs	
10/18	Niagara Falls, ONT rain date	

District 7 - Gary Freeman Sr.

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

Q5 is SEMPRA Sport Pylon

12/21	?	Q5
2/21/98	Brandon, FL	Q5(2)
	Lucien Miller 813.991.4710	
2/22	Brandon, FL	Q5(2)
	Lucien Miller	
4/4	Apopka, FL RCACF	??
	Dennis O'Brien 407.886.3324	
4/5	Apopka, FL RCACF	Q5
	Dennis O'Brien	
4/25-26	Jacksonville	Q5(2)
	Pete Rickard 904.826.3608	
10/31	Jacksonville	Q5
	Pete Rickard 904.826.3608	
11/1	Jacksonville	Q5
	Pete Rickard 904.826.3608	
SEMPRA	Season Ends	
11/7-8	Tampa, FL TRACS	Q5(2)
	District Championship	
	Wayne Smith 813.621.4051	
12/?	Tangerine	Q5
12/?	Tangerine	Q5AMA
12/?	Tangerine	Q4

District 8 - Damon Darnall

6203-214 Perring Ave, Fort Worth, TX 76116 (817) 763-9303

4/18-19	Ft Worth, TX	Q5,AMA,Q4,F1(20)
	Cowtown 500	
5/9-10	Wichita Falls, TX	Q5,AMA,Q4,F1(2)
5/30-31	Taylor, TX	Q5,AMA,Q4,F1(1)
	PowerMaster Nationals	
6/13-14	Brazoria, TX	Q5,AMA,Q4,F1(2)
8/22-23	Space City, TX	Q5,AMA,Q4,F1(2)
9/5-6	Ft Worth, TX	Q5,AMA,Q4,F1(2)
	Cowtown Nats	
9/26-27	Seagoville, TX	Q5,AMA,Q4,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

Article due dates
September 9
October 21
December 2



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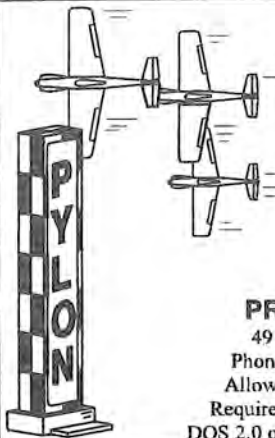
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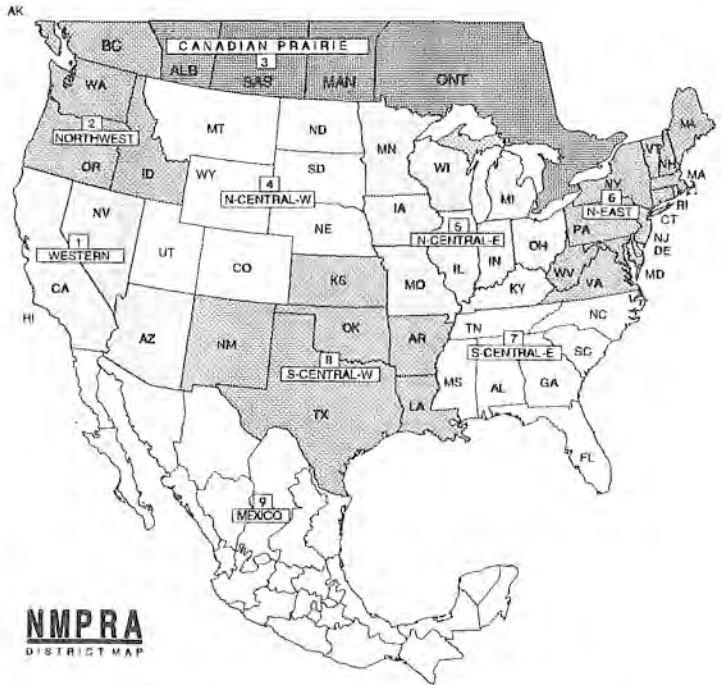
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