



# NMPRA

# HIGH PERFORMANCE

National Miniature Pylon Racing Association

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October 98

## Presidential Pontification

### AMA safety meeting

I plan to attend the AMA Safety Committee meeting October 23 in Muncie. This is an important meeting because it culminates 90% of the efforts made during the last three years to decide if pylon course workers are in danger, and if so what to do about it. Past AMA President Don Lowe chairs the committee, and the NMPRA was given representation on the committee in exchange for cooperating with the AMA's desire that we all sign waivers. I insisted on safety committee membership in January of 97 because I was afraid we would be railroaded by people who knew nothing about pylon racing and had little understanding about what we could reasonable be expected to do to meet forthcoming AMA demands. Also, pictures of the steel artillery shell like projectile the AMA was firing at cages, and insisting this missile adequately represented a pylon racer, were vivid in my mind.

The NMPRA is very fortunate to have Boeing structural engineer Al Watson to represent our interests during the barrier test program conducted over the last year (with old retired F1s). At this point it looks like most of our existing cages will meet the forthcoming AMA cage specifications. This is great news because it costs a lot of money to build a set of cages. These cage specifications will certainly be discussed at the upcoming meeting, so how they are written and implemented is very important to the future affordability of putting on a pylon race.

### Nats planning meeting

Cliff Telford, Nats Pylon Director for the last two Nats will be representing the NMPRA at the 1999 Nats planning meeting in Muncie October 17. There are no perfect

events but everyone I've talked to was quite pleased with the 98 Nats. Cliff and the fellows that ran the various events deserve the credit for these well run Nats. Cliff feels we should not fix something that ain't broke and I agree. There was a lot of sentiment to drop F1 from the program. Personally, I don't think it makes much sense at the Nationals to bother to put on an event that requires more workers than contestants. We will have to see how the AMA feels about it.

### No simple solution

Even assuming the AMA is reasonably friendly to us in the future, we still have some major problems and I don't see any simple answers. The biggest one I foresee is dwindling attendance at local events. This is a real tough problem because you get into a what came first, the chicken or the egg situation very quickly. Few would argue that the major reason people and organizations at the regional and local level put on races for us is to raise money. The costs and human efforts associated with putting on a pylon race are all fixed. Everybody has to show up, the course must be erected, the food has to be purchased, the generator rented, etc., etc. if one contestant shows up or if 50 do. They spend their money, get the workers to the field, and hope the contestants show up. From the contestants viewpoint, it's a lot more fun with a larger entry. The lower the entry level the less time between heats. Low entry levels force the CD to turn the event into a track meet for the fliers, or watch his workers twiddle their thumbs between heats.

You may say races with small turnouts are better than no race at all but I think this is short sighted thinking. A balance has to be established where the organization that puts on the event has an excellent expectation to achieve it's goals which are usually fund raising. It doesn't take many disap-

pointing race turnouts to educate the club or organization to look to giant scale fun flies or the like to full the club coffers. When you consider the number of people it takes to put on a pylon race verses how many you need to run a fun fly we look real bad. Pylon racing must compete with alternative fund raising activities available to clubs. Additionally, fun flies, auctions, limbo contests and such have the advantage of allowing most of the club members to participate in the activities as well as working the event.

### Quarter Forty

A few weeks ago Rick Moreland, chairman of the Q40 review committee, sent me a copy of the current list of approved designs. There are now over 40 approved designs and I haven't heard much bitching about the committee since Rick took it over. Unfortunately for Wayne Yeager, he had the job when it was impossible to do. When you consider how difficult it is to write and enforce subjective rules I think the Q40 review concept has worked well and Rick deserves a lot of the credit. Speaking of Q40, Dave Ferrell CD of the upcoming Championship race in Merced tells me the Q40 event is sold out with 56 entries. He has set up a waiting list so you might want to call him about signing up. There are plenty of spots available in F1. I feel having more entrants than the event can reasonably accept is a good sign for Pylon. We will have to look at going back to some type of qualifying format if Q40 continues to grow in popularity.

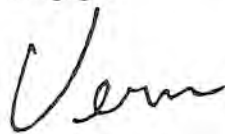
Bob Beaudette, Q40 VP, wants to set up a series of major races for 1999. This series will probably be limited to five or six races and will be staged around the country as premier events. Clubs or organization who are willing to put on one of these Premier NMPRA events, and agrees to meet the NMPRA standards will be guaranteed a minimum amount of revenue for their ef-

forts. Hopefully, with advertising, promotions, and some friendly arm twisting enough racers will travel to these events, that coupled with the expected local entry we will have 35 to 50 contestants at each event. For this to work an entry fee of \$50 or so will be necessary because we will be funding a first class event as well as very nice prizes. I anticipate that the NMPRA will have to subsidize some or all of these events the first year or so but after that the events should carry their own weight. I think the best way to start this series is to incorporate existing events into it that are proven entry draws. The Tangerine in Florida in December, the Phoenix race in February, a race at Castle in Merced California, a race at Bowie Maryland, one in the Ohio area, and possible Connecticut, Texas, or the North West. As you can see this ties in with my comments about dwindling entry levels. These events would be consistent money makers for those who go to the trouble of putting one on, and the contestants will know the travel is worth while because they will be guaranteed a minimum level of facilities and event management.

### Editor's note

Newsletter Editor Paul Page has asked me to request those of you who send anything to him to specify to the carrier "no signature required". Most things arrive at Paul's house when he's at work. Normal delivery procedure requires a signature so Paul has to retrieve the package in some fashion and this all takes extra time and effort.

A note on how the newsletter is constructed. I have talked to racers who have submitted "how to" or informational articles to the newsletter and have not seen them appear in print for several issues. Paul has to do a real juggling act with the amount of material he can put in a newsletter. The problem is our inability to add just one page. If we want to enlarge the size of the newsletter we have to add four pages at a time. This is why you don't see your contributions in the next newsletter. Paul has to save submissions until there is enough material to fill four additional pages.



## Needling Quarter Midgets

One of the things that I see all the time is guys not getting good consistent engine runs. Much of it is because they are missing the needle on the line. There's a good way to do it, a fair way and the way not to do it.

Don't do this. (Yes there are those that do this)

Start it, crank the needle down until you can't get any more RPM and run back to fly. Result, send a check to Performance Specialties for a new piston and liner.

**Better way** — Start the engine and do the pinch and needle routine until the motor is pinching up to about 1000 RPM over the needle setting.

Result, It'll run this way but the probability of the engine sagging after you go back to fly is high. Why? The engine has not heated up to operating temperature. When you needle this way, the engine is still warming. You pinch and needle while the engine is warming and run back. By the time you get to where you're standing, the engine is warm and has sagged 3 or 4 hundred RPM. You're not going to go as fast as you could.

