



*The Pylon Racer's Official Voice*

# NMPRA

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# HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • December 2003

## A Word from the President



Happy Holidays to everyone! I hope that you and yours enjoy your time together during this festive season.

I had the chance to answer some questions from a current member the

other day and I thought I would pass on the same thoughts to all of you. The original addressee is not important, as each question was valid and general in nature. The questions were:

**“My question to you is, what are your plans? You obviously took on the position for more than a free lifetime membership. Where do you see the NMPRA in two or three year’s time? If it will be more of the same then I will look upon it as part of the entry fee for some races. However, if you can convince me that you will at least attempt to make The NMPRA truly represent our interests then I will consider supporting your efforts. Convincing me will not be that difficult. Dragging the NMPRA into the 21st century, now there is a challenge.”**

All fair questions deserving of thoughtful answers.

I believe that the problems that the NMPRA have been going through all revolve around a certain

amount of displayed apathy on the part of the leaders and members alike. This has been evident no matter the ‘enticements’ presented as benefits of membership. We have even tried reducing the fees (\$20.00 for internet newsletters, etc.) to no avail. I think the core problem has been, as has pointed out, a lack of communication from the NMPRA to the membership, a lack of leadership (different from activity) from the Board of Directors and a misguided so-be-it attitude about the direction that the individual events are going. Anytime the primary purpose of a member or leaders thought process or vote is driven by their individual desire, rather than for the greater good, you will find an organization that will gradually eat itself from within and cease to be effective, if not cease to exist altogether. I would like to stop this process now.

The first, and relatively easiest step is an active communications device, both through the Internet and our newsletter that will be available for everyone’s input and benefit. I believe we need to make the newsletter available to all who want to read it on our web site. As the contents of the newsletter improve, the membership will grow. I think the increase in exposure will gain us advocates of racing who will eventually back the organization that helps them the most by providing this much needed service.

I have already had discussions with the USRA, the giant-scale racing group, about combining

our newsletters into one document that would benefit all in racing. Scott Hanbury, their President, is receptive to the idea and we are close to an agreement. This sharing of interests and knowledge should go a long way towards increasing participation from both points of view. By introducing the different disciplines to different pilots with a known racing interest, I can see no downside to this arrangement.

The 'members only' portion of the website will be reduced to only having the names and addresses of all the members to make it easier to communicate amongst the stalwarts of racing. I believe that some of the communications problems we created ourselves by not making it easy to contact one another.

Right now I don't believe that the Board speaks with each other nearly enough. I have asked Stan to develop a web forum for the exclusive use of the Board members to make it easier for us to hash out any problem areas and come to a unified position on each and every issue.

We intend to work closer with the AMA Contest Board so they at least can make decisions in part based on the input of the NMPRA as a whole. I think the rules put before the board should be those brought forth as part of a concerted effort between the Board and the NMPRA for the good of each event, and racing in general.

By starting with these proposals I think that t the end of 2 or 3 years we will have a revitalized organization that can be measured by the strength and velocity of its communication tools, and one that shows a unified front to all who seek information about racing in general.

As to improving participation, this is an age-old question with as many 'what-if' scenarios as there are stars in the heavens. One thing we need to do for the long run is to take a realistic look at what our participants and flying areas may look like 10 years in the future and start working towards an event today that can be supported in these venues and by these participants. I see on a daily basis the tremendous growth opportunities presented by electrics in all kinds of RC and this certainly deserves some of our attention and may be a way to move ahead. Who knows? I do believe that what has been going on in District 5 this past year was a great improvement over what we had 5 or 6 years ago. This year saw the return of the families and children to events, a general amount of laughter and fun at these events, and a return to the grassroots reason that we all race ... for the camaraderie!

Pete

#### High Performance Information

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NMPRA Editor, Darrol Cady  
PO Box 14723  
Portland, OR 97293  
Phone: (360) 903-3520  
Email: [dcady@pacifier.com](mailto:dcady@pacifier.com)

If possible, please submit information in Microsoft Word format

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# District News



## District 1, Bill Vargas VP

The 2004 NMPRA Points Season is off and running with a Great start at the Whittier Narrows Shootout Pylon Race this past October hosted by the San Gabriel Valley Radio Control League, Inc.(SGVRCL). The Shootout was attended by 46 Racers on Saturday and 44 Racers on Sunday. Field conditions were just about perfect... This also includes the newly re-surfaced runway. SGVRCL also provided a mighty tasty "After Race" dinner provided by El Polo Loco and the club had some really nice prizes for the race officials donated by local hobby shops and others too include the fuel, for the Race, from Power Master. On a "cool note" during the pilot's raffle, on Saturday after the race, Travis Flynn scored a winning ticket and picked up a plane from the table. He then looked it over. The next thing I remember was Travis handing the kit over to a youngster sitting on bench next to the pit fence! You should have seen that kids face, one BIG smile from ear to ear! Good Job Travis!

