



*The Pylon Racer's Official Voice*

# NMPRA

# HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

June 99

## Presidential Pontification

You should be receiving this issue the last week in June which means the Nationals is a couple weeks away. We are very fortunate that all the volunteers who helped us run the 97 and 98 Nats are returning for 99. The AMA tabulates the results from the satisfaction questionnaires they send out after each Nats. The Pylon event consistently has the best ratings from the contestants. This is not a lucky fluke, it's directly attributable to Cliff Telford, pylon director; Pete Reed, Q500 director; Archie Adamisin, Q40 director; Rick Moreland, F1 director; and Jerry Salisbury, registration director. The other very important member of the last 7 Nats management teams has been Paul Page who ran the computer. Unfortunately, Paul will not be able to attend the Nats. this year. I have several people lined up to take over Paul's duties. Art Edsell will be heading up these efforts and I'm sure everything will go smoothly. Paul will be missed and we hope he can come back next year.

As I've related to you in this newsletter over the last six months or so the new AMA cages are very nice and very affordable but there are not enough of them. Building cages that meet the new specifications requires in excess of \$2,000.00 in materials and lots of free labor. Most clubs are not in a position to make an expenditure like this for items that may see service two or three times a year. This means many of our smaller races, especially the one day variety, will not be held unless someone can be found to haul the nearest set of AMA cages to and from the planned event. With ten sets of transportable cages to cover the entire country there will be some very long hauling trips. A thousand mile cage hauling trip could be economically justified for a two day event with forty entries. A Saturday race for fifteen or twenty just won't make it.

My solution to this problem was to have the AMA recognize a second set of cage specifications for races where the maximum airplane speed would not exceed 140 mph and the aircraft weight would not exceed 4 pounds. Effectively, all the entry level events or 424 events would be able to be run under the "slow cage specifications". I'm confident that most of the existing cages in America could be updated to meet these proposed "slow cage specs." for several hundred dollars. Anticipating the AMA's need for tests that would stand up in court, I got a quote from the engineering company that did the first set of barrier tests to do another series of tests with smaller panels, lower weights and slower speeds. I sent a proposal to the AMA Safety Committee expressing the NMPRA's desires in this area and offering to foot the bill for the additional cage testing if the AMA would agree to recognizing a second set of "slow cage specs."

The AMA Safety Committee met the end of April and shot me down in flames. Unfortunately, the story gets better, or worst, depending on your sense of humor. The Safety Committee not only refused to approve or endorse my proposal, they went out of their way to recommend a complete change in the way the AMA and the FAI hold pylon races. Their recommendation was that all AMA pylon events be held on a two pylon course like the Madera quarter scale races are run on. If you look in your AMA rule book the two pylon course is described. The best analogy I can think of if we applied a sea change proposal like this to another RC event would be to tell the pattern guys that they would be required to fly in a large circle around their heads, performing a specific maneuver every ninety degrees of rotation. To carry this ridiculous scenario to it's natural conclusion, the AMA would proudly march into the next FAI meeting in Paris and inform the rest of the RC modeling world that they ( the rest of the RC world ) could adapt the new AMA around the head

pattern or forget about American participation in world championship events. Guess what the rest of the world would tell the AMA!

I'm fairly confident the AMA Executive Council will realize how unworkable the Safety Committee recommendation is and refuse to act on it. However, this does not solve our cage problems. I'm talking to Executive Council members to see what they would find politically palatable. I hope to have some answers to all this after the Nationals. At best, we get "slow cage specifications" at worse, we will be forced to organize fewer larger events in the areas where the AMA cages are located and write off our local entry level events. This will not do much to encourage participation in the sport.

District 6 VP John Fike, and Q40 VP Barry Leavengood are reporting on the JR Gold Cup Series and the most recent Gold Cup race in Bowie Maryland. All three races have been very well organized and run. They just keep getting better and I have not gotten a single justifiable complaint from a contestant or an organizer. Best of all, everyone has behaved in a civil manner, and with one exception, contestants from all over the country have been socializing together and enjoying themselves. My only concern is what I consider lower than expected turn outs at Merced and Bowie. I know 35 to 40 entrants are usually a great turn out but I had expected better for this series. Keep in mind that the folks that are putting the money into this series will certainly look at participation levels to evaluate the effectiveness of their marketing decision. If you want to have first class races to attend without \$125.00 entry fees, show up at the next two Gold Cup Races.

A handwritten signature in black ink, appearing to read 'Vern', is located at the bottom right of the page.



# Crap trap III

By Dub Jett

Crap is really easy to trap. You just fall into it. I overheard a gentleman talking at a recent race about how the Russians go thru this elaborate alignment process to compensate for the deflection of the journal pin under load. Duke Fox used to do this on some of his engines. All was well until he said they picked up 1500 RPM!!! Crap Trap!!!!!!!!!!!! Crap Trap!!!!!!!!!!!! Remember that that is a whole bunch of HP, maybe 25% or more. You can't do it with an incremental change, only a fundamental one. (tuned pipes, turbo-charger, etc.) If he had said 200 RPM he might have been close, but perhaps not even that.