**Best way** — When the starter hits the clock, start your engine immediately. Don't play the "let me wait till everyone else starts" game. Most races these days use a 60 second clock. You don't have time to mess around. The needle should be 1 turn out from your last run. After the engine starts leave the plug hooked up for about 10 seconds. Disconnect the plug and start to turn the needle in. Slowly turn it in to peak RPM and then slightly over peak. Leave it there for just 2 or 3 seconds. This will get the engine warmed up to operating temperature. Then back the needle down 800 to 1000 RPM and leave it alone. It'll stay set perfectly. If you overheat the engine your rpm will drop off dramatically. Not good! Just leave it at peak for 2 or 3 seconds. You should have only 10 or 15 seconds left on the clock when you're set. That's it. You'll find that your runs will be consistent and strong.

**Tip of the Month** — Make sure you've got the right program dialed into your radio. V-tail quickies do not fly real well on a Quarter Midget Program.

*Bob Beaudette*

## The NMPRA is Proud to announce PAUL PAGE, Bristol, CT as our most recent inductee to the NMPRA HALL OF FAME



During the early 1980's Paul belonged to the Central CT Radio Control Club of Farmington CT along with Peter Reed. Peter ran some races there and Paul became interested in PYLON RACING. He built several Q-500 planes and a Formula One, but never entered a race. He was infatuated with the process of running the race and set up of the matrix and scoring.

Paul started working out a computer program using an Apple and then later an old IBM using the popular computer language of that era. By the late eighties he began using the program at races, all the while expanding and improving the program.

In 1990, Paul finally got to show his stuff at the USA FAI-3D pylon team selection race. For those of you that have tried to sort out the scoring for this event using a base score of 200 and then subtracting your total seconds of flight plus ten % for a cut, you can begin to appreciate the beauty of this program. From then on, Paul became a fixture at all of our national and local events (lucky us)!!!

Paul decided to market his program and with the help of Dave Doyle acting as "Mr Stupid User" over a two year period, developed a rather goof proof program that can run fast on a 286 and like lightning on a 386, NEPRO bought up two used HP 286 laptops for \$100 each and is running the entire system off a car battery and two small inverters. Paul has put thousands of hours into fine tuning his program. We consider the program a gift from a fellow modeler and a great contribution to the pylon racing community.

When the NMPRA decided to vote in the Eastern States as the head of the organization by voting in Lloyd Burnham in 1993, it was Paul Page again that came to the front with computer help to run the organization. Paul volunteered to be the newsletter editor and is responsible for the professional quality of our "High Performance" publication. Paul continues as newsletter editor today surviving the presidents, Burnham, Reed and Vern Smith. When Dave Doyle had enough of the Secretary/Treasurers job after four years, it was again Paul that came forward to do this as well. Paul has been and is today an extraordinary contributor to the continuation and success of the NMPRA organization. It is with great pride that we induct Paul Page to the NMPRA HALL OF FAME.

# 1998 NMPRA Championships

Form 1 & Q40 (60sec clock)

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



HOST

*Merced County  
R/C Club*

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Ray (Rocket Props) Brown

1st Place F1 - \$300.00  
Sheldon Hobbies

2nd Place F1 - \$200.00  
NMPRA

3rd Place F1 - \$100.00  
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Fast Time F1  
NMPRA

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## RACE HEADQUARTERS

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See entry application  
inserted in this issue for  
more details

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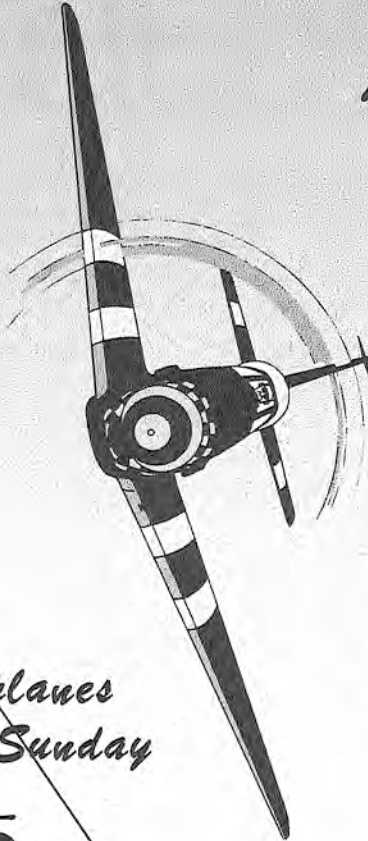
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# An Interview with a Champion - Matt Van Baren

by Bob Beaudette

A few weeks ago I had the opportunity to talk to Matthew Van Baren, the current Junior Record Holder for Quarter Midget 40. I was very much interested in his motivations, interests and general outlook on the future. What I came away with was a great respect for a champion and really level headed young man with a certain to be, sparkling future.

Matt Van Baren, age 12 ½ years, has been flying airplanes since he was five. Matt started as many of us have, with control line models. At five years old he took one to school as a show and tell project and proceeded to put on a demonstration in the school yard aided by his father Rusty, an outstanding competitor in his own right. At about eight years old, Matt flew his first Pylon Race. The Event was Sportsman Pylon using Supertiger 40's. He then progressed to Nelson powered 428 airplanes and on to Quarter Midget. It was Rusty's guidance and motivation that kept Matt competitive. But it wasn't all Rusty. Matt has also built and covered his own 60 size sport flying ship which he continues to fly

regularly. I asked Matt when he started flying Quarter Midget. His response was "At the 1995 Nats my Dad asked me if I wanted to Quarter Midget. That was the first time I had flown one." Matt set the new Junior Record that year with a 1:19:01. One of his prized trophies is the record setting prop for that event made by Rusty.

Matt has certainly improved a lot since then. His most recent accomplishment is setting a new Junior Record of 1:04:24. When I asked him how it felt to beat his Father's personal best time he said "It felt pretty good", but he was also quick to add that "My Dad built the plane and called for me so I have to give him credit too". The 1:04 prop credit now goes to Rocket Ray. When asked him how he prepares for a race, he told me that he just goes out with Rusty about a week or so before a race, practices laps and makes sure the airplanes are trimmed just right. As far as the mental preparation, the comment was, "I just go do it. I don't think about it much at all". Maybe there is a message here for the stress mongers out there. Don't worry about it, just fly the thing. There is a lot to be said for that outlook. In asking Matt if he had any words of encouragement for other youngsters just

learning to fly, his comment was "just stick with it. Keep at it and you'll eventually win". Matt certainly has wisdom beyond his 12½ years. As far as other interests, Matt enjoys floatplane flying and water-skiing. He plays Baseball covering Second base, Third Base and Catcher. He is also in the school band playing the Alto Sax. I would venture to say that there is no spare time in his schedule.

Future Plans? "I would like to be an Airline Pilot". Not surprising to me. With as much aviation as Matt has been exposed to it seem like a natural future career path.

After talking to Matt for a while, you fully realize that Matt is a wonderful young man with a great competitive spirit, level head and great aspirations. He is truly deserving of the Junior Record Holder Titles that he holds, AMA 428, Quarter Midget and Formula One. I'm sure that we will hear more of Matt Van Baren in the future. Young folks like Matt are destined for much greater heights in their futures. It is also a great credit to his Mom and Dad on bringing up such a fine young man.

One more thing, Matt is going to try out for the FAI Team Trials. Watch out guys.