Saturday's race was filled with a lot of tough racing in APRA from the mid-air to smacking the pole and breaking it in half. But in the end Clark Ledbetter survived to take 1<sup>st</sup> Place. Norm Teague and John Busse had a flyoff for 2<sup>nd</sup> Place and Norm prevailed while John settled for 3<sup>rd</sup>. Gale Enstad blazed the APRA field with a 1:38.63 for fast time.

In 428 we had The 2003 NMPRA Q500 Champ, Gary Freeman, racing with us that weekend. Gary had the fastest time throughout the weekend with a 1:04.45 But at the end of the day he and Fred "Mr. APC" Burgdorf were tied. The fly-off ended with Fred taking the victory and Gary taking 2<sup>nd</sup>. Jimmy Allen had a near perfect day finishing up in 3<sup>rd</sup>.

The 422 Class had Travis Flynn showing us once again what "Fast" is with his 1:04.96 for 1<sup>st</sup> Place and Fast Time. Fred Burgdorf settled for 2<sup>nd</sup> and Rusty Van Baren rounding out the top 3.

Sunday's APRA race was just about a carbon copy of Saturday's race with one exception, The 424/APRA Canyon Crosswinds Team from Castaic, CA dominated the field all day finishing 1-2-3 and taking home some Fast Time Wood too! The Canyon Crosswind Team members, in finish order were, Clark Ledbetter, Dan Thordarson and Norm Teague. Norm took Fast time

honors for the Team with his 1:40.81... GOOD Flying guys  
J

428 had the biggest turnout with at 20 racers for the weekend! It was filled with a lot of fun and excitement too! Joanne Coffey showed "no mercy" that day by leading one of her races from beginning to end leaving me to a 2<sup>nd</sup> place finish in that heat,,, again Good Flying Joanne J In the end Fred Burgdorf took 1<sup>st</sup> and the Fast Time with a 1:06.25 Gary Freeman placed 2<sup>nd</sup> and Travis Flynn brought home 3<sup>rd</sup>.

In 422 it was a good day for flying a Miss Ashley. Four of the top five were flying them! Rusty Van Baren won 1<sup>st</sup> place and Fast Time with a 1:04.30 Gary Freeman JR 2<sup>nd</sup> place. Matt Van Baren was 3<sup>rd</sup> place and. Bill Vargas was 4<sup>th</sup> place and Doug Killebrew 5<sup>th</sup> place

During the weekend of November 7-9, 2003, the NMPRA National Championship Race was held there at SpeedWorld in Whitman, AZ. (just outside of SW Phoenix) and here is the top 10 once again:

1 Tim Lime	1:03.21
2 Travis Flynn	1:02.98
3 Gary Freeman Jr.	1:03.5
4 Matias Salar	1:04.1
5 Mike Helsel	1:03.3
6 Fred Burgdorf **	1:02.70
7 Bill Vargas	1:06.92
8 Pete Burgstrom	1:05.25
9 Mike Tallman	1:06.74
10 Tony Pacini	1:04.14

## Basin Race November 23, 2003

The Last Race of the year at the Basin was held on the 23<sup>rd</sup> of November There were 29 Racers split up between the 3 classes. There were 11 in APRA, 9 in 428 and 9 in 422. If you were there on Saturday, Mother Nature was making it look ugly with her seasonal Santa Ana winds. This left most everyone wondering if the winds would be there on Sunday. Early Sunday morning the wind was kind of blowing, but then they died and the race was on and we all flew 5 rnds.

In APRA, Clark Leadbetter took top honors. Norm Teague and Ron Clem had a fly-off and ended with Ron taking 2<sup>nd</sup> place away from Norm handing him 3<sup>rd</sup> place. Gale Enstad once again showed them younger guys how to go "Fast" by posting a 1:35.00 flying his Racer II.