Letters, I get letters. A customer called. He was a man of Klingon type honor, a former member of the High Counsel. Now his stature is diminished, and he is without honor. It seems that he had measured a BDC of .896 on his Jett, which yields at TDC of about .189 (remember top dead center plus stroke equals bottom dead center). He then measured TDC using his crap trap type methods and got .182. He was confused. The reason he was confused is because he had no faith. Dammit. Top dead center is Bottom Dead Center minus the Stroke. God made it that way. You cannot change it. Einstein can't change it. It's simple math. At any rate, I told him that if it did not come out to be what I said, then I would feature either him or me next time around. Sorry.

Sometimes I talk about things I don't know much about. This is one time. There are many others who could do it better, but the message is not getting out. It really needs to.

I watch people fly and try to stay on the course with airplanes that Chip Hyde couldn't fly. Our ability to trim a racer for a circular course is terrible. It's a shame, too, because it is really so easy.

## Rules for trimming a racer:

Call the manufacturer and find out the best c.g. and throws and use them!!!!!! If you don't balance the airplane, then please skip to the next page. (maybe later I will do a crap trap on balancing)

Set the low rate throws at slightly less than recommended and the high rate at 20% more. That's 20% more than the low rate! E.g., if the low rate is "40", then the high rate should be "48", not "60". (1.2 times the

low rate). Take the time to do this. It will save you a crash later.

Fly the first flight rich, very rich, so you can get the centers of the trims without crashing. Center the elevator and ailerons first, obviously. Then try to fly the course.

When you make your first few turns around the course take note of several things: How are the rates? Try the high rates (remember they are 20% higher) You can get two shots at the throws this way and use this info to set your final throws. Second, watch the airplane thru the turns. Is it yawing? Is the nose high or low? A few clicks of the rudder will take the yaw out. (do not watch the smoke trail, it will confuse you)

With all three trimmed, there is one important thing left, which is really the subject of the Crap Trap. What are the wings doing during the turn? Think of the fuse as an arrow. When you enter the turn at pylon 1 it is pointed directly away from, regardless of the bank of the wings, right? When it finishes the turn, it should be point directly back to you, regardless of the bank of the wings. If not, then the airplane is either rolling up, or down. If up, then add weight to the left wing. If down (seldom needed), then add to the right tip. Do not change the Rudder!!!!!!!!!! Do not change the rudder!!!!!! Do not change the rudder!!!!!! Get the message? You have already trimmed the rudder for zero yaw, then why would you want to race a yawed aircraft? It doesn't matter if you under roll, or over roll, the "arrow" will always return to you, if you have the wing weight right. If not, it will never return to you, and you will continue to fight it around the course. Sometimes you have to add a bunch of weight, like ¼ oz. It depends. Sometimes I add some aileron mixing, but that causes adverse yaw in the turns, so be careful.

This is essentially a balance problem. The engine is on the outside. When you pull g's, you are multiplying your imbalance by 25-50 times. This causes the airplane to roll right or left during the high-g turn. A little weight on the tip goes a long way. Watch the spinner. It should point right back to you every time!!!

In summary. Balance the airplane to specs. Trim the airplane, and set the rates. Add weight to the wing tip until the airplane does not roll out or into the turn. Don't use rudder to control a balance problem.

## NMPRA OFFICIAL WEB SITE

www.nmpra.net

### Editor's Request

### ARTICLE SUBMISSION FORMAT AND PRIORITY

Best way:  
Internet mail — ppage@capecod.net  
Fax (508) 432-9939 (10pt, no justify)  
Modem file transfer (8N1 Y or Z)  
Disk - IBM compatible  
Printed output - monospaced, no justify  
Typewriter  
Long hand (worst way)

Call the Editor if you have a problem

### 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 no later than the announced due date.

### Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost. Printable area 7.5x10, lpi=133, half tone permitted.

	Size(WxL)	Single	Annual
Full Page	7.5x10	\$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, they will be returned.

## Hall of Fame

**Ron Schorr (1994)**

**Jim Kelly (1994)**

**Ed Shipe (1995)**

**Paul Page (1998)**

**Jerry Nelson (1999)**

**Gil Horstman (1999)**

## Official AMA Records

421-F1-Op	Richard Verano - 1:03.16 - 3/28/92
421-F1-Sr	Henson Bartle - 1:07.94 - 10/10/98
421-F1-Jr	Matt Van Baren - 1:10.81 - 8/18/96
422-Q40-Op	*Chip Hyde - 1:00.70 - 05/29/99
422-Q40-Sr	Henson Bartle - 1:04.90 - 10/09/98
422-Q40-Jr	Matt Van Baren - 1:04.24 - 6/6/98
422-QM15-Op	Craig Grinkemeyer - 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	*Gary Schmidt - 1:05.20 - 1-17-99
428-Q500-Sr-2.5m	Seth Tomblin - 1:11.16 - 10/06/96
428-Q500-Jr-2.5m	Matt Van Baren - 1:13.19 - 5/24/98

\* applied for AMA Official Record

NMPRA & Horizon proudly present the

# JR GOLD CUP '99

QUARTER FORTY

Five races. Premium sites. Superb organization. For the best of the best in Quarter Midget 40 pylon racing, be sure to join in on the new JR Gold Cup Series of racing. Attend any one race or the whole series for individual and Series race rewards.

Haven't ever been to a pylon race? You owe it to yourself to see what action-packed racing thrills are all about. Widely acclaimed as "the best spectator sport" in radio control, the speed and close racing of these miniature bullets are unmatched for viewing entertainment.