## District 6 Candidate

Dear fellow Pylon Aficionados

My name is John Fike and I wish to inform you that I would like to represent you in the NMPRA District 6 as your Vice President.

Personal Biography: Reside in Bowie, MD, married to Betty for 23 years, Children - none

RC Biography: Home field is P.G.R.C. Bowie, MD

My second RC kit was a Scat Cat. (enough said). I have been involved in the local pylon scene for 10 years, mostly with Q-500 but recently with Q-40. Many of you have been to the P.G.R.C. for races and have met me either on the course or as a CD, course worker or race starter. I have been a contest director for a number of years and was the primary CD for the NMPRA Q-40 championship race in Bowie a couple of years ago.

Political Agenda: I share the same concerns as most of you; safety on the race course, high quality racing events, lack of entry level competitors and escalating costs of entry level hardware (kits & engines).

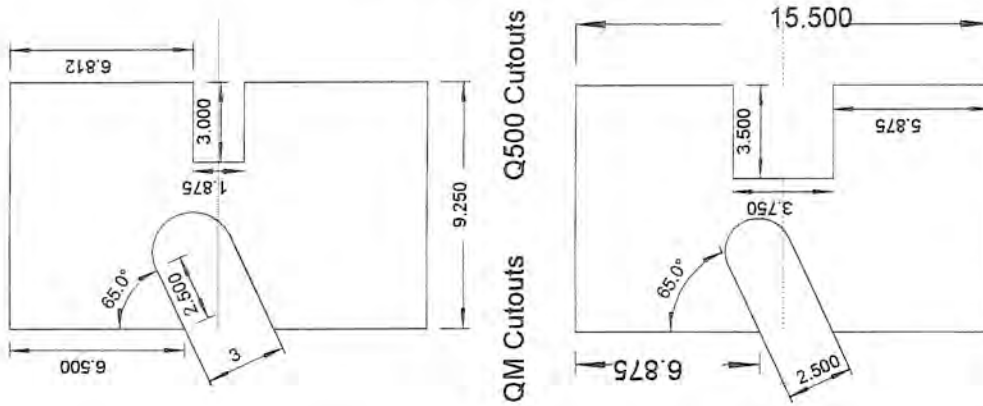
If elected to this position, I will use this forum to publicize upcoming events, event results and to voice the concerns of the District 6 membership to the NMPRA. I do not intend on using this forum to express my personal viewpoints and will require input from the membership to keep from doing so. Your cooperation will be appreciated.

Sincerely,

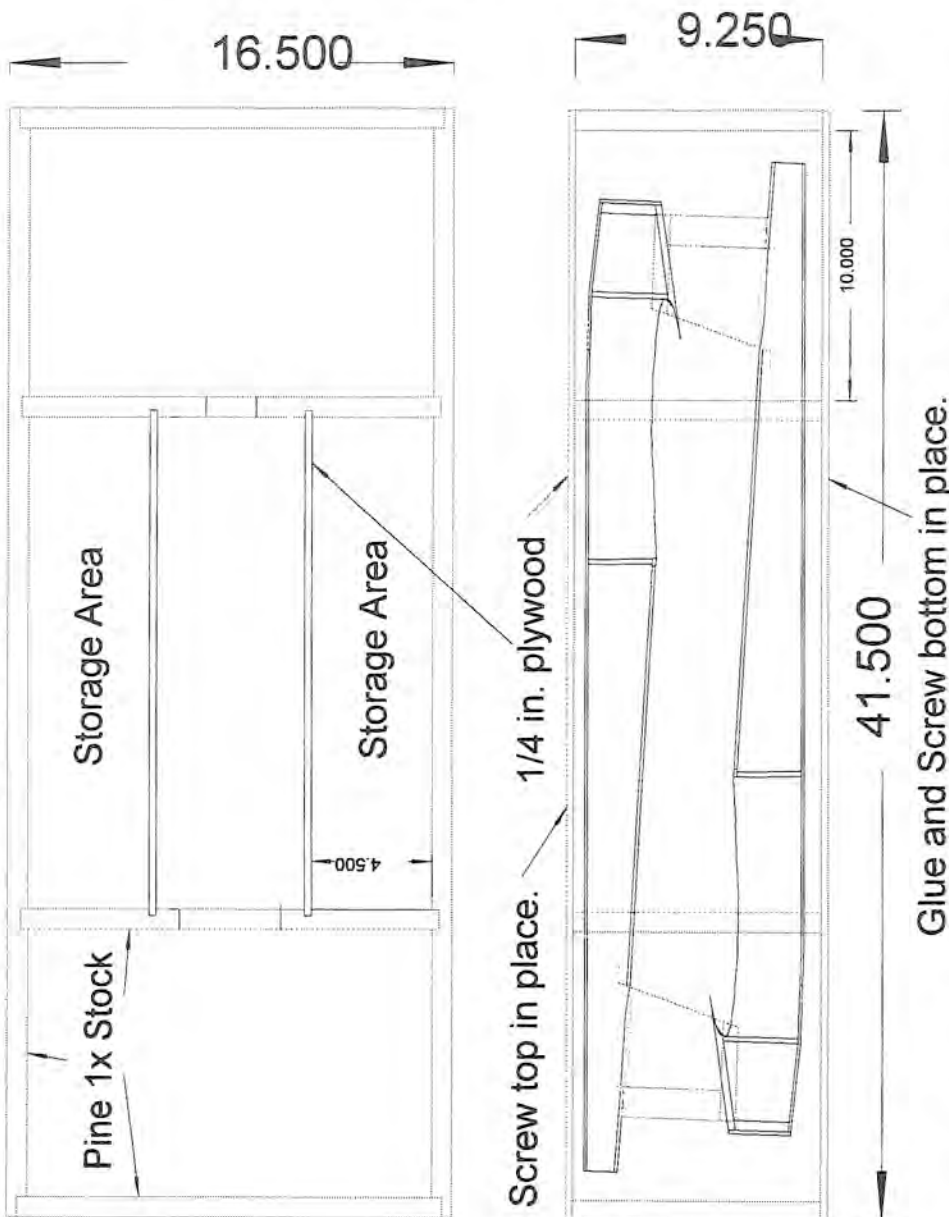
John Fike

## Travel Box

### Bulkheads



Bulkheads slide in place for access to bottom fuselage.



Attached is a drawing for the shipping containers. I designed several years ago for traveling with planes on the airlines. I have had a lot of people tell me lately that I should publish this design. They have worked very well for me.

The boxes are made from simple pine 1x stock and 1/4 in. plywood. The bulkheads slide in to allow access to the bottom airplane. The 1/4 ply separators are slid in place after the first airplane and the bulkheads are installed. This allows a lot of your equipment to be carried in the same box on either side of the fuselages. Three sets of bulkheads to allow the same box to be used for two Quickies, two Q40's or one of each can be made. Wings are carried in a separate box made the same way, pine around the sides and 1/4 ply for the top and bottom. I have never been charged extra for the airlines with these boxes. A simple handle is attached to one side to carry them like suitcases.

*Jim Allen*



# District News



## District 1 - Dave Ferrell

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

It has been a good month for racing in District 1, with racing at the Basin, the two day race at Livermore (EXPO 98) and the last CCRA race for 1998 at Merced.