## 2003 JR Gold Cup Finals



- |                     |                     |
|---------------------|---------------------|
| 1 Randy Bridge      | 44 Roy Andrassy     |
| 2 Fred Burgdorf     | 45 Ray Blake        |
| 3 Gary Freeman, Jr  | 46 Mark Latimore    |
| 4 Pete Bergstrom    | 47 Ribert Holik     |
| 5 Mike Helsel       | 48 Gary Long        |
| 6 Bob Brogdon       | 49 Mike Deneve      |
| 7 Tom Scott         | 50 Tony Pacini      |
| 8 Craig Grunkemeyer | 51 Dave Latsha      |
| 9 Darrol Cady       | 52 Dave Binger      |
| 10 Gino DelPonte    | 53 Bruce Coffey     |
| 11 Travis Flynn     | 54 Pete Reed        |
| 12 Matis Salar      | 55 Gail Jacobson    |
| 13 Dan Kane         | 56 Bill Johanson    |
| 14 Mike Tallman     | 57 Mathew Van Baren |
| 15 Dan Coe          | 58 Frank Wong       |
| 16 Scott McAfee     | 59 Mike McConville  |
| 17 Dub Jett         | 60 Ray Hendricksma  |
| 18 David Doyle      | 61 Steve Baker      |
| 19 Lee Ulinger      | 62 Chris Hoyer      |
| 20 Lloyd Burnham    | 63 Doug Killebrew   |
| 21 Terry Frazier    | 64 Robert Heitkamp  |
| 22 Tony Lopez       | 65 Dave Shadel      |
| 23 Gary Freeman Sr. | 66 Dave Hill        |
| 24 Jim Allen        | 67 Warren Gillette  |
| 25 Rusty Van Baren  | 68 Marcus Blanchard |
| 26 Ed Smith         | 69 Lyle Larson      |
| 27 Jim Henderson    | 70 Jeff Carpenter   |
| 28 Mark Parker      | 71 Mike Masi        |
| 29 John Albritton   | 72 Jim Lime         |
| 31 Randy Smith      | 73 Gary Schmidt     |
| 32 Jonathan Baker   | 74 Ernie Nikoden    |
| 33 Gary Helton      | 75 Ben Martin       |
| 34 Harold Sattler   | 76 Bill Vargas      |
| 35 Jerry Small      | 77 Gene Bass        |
| 36 Eric Rembas      | 78 Ray Brown        |
| 37 Ralph Rinaldi    | 79 Rick Paine       |
| 38 Paolo Mucedola   | 80 Ken Hulik        |
| 39 Richard Verano   | 81 Mario Travieso   |
| 40 Drew Telford     | 82 Stu McAfee       |
| 41 Jaime De La Vega | 83 Mike Parker      |
| 42 Barry Leavengood |                     |
| 43 Tim Lawlor       |                     |

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**POWERMASTER**



# District News



For 428 Travis Flynn lead the way all day with his perfect score to take 1<sup>st</sup> place and Fast time with a 1:08.52. A newcomer to 428 is Jacob Raquet. This was Jacob's second race and had a near perfect day finishing 2<sup>nd</sup>,,, Good Job Jacob and welcome to 428J Doug Killebrew collected 3<sup>rd</sup> for the day.

422, Chris Hoyer had a great day taking 1<sup>st</sup> place. Matias Salar took 2<sup>nd</sup> and Dan Coe finished up the top 3. Bill Vargas (hey that's me) took home his first Fast Time Trophy for 422 with a 1:03.91. Hey how about that Tanner Pacini kid? Tanner is going to be or I should say a contender at every Race he enters. It's truly amazing to watch the young people fly because they make it look so easy! More action came in the 3<sup>rd</sup> heat when Tony Pacini and myself collided coming out of Pylon 1 knocking us both to the ground and out of the Race.

Ok, so your turns are starting to get dialed in at Pylon 1. Now you are heading to Pylon 2 and are getting ready for your nest turn.. One of 3 things can happen at this pylon. You can cut 2. You may be turning to late or you nail it most of the time. If you are cutting or turning late (way to wide) the adjustment for this is simple. This can be done by either standing closer to pylon 2 or by standing farther away. Standing closer to the offending pylon will in most cases help you to stop cutting and standing a bit farther away will get you in closer to the pylon. Once again the idea here is consistency and the setup for Pylon 3. If you know you are doing well for 2 and you are having to relax the stick a little bit for 3, you have to much elevator throw! Of you are full elevator and are wide on 3, you need to dial the elevator throw just enough so when you pull full stick at 2, you are coming out of turn 3 at the same place every time.

Well that's about it for 2003. The folks there at SpeedWorld have one more club Race on the 13<sup>th</sup> of December to close out the 2003 season.

January 2004 will start out with The WinterFest at SpeedWorld on the 17<sup>th</sup> & 18<sup>th</sup> of January, The 1<sup>st</sup> JR Gold Cup race of the new year at SpeedWorld on the 28<sup>th</sup> and 29<sup>th</sup> of February. These are both great races. Do everything that you can to make it to both of these races.