**PHOENIX, AZ** Feb. 27, 28

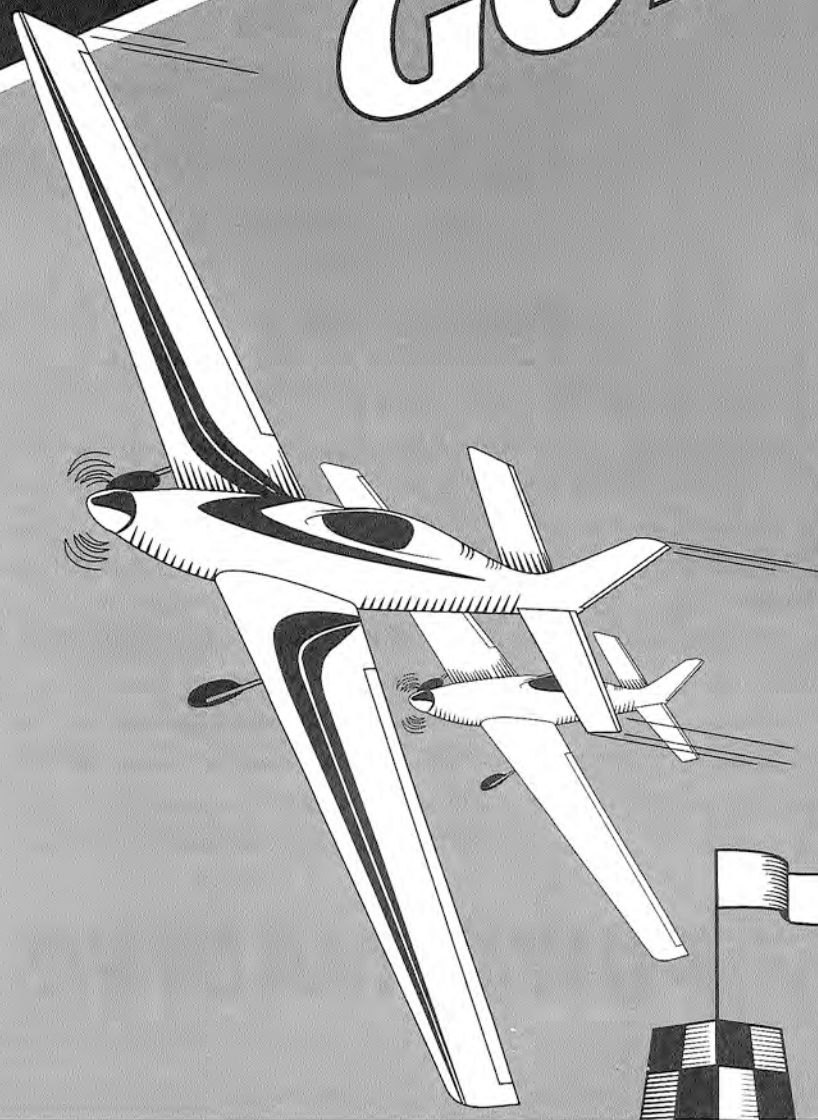
**MERCED, CA** Apr. 24, 25

**BOWIE, MD** May 22, 23

**DAYTON, OH** Sept. 11, 12

**TANGERINE** Dec. 11, 12

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# 1999 JR Gold Cup Series



## What's Next

Dayton OH - Sept. 11-12  
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phone (937) 298-0114  
Fax (937) 299-9611

Orlando FL - Dec. 11-12

## Season Points Standing

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1. Darrol Cady
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3. Rusty Van Baren
4. Vern Smith
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### Bowie MD

- 1 Darrol Cady
- 2 Norm Johnson
- 3 Steve Baker
- 4 Richard Oliver
- 5 Mike Helsel
- 6 John Aubritton
- 7 Dave Doyle
- 8 Ralph Rinaldi
- 9 Gail Jacobson
- 10 Vern Smith

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 (216) 464-3362 **Klein Matthew** 2641 Edgewood Rd Beachwood OH 44122-1570  
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 (419) 841-7465 **Knepper Rex** 6575 Carriettowne Ln Toledo OH 43615-1772  
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(626) 825-4105 **LaCorte George** 171 Woodruff Ave Arcadia CA 91007

(770) 389-8720 **Landers Jr John** 54 Ward Rd Ellenwood GA 30294-3144

(605) 787-9464 **Larson Lyle** HC 80 Box 475 Piedmont SD 57769-9501

(048) 032-056 **Larsson Ingvar** Ostra Vagon 30 Vassmolosa Sweden 38891

(717) 737-7577 **Latsha David** 1141 Columbu Ave Lemoyne PA 17043-1733

(805) 763-1442 **Lattimore Mark** 27523 Maple St Bakersfield CA 93268

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(801) 293-9575 **Leavitt Jeff** 6004 S. Liberty Oaks CV#4 Salt Lake City UT 84107

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(214) 321-4361 **Lee Jr Charles** 9923 Estacado Dr Dallas TX 75228-3650

(740) 886-5295 **Lemley Joe** 226 Township Rd 1090 Proctorville OH 45669

(505) 884-4835 **Lenz Irvo** 7101 Edwina Ave NE Albuquerque NM 87110

(516) 795-8750 **Levy Russ** 560 N Oak St Massapequa NY 11758

(217) 328-0519 **Lime Tim** 4105 Fieldstone Rd Champaign IL 61822

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(941) 352-8237 **Llewellyn Donald** 3705 17th Ave SW Naples FL 34117-6127