### Valley Flyers, Sepulveda Basin

8/22/98

- 428  
1. Gary Long 1:13.61  
2. Rick Marquez 1:19.18  
3. Brian Soper 1:22.18  
4. Len Curial 1:22.13  
422-Q40  
1. M. Van Baren 1:05.49  
2. R. Verano 1:03.79  
3. R. Van Baren 1:04.89  
4. M. Lattimore 1:06.35

### EXPO 98 8/29/98

- 428  
1. David Wright 1:12.57\*\*  
2. Jim Womack 1:18.78  
3. Carl Silva 1:12.78  
4. L. Castaneda 1:26.06

### Merced, CCRA Race #9 9/13/98

- 428  
1. Carl Silva 1:16.00  
2. M. Lattimore 1:08.93\*\*  
3. R. Bridge 1:09.97  
4. Brian Soper 1:18.47  
422 Q40  
1. Randy Bridge 1:04.24  
2. David Wright 1:09.63  
3. J. Carpenter 1:10.44  
4. S. Cameronski 1:06.68

### Top 5 CCRA Point Winners for 1998

- 428  
1. Fred Burgdorf 642.8  
2. Randy Bridge 627.2  
3. Carl Silva 572.7  
4. B. Leavengood 411.5  
5. Brian Soper 342.0  
422 Q40  
1. J. Carpenter 491.6  
2. S. Cameron 357.0  
3. M. Crawley 320.8  
4. David Wright 283.8  
5. R. Van Baren 280.2

I would like to thank all the Clubs that hosted CCRA races this year. Sacramento, Ca. (3/14/98) Modesto, CA. (5/16/98, 8/1/98), Livermore (EBRC 5/2/98, 5/3/98), Los Angeles, CA (Valley Flyers, 6/6/98, 6/7/98) and Merced, CA (4/5/98, 9/13/98). We will be looking for the return of the Reno Firecracker 500, July 4th weekend, next year, weather permitting.

## 1998 NMPRA CHAMPIONSHIPS

The NMPRA and Host Club, Merced Co. R/C Club's goal is for everyone to have a good time. From the person that comes in first to the person that comes in last. At this time we have filled Q40 with 56 contestants from Mexico to Canada to the East Coast to the West Coast and all points in-between.

Twenty-three Formula One pilots have registered to do battle at Castle. Twenty-four Quikie Pilots have taken off work to race Tuesday and Wednesday.

If I can keep track of all that happens that week I will give a report on it next month.

*Bank-n-yank  
Dave*

## District 2 - Darrol Cady

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

How the time flies when you are having so much fun. We are so fortunate to have a hobby like this. The airplanes are part of it, but the people are the real reason that we have so much enjoyment in our racing. We have met so many different people in our racing. For example, after the race in Spokane, Washington, we met some of our good racing friends in Whitefish, Montana. From there, we went on a motorcycle ride through Glacier National Park. It was a wonderful time, with people that if it were not for the model airplanes we would never have known. Stop and think about all the friends you have met through the hobby. If you have been in it for very long, you know what I am talking about. Be thankful for the hobby, and put back a little. Encourage all those that work so hard to put on races for us. Take the extra few minu

tes to tell some of them that they did a good job.

The race in Spokane was not very well attended. The problem was, that they had a problem with the airport and a full-scale incident that was not the modelers fault, but the full scale decided that we should not be near their airport. The race was on and off a couple of times, and I think that many people decided to schedule other things to do that weekend. It was too bad. The race was well done and the racing was a "Killer" in Q40. Every heat was like a flyoff. No rest for the wicked. It was so tough, that I elected not to race the second day. I was going to another race the following weekend, and chose to have an airplane to fly there. I did catch some flack. Name calling it was.... All the close fast racing was spectacular to watch. Back to back flyoffs will make your blood rush.

- Spokane Q600 APRA 1. Rod Batt 1:46.61  
Spokane 428 Q500 1. Darrol Cady 1:15.38

- |                        |                         |
|------------------------|-------------------------|
| 2. Eric Eide 1:43.29   | 2. Al Watson 1:18.14    |
| 3. Mr. Wilson 2:06.24  | 3. Nelson Eddy 1:19.07  |
| 4. M.Suederman 2:22.27 | 4. Tom Strom Sr 1:17.37 |
| 5. Brad Batt 1:37.23   | 5. M. Brownlee 1:21.46  |
- 422 Q40  
1. Matt Mikko 1:07.10  
2. Steve Milos 1:05.31\*  
3. Tom Strom Sr 1:06.41  
4. Darrol Cady 1:07.27  
5. Mike Bergan 1:23.19

When the race was finished in Spokane, Rhonda and I drove until almost midnight to meet Lyle Larson, Luis Garcia Blake and Lui's son, Jorge. They were all kind enough to allow Rhonda and I to ride our Yamaha Virago with them on their Harleys. We took quite a bit of ribbing, but we had a ball. The ride through Glacier National Park was a time to remember, with pictures to help the memory.

Rhonda and I left Whitefish, Montana Wednesday morning and continued to Billings, Montana for a very fun race there. Mike Sperry will tell you about the race, I will tell you again it's the people. They were wonderful and worked hard to put on a good race. Dick Smith did an outstanding job of getting everything together and making sure that it stayed together. I do know that if Dick does not get some help in putting on the races so that he too can race..... there will not be another run by him. Someone else needs to take their turn in the barrel. I know he will help, but someone else needs to get started learning how to run the races for awhile. Thank you Dick for all your work. I have been to two races that you have made happen, and they have both been well done. The results for the Ephrada, Washington race held on the 29<sup>th</sup> and the 30<sup>th</sup> of August are as follows:

- |                  |                 |                   |
|------------------|-----------------|-------------------|
| Sat. 428 APRA    | Sun. 428 APRA   | Sat. 428 Q600     |
| 1. Eric Eide     | 1. Stan Davis   | 1. Darrol Cady    |
| 2. Bill Warner   | 2. Eric Eide    | 2. Dave Torre     |
| 3. B. Arledge    | 3. B. Arledge   | 3. Al Watson      |
| Sun. 428 Q500    | Sat. 422 Q40    | Sun. 422 Q40      |
| 1. Darol Cady    | 1. Matt Mikko   | 1. Tony Huber     |
| 2. Tom Strom Jr. | 2. Steve Milos  | 2. Tom Strom Sr.  |
| 3. J. Grogan     | 3. T. Strom Sr. | 3. Jerrett Cangie |

At the time of this writing, it looks like the 1999 Championship race will be held in Mexico City. I will be doing a kind of question and answer bit here to answer some of

**NEXT ARTICLE  
DUE DATE  
OCTOBER 21**



# District News



the questions that many of you may have. Having already been there, I can tell you I personally can see no reason to have any anxieties over it at all.

This one is not a question, it is a statement. I have talked to many people about the race in Mexico, and the only out spoken reasons for not going come from the folks that care more about fast times than racing. It is true, that the times will not be as fast in Mexico City as they are in other places, but the racing is as tight and as good as it is anywhere. Richard Verano has the Q40 record at Pegaso, 1:12. He said he knew he could do a 1:10, but did not get it done that weekend. The 1:15 that I turned there felt as good as a 1:07 anywhere. The times are not as fast, but the racing is hard and fast as the racers make it.

Equipment! If it works at home, it will work at 8,000 feet. You can squeeze the head down a little, but no other changes are necessary. In their races, they do run the 11mm carbs to help with the horsepower. I am assuming that the same will be at the Championship race. We will need to let Henry and Dave know for sure so that there will not be a shortage of the big carbs...minor detail. Everyone will have to fly around the pylons.

Enough for now, it is time to finish getting ready for the 1998 championship Race in Castle, California... Dave Ferrell has been working hard, and it will be a very special race. He and his crew do a great job of running a race. Last time we were there, there was no waiting for anything. The heats were in the six minute cycle. With this you get to the line quickly and you better be ready when you get there. There is no wasted time. The guys from Reno compared it to a marathon. There was no time to rest with the 25 contestants. With twice as many, the pace will be quick.

See you in California October 10th, 11th and 12th, 1998.

*Darrol*

## District 3 - Randy Smith

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

Well, our racing season is over for another year. Once again, I wish I could fly as fast as the summer goes. Since my last report

we had a two-day Quickie race in Prince Albert, Saskatchewan and the district championship race in Saskatoon. The race in Prince Albert had a lower turn out than normal due to travel distance for a number of pilots. However, the racing was reported to be very close and the contest management did a great job in the organization. A number of the regular fast-packs could not attend, so some of the guys who normally do not make it into the trophies had chance at the hardware and really fought it out among each other with some very competitive heats. Next year we hope that pilot numbers will justify a day of Quickie and a day of Q40.

The championship race in Saskatoon was a great contest. There were twenty-two entries in standard Quickie and 13 entered in Q40. Pylon seems alive and well up here. In addition to the regular faces at the start line, there were two pilots from Winnipeg, Manitoba as well as Mabo Amano of Vancouver and his friend Koonie Kawaoku from Japan and the JMPRA. The weather was simply gorgeous all weekend and the Hub City Radio Control Club once again put on a great event. To give back a little to the members, the district sponsored a fully catered pork barbecue complete with good Canadian beer, and ice cream and strawberries for dessert. Once again, the Quickie racing was very competitive as most everyone had a Revlution with a Webra Q40. Ten lap times on the short course were around 1:18 to 1:20. There were only a couple of mid-air in seven rounds of racing and all the pilots were well behaved.

After the barbecue on Saturday night, the district held its annual general meeting where matters of district business, event rules, and election of a new VP was discussed. The district is doing well financially and event rules are stable. The standard district Quickie event was again approved to use the Webra Q sport pylon engine. For reasons, quality, reliability and sound reduction, the Nelson and Jett mufflers that are available for Q40 engines were approved for use in Quickie. They simply bolt right on to the Webra and do not fail from normal vibration found in racing.

After four years at the helm here in the district, I decided some new blood was needed to lead pylon matters. Without too much arm twisting, Terence Palaschuk, the co-designer of the Canadian Loki Q40, volunteered to take over. I'm sure Terence will do a fine job of representing our district in the NMPRA and continue the leadership of a successful pylon district in western Can-

ada. You'll be hearing from Terence in future issues.

On Sunday, the Q40 racing was fast and furious. Seven rounds were turned by a good mixture of Lokis, Napiers, Miss Foxy Ladys, Miss Ashleys and Dago Reds. The Nelson power plant was unanimous with a mixture of both Ray Brown props and home built sticks on the front end. Again the racing was very close with the decision of many races being determined on the last lap. At one point in time, I had the fast time of the day with a 1:09.52. Having basked in the glory for only an hour, Roy Andrassy bettered my time by 5/100ths of a second and then later shattered it with a strong 1:06.54. Harold Sattler was calling for Roy and these two make a formidable team.

The day alternated throughout the matrix with Formula One as well. This may very well be the last year of Formula One in our district. There were seven pilots competing with rather dated and "experienced" equipment. I suspect three or four of the seven will make the switch to Q40 next year thus leaving an insufficient number in Formula One to justify an event. Cecil Graval turned in a good time and his personal best in Canada at 1:13.22 flying a Pitts Pellets with Nelson power.

After the smoke had cleared, the trophies were handed out for the weekend and for the overall season. H&M Racing and Team JR (Canada) had some goodies for both the pilots and the course helpers. H&M donated a standard Loki Q40 kit as a pilot's draw. The winner was Allan Bouchard, one of the F-1 hold outs, so this will give Allan a kick start into Q40. Team JR donated several goodies including hats, watches, crests and the like. Everyone went home happy after a great season of racing. We all just wish it would last longer before the snow begins to fly.

<b>Q500 Std-PrinceAlbert D1</b>	<b>Q500 Std-PrinceAlbert,D2</b>
1. Lyle Baker 1:16.29	1. Rob Kossatz 1:17.08
2. Rod Kelln 1:14.60	2. Lyle Baker 1:16.96
3. Rob Kossatz 1:14.56*	3. R.Moldenhaier 1:21.35
<b>Q500 Std-Saskatoon, SK</b>	<b>Q40 - Saskatoon, SK</b>
1. Rob Kossatz 1:19.57	1. Roy Andrassy 1:06.54*
2. Lyle Baker 1:21.32	2. Randy Smith 1:09.52
3. Randy Smith 1:18.18*	3. John Barnsley 1:16.90
<b>Formula One - Saskatoon, SK</b>	
1. Cecil Graval 1:13.22*	
2. Steve Landry 1:19.31	
3. T. Truelove 1:27.31	

*Rapid Randy*





# District News



## District 5 – Terry Frazer

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

I only missed one report and only had one complaint, not bad! I got a lot of catching up to do on the local level of racing.

<b>Hamilton 6/13 Std</b>	<b>Hamilton 6/13 Expert</b>
1. D. Carpenter	1. Chago Panzardi
2. Joe Schweitzer	2. Dan Kane*
3. M. Weaver	3. Terry Frazer
F/T-A. Oswald 1:22.65	F/T-D. Kane 1:12.14
<b>Hamilton 6/14 Std</b>	<b>Hamilton 6/14 Q40</b>
1. M. Weaver	1. M. Blanchard
2. J. Lemley	2. Chago Panzardi
3. L. Henson	3. Jeff Adamisin
F/T-A. Oswald 1:26.37	F/T-C. Grunkemeyer 1:06.22

Every time I brag on myself I never finish in the top three. I'm going to quit talking about myself from now on, well maybe. This was my race to CD and I want to thank everyone who helped.