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(609) 259-3819 **Nyere Alexander** 294 Rt 526 Creamridge NJ 08514-9606

(407) 886-3324 **O'Brien Dennis** 1530 Hillway Rd Apopka FL 32703-7403

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(914) 628-8106 **Poccia Butch** 43 Walton Dr Mahopac NY 10541-4342

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(813) 973-7030 **Poulton Charlie** 25626 Oaks Blvd Land O'Lakes FL 34639

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(508) 697-0672 **Rebenklaus Thomas** 25 Auburndale Hts Bridgewater MA 02324

(406) 227-6075 **Reed Mel** 2720 Winslow Ave Helena MT 59601

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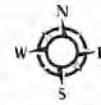
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# District News



## District 2 - Darrol Cady

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 E-mail: dcady@pacifier.com

There has not been much happening in the district. Our May Quickie race was rained out. Not report on that one.

We raced in Arlington last weekend. The weather this spring stinks. We did complete five rounds of 422 Q40, five rounds of 428 Quickie, and ten rounds of APRA Quickie between the rain drops. In looking at the regional weather for the weekend, we were in the center of a small pocket of rain that stayed with us for all day on Saturday but was much lighter on Sunday. Thirty minutes north of the airport and thirty minutes south of the airport received no rain..... We got the contest weather.

There were two new Q40 racers at this race. The ease of the Q40 event has brought more Racers to the epitome of the "Need for Speed" group. Al Watson and Dave Torre both made their debut and did well. In the first heat of the day, Al Watson went to the line and stomped on me. He turned his personal fast-time. It was faster than he ever gone with a Formula One. Good job Al! Welcome Back! Dave Torre had an airplane that was not completely trimmed at race time. By the time he completed a couple of heats, he was doing well with it. That is part of the learning curve and he will get to the top. He is getting a lot of coaching from Matt Mikko. Jerrett Cangie is continuing the fast flights that he started in Merced. He set fast time of the weekend with a 1:04. Good job Jerrett! Andrew McIndoe is still learning how to make the Q40's to go fast. He is getting close. He does not ask for help, he just keeps working on it. Andrew did do well and set fast time in 428 Quickie, but I do not know what the time was. Another flyer that came into his won this weekend was Dick Salter. He has been flying with us for quite some time and this weekend he got on the course and did a

great job. He will be seeing a lot more wins now.

Nelson Eddy, the CD, did a good job at the running the race. Nelson mailed the results to me and they just got here. The weekend results are as follows:

428 Quickie		Quarter 40	
1. Jon Packer	1:13.37	1. Al Watson	1:05.76
2. A.McIndoe	1:11.84	2. Steve Milos	1:05.73
3. Tom Strom Sr	1:12.99	3. Jerrett Cangie	1:04.83
4. Steve Milos	1:13.83	4. Darrol Cady	1:05.12
5. Nelson Eddy	1:14.25	5. Matt Mikko	1:06.28
6. Dan Nalley	1:15.06	6. A.McIndoe	1:08.98
7. Dave Torre	1:17.44	7. Dave Torre	1:14.20
8. Eric Ide	1:18.03		
9. Bruce Teel	1:19.20	APRA	
10. Stan Davis	1:27.61	1. Tom Strom Jr	1:49.12
11. M. Brownlee	1:16.28	2. Bobby Arledge	1:40.84
12. Mike Bergan	1:22.38	3. Dick Salter	1:50.93
13. Marty Hoppe	1:22.60	4. JR Fisk	1:50.45
14. Darrol Cady	1:14.90	5. John Hillyard	1:44.69

There was some talk at the Arlington race. That happens when the rain is keeping everyone under the tents waiting for the clearing skies. It was brought up that maybe we should go back to our old district scheduling system. That is, racing 424 APRA and 428 in the winter season and 424 APRA and 422 in the summer season. We have lots of Quickie racing during the year. We are diluting our other two classes during the summer season. We do not have enough entries to support the workers for the three classes. In looking at the last race, it looked to me as if we did not have the 428 class we would have better participation in both of the other classes and we would have a better distribution of workers. We would eliminate entering more than one class, and it looked to me that half of the 428 flyers would fly the 424APRA class and the other half would move up to Q40. We would also be able to get more rounds completed of each class. It would make the \$40 weekend entry fee more reasonable. The move up is easy for the 428 flyers. They can use their 428 engines and put them in a Q40 airframe. They may not do the 1:04's, but they will do 1:09 easy. Hmmmm..... Maybe it is an idea for all of us.... Nothing will be done for the balance of the 1999 season; this is food for thought for the 2000 season.

Rhonda and I made the trip to Bowie, Maryland for the third JR race. We had a wonderful time. The race was well officiated by, CD Chic White, and was hosted by a great team. The PGRC racing group puts on a premier event. The workers and the whole group make a traveler feel right at home. I do not know where they buy their steaks for the Saturday Night Dinner, but they are the best. I wish we could get that quality of meat here... It was wonderful.