<b>Lucasville 6/27 Std</b>	<b>Lucasville 6/27 Expert</b>
1. M. Spencer	1. C. Grunkemeyer
2. T. Bailey	2. M. Blanchard
3. M. Weaver	3. B. Brassell
F/T—D. Carpenter 1:25.48	
<b>Lucasville 6/28 Std</b>	<b>Lucasville 6/28 Expert</b>
1. D. Carpenter	1. A. Adamisin
2. Kevin Hicks	2. M. Blanchard
3. M. Spencer	3. Mike Condon
F/T-M. Spencer 1:28.50	F/T-C. Grunkemeyer 1:09.97

This brings us to the CAPS Classic at Dayton AFB. As always Mike Condon went the extra mile and put on the best race of the season. There were Nelson Engines, Jett Engines, Q40 kits and some Q500 kits given away and a 50/50 raffle. I have never been to a race where so many high dollar prizes had been given away. Good job Mike.

Standard class flew eight rounds, Expert flew seven rounds and Q40 flew five rounds. Lots of racing all weekend and a great turn out, Q500 Std had 22 entries. Q500 Expert had 36 and 31 entries in Q40. Some won, some lost and some crashed.

<b>Classic Std</b>	<b>Classic Expert</b>	<b>Q40</b>
1. Joe Lemley	1. Grunkemeyer	1. Joe Dodd
2. Todd Bailey	2. Dan Kane	2. C. Grunkemeyer
3. Jim Holbrook	3. Dave Martin	3. Tom Scott
f/t-Bailey 1:23.72	f/t-Grunk 1:10.38	f/t-Grunk 1:07.39

This is the best race in District 5 and I'm glad Mike took the time and effort to put this race on. Thanks from all the pilots. The Dash-for-Cash Standard Class was won by Todd Bailey (\$180.00) and I won \$375.00 while the Dash-for-Cash in Expert was won by Marcus Blanchard (\$210.00). There wasn't enough time for Q40.

Well the Nats is over and I must say I had a good time. Congratulations to our Q500

district contestants, Jeff Adamisin who finished 2<sup>nd</sup> Dan Kane 5<sup>th</sup> and Craig Grunkemeyer 7<sup>th</sup>. Also in Q40 congratulations go to Chago Panzardi 5<sup>th</sup> and Ray Hendriksma 10<sup>th</sup>.

Our District race is history. This race was held at Lucasville. If you haven't been to southern Ohio you have missed not only the great weather but the fall foliage. It's beautiful! Not a great turn out in pilots, but when the flag drops the bull stops. I had 24 racers show up wanting to strip me of the district title. They didn't let me down

<b>Q500 Standard</b>	<b>Q500 Expert</b>
1. Mike Spencer	1. C. Grunkemeyer
2. Dave Carpenter	2. Jeff Adamisin
3. Jim Sinks	3. M. Blanchard
f/t-M. Spencer 1:24.22	f/t-C. Grunkemeyer 1:08

By the way, Craig Grunkemeyer is flying Dan Kane's Hurricane Q500.

My course workers were so good that in 81 heats over the two days with ten rounds in each class there wasn't one refly. Thank you all.

Special thanks to Brenda and Treva Holbrook, Karl Tholen and my good buddy Archie Adamisin for making my job easy. These people are just too kind. In closing I would like to say Happy Birthday to Jim Holbrook and Archie Adamisin.

*Till next time, S/R Racer  
Terry*

## District 6 Richard Moreland

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

Round 3 of the Mason-Dixon Classic took place at PGRC Bowie, Maryland. We enjoyed the largest racing crowd in several years with almost 20 entries in Q40 and over thirty in Q500. Mike Helsel, Bob Beaudette and Bruce Richmond were among several out of town folks who attended along with our usual group from New England. The weather could not have been better with low humidity and temperatures in the low 80's. This made for some very good engine performance.

Speaking of engine performance, parity has arrived. Mike Helsel was the outstanding performer for the weekend winning total points for Q40 for both days and setting fast time of 1:06 and change. Mike was using his Jett Engine in both Q40 and Q500 and also taking 1<sup>st</sup> place in Q500 on Saturday and 5<sup>th</sup>

place on Sunday. Bruce Richmond had smoke and was the Q40 winner for day one and had a fast time of 1:08 also running a Jett Engine. David Binger started where he left off from the Nats using his Edmunds Engine and the new #3 Edmunds props, with most of his eight rounds of Q40 in the sub-teens area, with a fast time for the weekend of 1:07. Yours truly also using an Edmunds Engine, has his first four rounds of Q40 in the 1:09 area with the airplane out performing the pilot. The top eight contestants were posting times in the sub-teens area all weekend. Without a doubt with one of the super thumb guys in attendance, a new national record could have been set. Steve Baker had the fast time in Q500 with a 1:10 time running his Nelson Engine with an APC 8-3/4x8-3/4W prop. However, this was before Steve had a little mishap with the picnic bench on landing. Yours truly had the distinction of participating in Lloyd Burnham's 9<sup>th</sup>, yes I said 9<sup>th</sup> midair in Q40 this year. I told you not to sell those extra airplanes. Lloyd! It seems the midair crashes wore off Vern Smith since the Nats and had many runs in the sub-teens using the new Edmunds #3 Prop in Q40. Vern should have tied Mike Helsel for Q40 with a flyoff pending but as luck would have it Vern nosed over on take off on the last heat. Vern did manage to win Q500 on Sunday.

One of the new guys in 428 Quickie this year is Don Kim. Don is in the Air Force stationed in Dover. This guy has some great thumbs and real potential. I was glad to see Lewis Schwab take him under his wing and help this weekend with his setup and calling partner. You guys keep an eye out for Don.

Crash of the weekend had to go to John Fike. Ask John about his high speed touch and go, two touches and one go to be exact. The best part was that little jump at the end of the piloting stuff that kinda skipped over the lapcounters cage. How did you do that John?

PGRC and the NEPRO folks are very proud of the way our races have been run over the years. We have a great time and the best course workers in the country. We ran the entire weekend, 124 heats plus flyoffs, without one refly. After Saturday's racing we had our usual steak party with over 50 people attending and Sunday by 3pm we were able to get the out of town folks on their way.

Those who didn't make it this year to one of our races, please try next year. We would love to have at least one racing weekend of just Q40, but without at least 25 or so entries



# District News



this will be hard to sell. So all you folks that have been telling me you're coming to race with us, remember next year at PGRC for some of the best run racing in the country.

Round four of the Mason-Dixon Classic was held at Pratt & Whitney in Hartford Sept. 12-13, then the NMPRA District Q500 Championship Race at PGRC Bowie, Maryland Sept. 26-27.

## New products on the market

If you did not make it to the Nats this year, Dub Jett is making a new fueling bulb that allows you to de-fuel and fuel your Tetra tank in one easy motion. Also, Dub had what looked like a poor man's Tetra tank that works well. It has a very low profile which will fit in those tight installations. Contact Dub for more information. Greg Edmunds has upgraded his "soft-mount" again making it darn near crash proof and still giving you that radio protection quality we need. Also Edmunds has a great "you've got to have" kit to check your engine sleeve and head heights. This product is Murphy proof and will allow the most novice person to check their engine accurately. While talking to Edmunds about your new depth gauge kit try some of his new #3 and #4 ready made Q40 props. All I had to do is clean up the tips to the rpm range I wanted and I went from 1:14 to 1:09. Check Edmunds ([www.edmunds-eng.com](http://www.edmunds-eng.com)) and PGRC ([www.aero-sports.com/pgrc](http://www.aero-sports.com/pgrc)) out on their web sites for new products and race schedules.