I have registration packages for the 1999 Championship Race in Mexico City. The Club Pegaso is putting up some great prizes for the first three places and for fast times. \$\$\$ Registration for the U.S. entries is being done in the States. This will save you some postage, and know that it will get there. The airline rates are high right now, but they drop big time during the summer. Get your registration package with all the details and the schedule so that you can contact your travel agent. It is time to put in your order for tickets to get the best possible price for the trip. This can be the least expensive traveling contest you can go to if you plan for it and do not wait until the last minute. Give me a call, and I will explain the details and send you a package.

Time to get ready for the Nats.

*Darrol*

## District 6 John Fike

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### JR Quarter 40 Gold Cup '99

The third leg of the JR Gold CUP Quarter 40 events has been successfully

**NEXT ARTICLE  
 DUE DATE  
 JULY 28**



# District News



completed. On May 22<sup>nd</sup> & 23<sup>rd</sup>, PGRC of Bowie, MD hosted 35 of the most qualified Q-40 pylon racers in the country. The only thing we found missing was the contingent of pylon racers from the left coast. We understand they had some pretty important business to take care of that weekend and could not attend. They missed a terrific race.

The Contest Director "Chic White" did an excellent job coordinating the event. Chic wanted to extend a thanks to Vern Smith, Art Edsall & Rick Moreland for their behind the scenes help to him. Thank you Chic for a nice event. The weather was excellent. Saturday was in the low 80's with a slight breeze. Because of some uncertain approaching weather, it was decided to run as many rounds as possible on Saturday. Late Saturday afternoon, early evening brought a couple of brief thunder-showers, but not enough to dampen the fun we had at the steak party. Approximately 40 or so persons stayed for the steaks.

**THE PLANES:** There were a variety of all makes. I didn't see an overall favorite among the flyers and they all seemed to be quite close in performance.

**THE EVENT:** Late Thursday brought a few early birds for test flying. On Friday, the course was put up and the field was dedicated for practice flying. Many took advantage of the opportunity. The first heat of Saturday took off around 8:30 A.M. Ralph Rinaldi busted out of the box on his first run of the day with a 1:05.20. Due to the intense competition, the end of round three found only Chris Fry and Darrol Cady with perfect scores. At the end of round four, there were none. Although one point down from perfect at the end of four, Darrol and Lady Cady (Rhonda) continued to hold onto first place throughout the contest and completed 10 rounds only two points from being perfect.

If it were not for two back to back zero's in rounds one and two, Richard Oliver would have been right there with Darrol. After the bad start, Richard continued on

undefeated for the next eight rounds and ended in 4<sup>th</sup> position. It was nice to see five of our district 6 flyers end up in the top 10.

Fast time of the event went to Darrol Cady on day two. He clocked in with a 1:03.79. Except for a couple of rounds, Stormin' Norman Johnson and his Wild Turkey were gobblin' up the air space. Norm ended the contest in third after a 2<sup>nd</sup> place flyoff with Steve Baker. Speaking of Steve Baker, last minute antics Steve shows up with a Vendetta so fresh that he didn't have time to put on one of his nice paint jobs. Steve had some early week mishaps and called on good old FEDEX to get something to him just in time. Gail Jacobson continued to show his stuff as he was a competitive as ever. Gail ended up in 9<sup>th</sup> place overall. I can safely say that Trey Farran and Lyle Larson didn't finish as well as they had hoped, but they seemed to have more fun than anyone there. The ZERO monster was out and cut down on the scores of such notables as Lloyd Burnham, Racer Rick Landers, Jerry Small and Chuck Anderson. We flew a total of 90 heats and one flyoff and only required 4 reflies. The course workers did their usual PGRC terrific stuff and gave the guys a good race. Throughout the weekend, several of us kept asking the contestants if things were up to their expectations and if they felt the contest was run well. We had a unanimous response that we did the JR GOLD CUP Quarter 40 race justice.

**Crashes.** Very few. Only one incident on takeoff in 95 heats.

The following is the final standings for the race.

- |                       |                      |
|-----------------------|----------------------|
| 1. Darrol Cady        | 18. Lyle Larson      |
| 2. Stephan Baker      | 19. Chris Fry        |
| 3. Norm Johnson       | 20. Chuck Anderson   |
| 4. Richard Oliver     | 21. Bob Brogdon      |
| 5. Mike Helsel        | 22. Bruce Richmond   |
| 6. John Albritton     | 23. Richard Paine    |
| 7. Dave Doyle         | 24. Forrest Terral   |
| 8. Ralph Rinaldi      | 25. Pete Reed        |
| 9. Gail Jacobson      | 26. Jerry Small      |
| 10. Vern Smith        | 27. Neal Rehm        |
| 11. Fred Burgdorf     | 28. John Zangi       |
| 12. Trey Farran       | 29. Angelo DeFelippo |
| 13. Santiago Panzardi | 30. Mike Massi       |
| 14. Richard Moreland  | 31. Lloyd Burnham    |
| 15. Dave Binger       | 32. Rick Landers     |

16. Ed Smith  
17. Thomas Scott

33. Carl Silva  
34. Mike Stewart  
35. Jerry Wegeman

The course workers want to acknowledge their appreciation to the event sponsor "JR" and to the other manufacturers that contributed course worker gifts for us. Your generosity is greatly appreciated. Well that's it. I hope to see you for the next Gold Cup leg in Dayton.