**Q40 Approval Request** —Over the winter or anytime you have a submission to the Review Committee keep in mind, send five copies of all documentation to expedite the process, and please send good readable drawings. If they aren't, you're just going to get them back and delay the process.

*Rick*

## District 7 Gary Freeman Sr.

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

During July, Gary Jr. and I went to NATS and had a great time. The new format provided by NMPRA and AMA's Mike Stokes relieved pilots/mechanics from spending their "off time" working the course. Although it has been stated in other columns, a big "Thank You" goes to the workers for

their time and commitment to a successful '98 NATS. SEMPRA was well represented at the NATS with members and the overall NATS Contest Director for Pylon Racing was our own Cliff Telford. SEMPRA members included, Don Moody, Tray Farran, Gary Freeman Jr., Gary Freeman, Sr., Brian Wilbur, Bob Brogdon, Dub Jett, Steve Kovach, "Jake" Jacobson, Brad Clayton, Bob Greer, Nancy Telford (Administration), and Greg Doe (Pylon #1 Boss). There were a total of 76 entries in Q500, 68 in Q40, and 18 in Formula 1. As a point of interest, it was noted by some of the "seasoned" F1 flyers that Gary Freeman, JR. was flying a F1 they had seen many times before in contests. He was flying a "Little Toni" built the year he was born (1977) and flown in previous events by the builder, Dennis O'Brien. This is just another example of going out and having fun with the hobby.

Another important point was SEMPRA's Brian Wilbur's performance. He was tied for Best Senior in Q500 at the end of regular racing which unfortunately ended with a second place fly off finish, but he did bring home the hardware for Best Senior in Q40. Congratulations, Brian!

Tangerine planning is still moving forward. The dates for the event are December 18th, 19th, and 20th. December 18th will be Q40, Dec. 19th AMA 428, and December 20th SEMPRA. The Contest Director is Jim Marazon and can be reached at 407-292-5962. Preliminary calls indicate a high entry number, which resulted in the Tangerine race committee, comprised of CD Jim Marazon assisted by Dennis O'Brien, Cliff Telford, and myself, to consider a pre registration format. Doing so will allow pre-registered pilots to be loaded into the computer only adding late entries on race day. With shorter days in December, the race committee looked for ways to maximum the allotted day light hours and still provide a great event. More information will be on race flyers as well as this publication. The race headquarters will be the Best Western on Douglas Road at I-4 in Altamonte Springs, Florida. Their number is 407-862-8200. When you call for reservations, tell them it is for "Tangerine" and receive a discount rate of \$ 62.00. The motel is conveniently located with shopping malls, restaurants, and with I-4, minimal driving to all attractions. SEMPRA members, remember the annual SEMPRA award meeting will be held on Saturday night, December 19th at the Best Western meeting room located next to the registration desk.

SEMPRA is winding up the 1998 race season. The Jacksonville club and Contest Director, Pete Rickard will host the next scheduled race. Pete is putting the final "touches" on this race as it gets closer. If you have never attended one of Pete's races you have missed a great time. Pete provides a well managed race that moves along at a comfortable pace and concludes each day with sufficient time to socialize. The field additionally, each day's lunch menu includes a BBQ entrée selection. Again, make plans to attend Pete's race and spend time with your race community members. If you have additional questions, contact Pete at 904-565-9187.

Following the Jacksonville race, SEMPRA will head to Tampa for the 1999 season opener combined with the 1998 district championship race. Contest Director, Wayne Smith and I have spoke recently. He told me the runway has been resurfaced and is ready for the race. This site, like Jacksonville, provides an excellent environment. Wayne will be sending out a race flyer with lodging accommodations.

About all for now. Jacksonville and TRACS race results next time.

*Enough for now  
Gary*

## Quarter Midget Bob Beaudette

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

Well here we are at the tail end of yet another year of Quarter Midget Racing and with very little controversy. How about that? This is also the point where I recap the points. I have 19 races reported so far this year which, I might add is more than usual for August. The Championship Race in California is counting for points this year and its going to be a biggie.

### The Top 15 point are.. (best 6)

1. Jeff Carpenter	379.8
2. Darrol Cady	368.5
3. David Binger	362.1
4. Rick Moreland	353.8
5. Bob Beaudette	341.0
6. Vern Smith	320.0
7. Steve Baker	294.1
8. Lloyd Burnham	293.3
9. Thomas Strom	292.3
10. Rusty Van Baren	280.2
11. Mike Helsel	278.1
12. Thomas Hart	269.2
13. Art Edsal	265.9
14. Bruce Richmond	262.6



# District News



15. Jim Allen 260.4

If you have flown more than five races, than any additional races that you have improved your finish position in will add to the total and the lower one will drop off. If you have not flown five, than your posted score can improve significantly. Last years Top Gun Ralph Rinaldi earned 482.2 points. So as you can see, the Championship Race will count tremendously.

As many of you know, Mr. Luis Garcia Blake of the Pegaso Radio Control Club near Mexico City has sent a proposal to the NMPRA requesting to host the 1999 Q-40 Championship Race. There are a few details to work out but overall Mr. Blake has put together an incredible program. Along with the first class facility, he has provided for everything from Hotels, transportation to and from the airport, transportation to and from the Hotel and flying site, Food, Banquet, a program for the wives/girlfriends and much more. I can only say outstanding. I'll keep you informed of the progress.

I've also got many very positive responses concerning the article I did on establishing a set of Premiere Racing contests across the country. I will refine the program and establish the potential contest list and requirements shortly. Keep in mind that this program will probably take two years to implement fully. Programs such as the Club Pegaso request is a great first step in establishing this series.

I also attended the Mason Dixon Shootout Race in Bowie Maryland during my vacation. Q40 as well as 428 was run. Rick Moreland and the PGRC Club did a fantastic job at creating a wonderful event. This race was extremely well run. great officiating, no reflys that I remember. A great T-Bone steak

cookout on Saturday Night. Beautiful weather and great racing. It doesn't get any better. Mike Helsel and Bruce Richmond came in for the event as well as a bunch of NEPRO guys from New England and some folks from New Jersey. It was great meeting some new folks and giving a helping hand to some guys just getting into Q40.

Saturday	Sunday
1. Bru.Richmond 1:08.77	1. Bob Beaudette 1:07.77
2. Mike Helsel 1:09.32	2. Mike Helsel 1:06.84
3. Dave Binger 1:07.64	3. Dave Binger 1:07.58

Combined score over the 2 days.  
 1. Mike Helsel  
 2. Bob Beaudette  
 3. Dave Binger

The Sunday Race between Mike Helsel and myself ended up with Mike Helsel posting fast time for the event, 1:06.84, and Mike winning the combined score by one point. Wait till next time Mike. You're one up on me. In all seriousness, Mike is a great competitor and his win was well earned.

I guess the South did in the North this time around. Put this race on your calendar for next year. You won't be disappointed. Again a great job by all of the PGRC Clan.