## Other District 6 news.

I have not seen or heard of any results from the 5/2/99 race at Hadley or Jackson and have not had any info on the 5/16 race at Colts Neck NY. How about the CD's of those raced lettin us know what happened at your events?

CD's please make sure you turn in your race results to the Q500 or Q40 points coordinator.

The UPRC group is holding a UPRC race in Lockport NY on June 27. There are some 1999 rule changes so please contact Van Gloger in Gasport NY at (716) 772-2333 for further information. 428 class engines are not permitted. They will also hold three races in Canada. Please see District 2 news for those locations and dates.

*John*

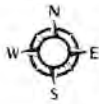
## District 8 - Randy Ritch

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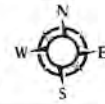
We now have six races under our belts down here in Texas. Everyone is having a good time and flying very well.

In Houston at our 3<sup>rd</sup> race myself and a couple of other flyers were looking at the Q40 score board, we all kinda set back trying to pick the easy flyers in this group, we all set there real quite. There are no easy heats (flyers) anymore in Q40. It is like NASCAR, everyone has a good chance of winning, you never know who will win. If it is your day great, but if it's not that's what keeps you coming back. I guess my





# District News



point I am trying to make is that Q40 is fairly easy to go fast and be competitive, it's great. With everyone being so close it really makes for some great racing.

Our next race will be held in Sequin, Texas on August 21<sup>st</sup> and 22<sup>nd</sup>. Everyone is invited to attend.

4/24/99 - Q500	4/24/99 - Q40
1. Rusty Higginbotham	1. Dub Jett
2. Bruce Richmond	2. Mike Helsel
3. Mike Hammett	3. Bob Miller
4. Dub Jett	4. Bruce Richmond
5. Eric Myers	5. Bill Hager

4/2599 - Q500	4/25/99 - Q40
1. Dub Jett	1. Dub Jett
2. Rich Beers	2. Mike Helsel
3. Bruce Richmond	3. Bruce Richmond
4. Mike Hammett	4. Jerry Small
5. Eric Myers	5. Randy Ritch

*Go fast and turn left  
Randy*

## Quarter 40 Barry Leavengood

10855 Remmet Ave, Chatsworth, CA 91311  
(818) 998-4564  
E-mail: bl10@aol.com

Just back from the Calif. Whittier Narrows Memorial Day 422, 428 and APRA race. The Q40 record was once again broken by Chip Hyde. Based on the published results he ran 1:00.79 on Sat and 1:00.74 on Sun. with a couple of 1:01;s for good measure. Looks to me like sub one minute Q40 times can't be far off. A fair percentage of the heavy hitters were there, all running in the 1:03 range, but it was Chip's day. Fast time for Q500 was Travis Flynn at 107.06. Gary Schmidt, the current 428 record holder, was also in there with a 1:07, not exactly slow. We should all try and attend these big races. It is an education, at least for me, to see flying of this caliber.

Listed below are the cumulative JR Gold / Powermaster points after the 1<sup>st</sup> 3 races. As you can see we have had 80 Q40 pilots compete so far with several attending all three races. The next race in the series is in Dayton Ohio on Sept. 11 & 12.

I've talked to several racers who attended the Bowie JR Gold / Powermaster race. As is the case with the previous two races it was a great success and well run by the PGRC club and Chic White.

I haven't received any Q40 results in the last month or so, except the JR Gold, which makes it difficult to maintain the points standings. Please forward race results promptly.

### JR Gold Cup Standing after 3 events

	# Races	Pts
1. Darrol Cady	3	313.7
2. Lyle Larson	3	237.1
3. Rusty Van Baren	2	212.1
4. Vern Smith	3	211.0
5. Richard Verano	2	203.3
6. Chuck Anderson	3	184.1
7. Mike Helsel	2	183.5
8. Jim Allen	2	176.9
9. Lee Von Der Hey	2	173.7
10. David Doyle	3	161.2
11. Bob Dible	2	158.9
12. Norm Johnson	3	156.5
13. Jamie de la Vega	2	152.0
14. Gail Jacobson	2	147.4
15. Robert Brogdon	2	145.9
16. Tom Hart	2	144.5
17. Bruce Coffey	2	128.2
18. Bruce Richmond	2	127.5
19. Steve Milos	2	125.0
20. Gary Schmidt	2	123.3

*Till Next Time  
Barry*

### Quickie 500 - Cliff Telford

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

Judging from the number of race reports submitted there is not much activity. Please send the reports in a timely fashion before they are lost or disappear somewhere in a computer.

### AMA-NMPRA NATS

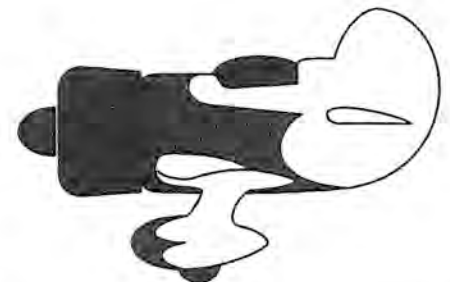
Just spoke with Steve Kaluf at AMA Hq.(6/9/99). So far there are 71 total entries for Nats Pylon Racing: 66 in Q-500, 58 in Q-40, and 19 in Form.I. The cut off date was June 1st so some entries are still

trickling in and there are always a few late entries. Looks about the same as last year.