The long awaited Tangerine has now been scheduled for December 18th, 19th, and 20th. Mark this one on your calendar. Dennis O'Brien and the RCACF Club put on a great show. Three events are flown. 428 Quickie, Quarter Forty and the SEMPRA Quickie event. I'll let you know the format as soon as it's firmed up.

See Ya  
Bob

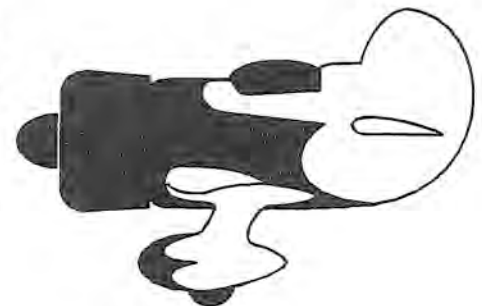
## Quickie 500 - Cliff Telford

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

The Top Twenty as of 9/15/98

	Dist.	#races	Pts(best 7)
1. G. Freeman, Jr.	7	12	707.3
2. D. Cady	2	11	683.3
3. C. Grunkermeier	5	10	674.5
4. T. Frazer	5	12	635.5
5. D. Binger	6	10	635.0
6. C. Telford	7	8	633.8
7. F. Burgdorf	1	11	627.0
8. M. Blanchard	5	8	624.8
9. T. Jenkins	7	12	624.4
10. J. Dodd	5	8	615.1
11. V. Smith	6	11	601.7
12. R. Brown, Jr.	7	7	599.1
13. R. Bridge	1	16	598.3
14. D. Moody	7	10	594.9
15. A. Watson	2	10	594.3
16. S. Baker	6	9	592.1
17. C. Silva	1	10	591.2
18. M. Lattimore	1	10	588.3
19. F. Terral	6	10	586.0
20. D. Ferrell	1	10	585.1

Cliff



## Do You Want to go Faster?

### Rocket Props - Quarter Midget Propellers

National Record Holder 1:02:42 <-> Junior Record Holder 1:04:24

Mexican Record Holder 1:12:50 <-> Canadian Fast Time Record 1:06:54

Congratulations Dr Doolittle Roy Andrassy

Handcrafted By "Ray Brown"

*If your not flying a Rocket Prop,*

*Your probably following someone who is*

305-899-8468 Beeper 305-363-8468 Voice Mail 305-389-8468 Visa-MC-AMX-Disc

**District 1 - Dave Ferrell**

1565 Echo Dr., Merced, CA 95340  
209.722.0655

Q5 uses APRA rules

1/10/98	Phoenix, AZ	Q5
1/31-2/1	Las Vegas, NV	Q4
2/21-22	Phoenix, AZ	F1,Q4
5/2-3	East Bay R/C, CA	Q5,AMA
5/16	Modesto, CA	Q4
6/6-7	Sepulveda Basin, CA	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

6/6-7	Arlington, WA.	F1
6/27-28	Medford, OR.	Q5,AMA,Q4
7/11-12	Whidbey Is., WA.	F1,Q4
8/8-9	Spokane, WA.	Q5,AMA,F1,Q4
8/29-30	Ephrada, 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

6/6-7	Regina, SK	Q4,F1
7/25-26	Swift Current, SK	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 82410  
307.587.5870

3/28	UVA field	Q5
	Curt Robinson	
4/18	UVA	1/2A
	Bill Cowley 225.1709	
4/19	Mead	Q5SE,AMA
	Randy Tentinger 402.734.0947	
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**

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

6/14	Karl Tholen 513.984.9832	Q4
6/27-28	Lucasville, OH	Q5AMASE(2)
	Terry Frazer 740.574.6231	
7/5	St Charles, IL	Q5
	David Gustafson 630.513.3177	
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 WPAFB	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	
9/12-13	Lucasville, IL	Q5SE(1)
	District Championship	
	Terry Frazer 740.574.6213	
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

5/3	Jackson, NJ	Q5SE(2)
	Frank Flesch 732.929.8205	
5/31	Hartford, CT NEPRO	Q5SEB
	Don Morgan 860.742.8108	
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	
	Mason-Dixon Classic	
6/21	Lockport, NY UPRC	
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)

8/15	Frank Flesch 732.929.8205	
	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	
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	
12/18	Tangerine	Q40
	Jim Marazon 407.292.5962	
12/19	Tangerine	Q5AMA
12/20	Tangerine	Q5

**District 8 - Damon Darnall**

6203-214 Pershing 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**  
**October 21**  
**December 2**



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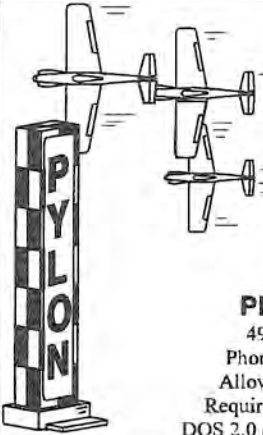
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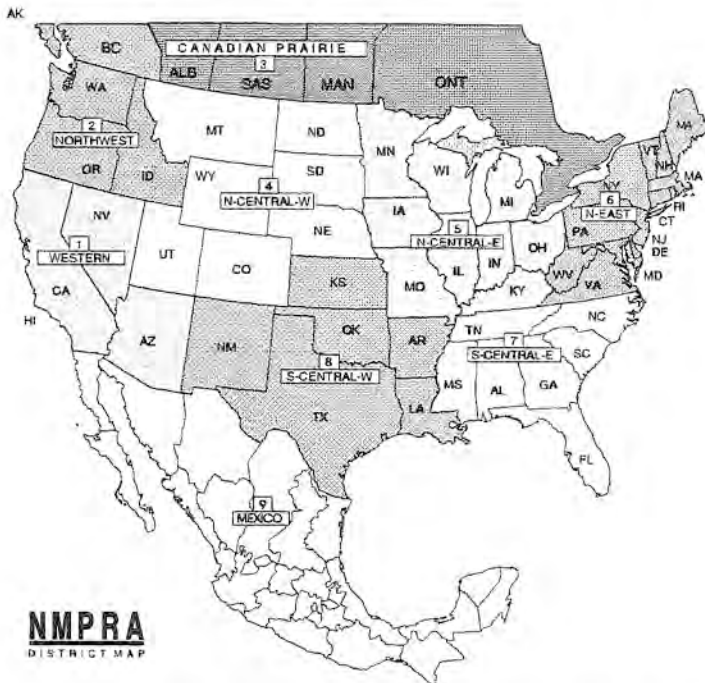
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E-mail: bobbqm40@earthlink.net

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**QUICKIE 500 VP & Points Coordinator** - Cliff Telford - 1512 S. Greenleaf Ct, Winter Springs, FL 32708 (407) 359-9958 Fax: (407) 359-5063  
E-mail: cliff racer@aol.com



**NMPRA**  
DISTRICT MAP

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- Check here if Address change
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- Check here if you are a current CD
- Check here to donate excess remitted monies to the FAI Team Fund

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Occupation \_\_\_\_\_

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AMA Number \_\_\_\_\_ NMPRA Number \_\_\_\_\_

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