### Q-500 Top Twenty

	Dist.#races	Pts (7)
1. Darrol Cady	2 8	654.2
2. Gary Freeman,Jr.	7 6	510.9
3. J. Llanos	7 6	424.2
4. Ggary Freeman,Sr.	7 6	399.4
5. Vern Smith	6 5	391.9
6. D. O'Brien	7 5	362.6
7. Gary Schmidt	1 4	349.9
8. Cliff Telford	7 5	340.2
9. Tom Bogut	7 4	335.3
10. Jim Allen	1 3	309.6
11. D. Hill	1 5	279.3
12. Drew Telford	1 3	278.0
13. E. Ide	2 5	268.8
14. Craig Grunkemeyer	5 3	266.1
15. Steve Kovach	7 4	266.1
16. Barry Leavengood	1 5	258.7
17. Dave Ferrell	1 4	257.2
18. R. Bridge	1 6	251.6
19. T. Pownall	7 4	249.7
20. R. Perez	7 6	246.1

*Cliff*



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with NMPRA  
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Attn: NMPRA  
PO Box 3028  
Muncie, IN 47302-1028**

**District 1 - Dave Ferrell**

1565 Echo Dr., Merced, CA 95340  
209.722.0655

Q5 uses APRA rules

11/8	Phoenix, AZ	Q5,AMA
12/6	Phoenix, AZ	Q5,AMA,Q4
1/16-17	Phoenix, AZ Winterfest	Q5AMA
2/7	Sepelveda Basin, CA	Q5,Q5AMA,Q4
2/27-28	Phoenix, AZ, - JR Gold Cup	Q4
4/11	Merced	Q5,Q5AMA,Q4
4/24-25	Merced, CA - JR Q40 Gold Cup	Q4
5/16	Sepelveda Basin,CA	Q5,Q5AMA,Q4
5/29-30	Whittier, CA	
6/12-13	Sepelveda Basin	Q5,Q5AMA,Q4
7/2-3	Reno, NV	Q5,Q5AMA,Q4
9/4-5	Modesto	Q5,Q5AMA,Q4
10/3	Merced	Q5,Q5AMA,Q4
10/24		Q5,Q5AMA,Q4

**District 2 - Darrol Cady**

10711 NE 37th Ct, Vancouver, WA 98686  
360.573.0987

Q5 uses APRA rules

11/01	Kent, WA.	Q5, Q5AMA
2/6-7	Puyallup Expo - Fair Grounds	
2/14	Kent, WA - Hawks	Q5, Q5AMA
3/7	Kent, WA - Hawks	Q5, Q5AMA
4/4	Kent, WA - Hawks	Q5, Q5AMA
5/2	Kent, WA - Hawks	Q5, Q5AMA
6/5-6	Arlington	Q5, Q5AMA, Q4
6/26-27	Whidbey Island, WA Al Watson 425.746.9519	Q5, Q5AMA, Q4
7/24-25	Spokane, WA - Barons	Q5, Q5AMA, Q4
8/14-15	Ephrata, WA Matt Mikko 253.863.6478	Q5, Q5AMA, Q4
9/18-19	Spokane, WA	Q5, Q5AMA, Q4
10/2-3	Kent, WA - Championship	Q5, Q5AMA
11/7	Kent, WA - Hawks	Q5, Q5AMA

**District 3 - Terence Palaschuk**

39 Tremaine Ave, Regina, Saskatchewan S4R 6N6, Canada  
306.585-1465 E-mail: tppchuk@sk.sympatico.ca

5/15-16	North Battleford, Sask.	Practice
6/5-6	Regina, Sask	Q5, Q4, F1
6/26-27	Calgary, Alberta	Q5, Q4
7/24-25	Swift Current, Sask.	Q5, Q4
8/14-15	Prince Albert, Sask.	Q5, Q4
8/28-29	Saskatoon, Sask.	Q5, Q4
9/18-19	Winnipeg, Manitoba - tentative	Q5

**District 4 - Mike Sperry**

1614 11th St, Cody, WY 82410  
307.587.5870

11/14	UVA field-Regis John Sheely	Q5
11/21	UVA field Bill Cowley	1/2A
5/8	Utah Valley Aeromodelers	Q5
5/10	UVA	Q5
5/18	Mead, NE	Q5SE, Q5AMA
5/22	UVA	1/2A
5/23	Council Bluffs, IA	Q5SE, Q5AMA
5/24	UVA turf farm	1/2A
6/12	UVA	Q5
6/26	UVA	1/2A
6/27	Mead, NE	Q5SE, Q5AMA
7/10	UVA	Q5
7/24	UVA	1/2A
7/25	Council Bluffs, IA	Q5SE, Q5AMA
8/7	UVA	Q5
8/28	UVA	1/2A
8/29	Mead, NE	Q5SE, Q5AMA
9/11	UVA	Q5
9/23	UVA	1/2A
9/26	Council Bluffs, IA	Q5SE, Q5AMA
10/9	UVA	Q5
10/23	UVA	1/2A
11/6	UVA	1/2A
11/13	UVA	Q5

**District 5 - Pete Bergstrom**

7526 Balfour, Allen Park, MI 48101  
313.928.8260 E-mail: pbergstrom@email.msn.com

5/3	Rockford, IL Orv Steinmetz 815.885.1161	Q5
5/16	Rockford, IL Glen Wierschke 815.234.3285	Q5AMA
5/23	St Charles, IL Dave Gustafson 630.513.3177	Q5
6/5-6	Toledo, OH Pat Falgout 419.841.8957	Q5AMA
6/12-13	Dayton, OH Ben Martin	Q5AMA, Q4
6/13	St Charles, IL Dave Gustafson 630.513.3177	Q5
6/26-27	Novi, MI	Q5AMA
7/11-17	Muncie, IN 1999 Nationals Rockford, IL	Q5
7/19	Mark Boesen 815.877.3912	
7/24-25	Westland, MI Mike Condon 734.464.7027	Q5AMA(2)
7/25	Rockford, IL Glen Wierschke 815.234.3285	Q5
8/7-8	Dayton, OH CAPS CLASSIC Mike Condon 734.464.7027	Q5AMA Q4, QAMA
8/16	Rockford, IL Dick Shields 815.398.8366	1/2a
8/21-22	Lucasville, OH Terry Frazer 740.574.6213	Q5AMA
8/22	Rockford, IL Dick Shields 815.962.8835	1/2A
8/28-29	Toledo, OH 26th SILVER CUP Wayne Yeager 419.385.1635	Q4
9/5	St Charles, IL Dave Gustafson 630.513.3177	Q5
9/11-12	Dayton, OH #4 JR GOLD CUP Ben Martin 937.439.5141	Q4
9/12	Rockford, IL Leroy Webb 815.389.4519	Q5AMA
9/26	St Charles, IL Dave Gustafson 630.513.3177	Q5
10/2-3	Toledo, OH Flying Tigers Pat Falgout 419.841.8957	Q5AMA
10/9-10	Hebron, KY Flying Cardinals Brenda Holbrook 5.3.923.4326	Q5AMA

**Distict 6 - John Fike**

12706 Beaverdale Ln, Bowie, MD 20715-3912  
301.262.1486 E-mail: jfike@feico.com

4/24	Bowie, MD Steve Baker	Q5
4/25	Bowie, MD John Albritton	Q5
5/2	Hadley, MA Dave Fogg 413.593.3581	Q5SE
5/2	Jackson, NJ - GPRA Frank Flesch 732.929.8205	Q5
5/16	Colts Neck, NJ - GPRA George Schmauch 732.238.2551	Q5
5/22-23	Bowie, MD - JR Gold Cup Chic White 703.768.6347	Q4
6/6	Farmington, CT Pete Reed 860.673.7883	Q5SE
6/12-13	E. Hartford, CT-PWA-Mason Dixon Lloyd Burnham 860.644.9072	Q4
6/19-20	Defence Hill, NY Vince Juliano 516.744.6884	Q5BSE
6/27	Jackson, NJ - GPRA Frank Flesch 732.929.8205	Q5
7/25	Colts Neck, NJ - GPRA John Zanghi 732.364.7637	Q5
7/31-8/1	Bowie, MD - Mason Dixon Rick Moreland 301.261.7366	Q5AMA
8/7-8	Ellington, CT Kevin Cyr 860.871.8316	Q5SE
8/8	Jackson NJ GPRA Frank Flesch 732.929.8205	Q5
8/29	Jackson, NJ John Zanghi 732.364.7637	Q5AMA
9/12	Hadley, MA Dave Fogg 413.593.4581	Q5SE
9/19	Jackson, NJ - GPRA Frank Flesch 732.929.8205	Q5
9/25-26	E. Hartford, CT-PWA-Mason Dixon District Championship Lloyd Burnham 860.644.9072	Q5AMA

9/26	Colts Neck, NJ - GPRA George Schmauch 732.238.2551	Q5
10/3	Jackson, NJ - GPRA Frank Flesch 732.929.8205	Q5
10/9	Bowie, MD Derrick Schreiner	Q5
10/10	Bowie, MD Dan Myer	Q5AMA

**District 7 -Gary Freeman Sr.**

1005 Taproot Dr., Winter Springs, FL 32708  
407.693.1855

Q5 is SEMPRA Sport Pylon		
12/13/98	Tangerine	Q5AMA
12/14	Tangerine	Q5
4/17-18	Tampa, FL TRACS Wayne Smith 813.621.4051	Q5
5/15-16	Brandon, FL Lucien Miller 813.985.3688	Q5, Q5AMA
----- Season Ends		
11/7-8	Tampa, FL TRACS District Championship Wayne Smith 813.621.4051	Q5
11/20-21	Jacksonvill, FL Gateway Pete Rickard 904.826.3608	Q5
12/11-12	Tangerine - JR Gold Cup	Q4
12??	Tangerine	Q5

**District 8 - Randy Ritch**

4104 Lark Ln, Houston TX 77025-5831  
713.661.5458 E-mail: rrritch@msn.com

4/24-25	Houston, TX Space City R/C
5/15-16	Fort Worth, TX Thunder Birds
6/5-6	Houston, TX Bayou City Flyers
8/21-22	Seguin, TX Tri City Flyers
9/25-26	Dallas, TX Dallas R/C
10/9-10	Brazoria, TX County Modelers

(1) one race per race date, (2) separate race(s) each date, (?) Tentative, (B) Beginner, (S) Standard, (E) Expert, (AMA) AMA 428  
(Q5) District rules unless otherwise noted  
Example: Q5SE,AMA - Q500 Standard and Expert district rules plus Q500 AMA 428

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