The first Basin Race for 2004 will be some time in February as well.

I wish to thank all of the racers for your participation in our District 1 Events and to all of those that make it possible for us to Race Pylon. J Yur suport of local racing is the heart of national racing... Support all of your local races.

Happy Holidays and I'll see you at the races!

BV  
NMPRA 41C  
NMPRA District 1 VP

**District 2-Marty Hoppe**  
From Patt Poinsett

Greetings and Happy Holidays to all! District 2 is hustling and bustling these days, with lots going on preparing for the 2004 racing season!

We have a great email list going with regular announcements on schedules, upcoming meetings and all sorts of other pertinent information. If you would like to be on the District 2 mailing list, please contact me at [patt@seanet.com](mailto:patt@seanet.com) or call me at 425-271-5268. We do still mail hard copies out to those without email access.

Newly elected PROPS officers are now working hard to make 2004 great

– please welcome our new President – Tom Strom Jr, Vice President – Bruce de Chastel, Secretary – (ME!) Patt C. Poinsett, Treasurer – Eric Ide (thanks for re-enlisting), Field Marshall and Safety Committee Chairman – Marty Hoppe. Please feel free to contact any of the officers about racing in our district.

Many projects are currently underway. We are upgrading our equipment, And much more! If you would like to help on these or other projects, please try to attend a PROPS meeting.

Bruce Teal is currently organizing the 2004 District 2 race schedule. If you have not been contacted by him, or if you wish to have a race considered for the schedule, please contact him ASAP. He can be reached via email or phone. If you do not have his number or email address, contact me at the numbers above.

On a very sad note, we lost Mike Brownlee on the 15<sup>th</sup> of November to a valiant battle against cancer. Mike has been a very solid part of racing in the Northwest. We saw Mike at almost every race for many years. He always volunteered to help put on a race, work the course or to help his fellow racers. He brought many new people to the races and helped them get started in APRA. He was a fun, wonderful person and his passing leaves a huge hole in us all. Blue skies to you Mike – we miss you already.

Patt – 22e  
Nalley Racing Team





# District News



## ***District 3-Chuck Swaney***

Hello all,  
 A brief article this month. There's not much to say as I look out upon snow banks in my backyard. Regular pylon racing activity is finished until May of next year. Calgary is running its local Club 20 winter series with races every second Sunday. The Fun400 Electric Pylon group is finishing up their fall series with a final race in December. There may be more fun races if the group decides to continue on after Christmas.

Roy Andrassy has proposed a spring series in Calgary which is a combination of 428 Quickie and high performance electric racers using brushless motors. The morning will be reserved for beginners to test and practice with whatever they like. This might be a 424 IC (internal combustion) model or an entry level speed 400 brushed electric. We're hoping the pylon veterans will help out the new guys with launching, calling and equipment de-bug. The afternoon will be dedicated to the 428 and Brushless guys where things will get more serious and we will have organized racing in a four weekend series. It will be very interesting to see how well this combination catches on a how many participants it will attract.

Ed Smith has stepped down as MAAC Pylon Committee chairman and I will be taking over once again. I think the last time I held the position was back in 1986. I'm looking forward to working with a committee of enthusiastic pylon guys who would like to promote growth in RC pylon racing and to integrate electric racing into our sport. Personally, I'm going to try to promote racing in the Model Aviation Canada magazine so that we have more visibility nationally.

Back to our district – the contest dates for 2004 are getting firmed up. It's nice to hear that Edmonton is planning to host a race once again after being out of the circuit for a number of years. A little less travel for the Alberta guys is a small bonus. So far the tentative schedule looks like this:

May 29, 30	Edmonton, Alberta
June 12,13	Regina, Saskatchewan
July 24,25	Calgary, Alberta
August 14,15	Prince Albert, Saskatchewan
August 28,29	Saskatoon, Saskatchewan
September 11,12	Arlington, Washington NW JR
Gold Cup Race Q40	
Mid September	Winnipeg, Manitoba

All races are Quickie 500 on Saturday and Q40 on Sunday.

That's it for now. Stay warm wherever you are.

Randy Smith  
 for Chuck Swaney



**Fun400 Electric Pylon group in Calgary, Alberta refusing to let a little snow chill the adrenalin**

## ***District 4...-John Sandusky***

There has been discussion recently on the racing forum (NMPRA website) about what can be done to make racing better. Some people have suggested running F3D and F5D at large contests like the JR Gold Cup series and the NATs prior to or after the "Main Events" of 422/Q40 and 428/Quickie. Then there are those who would like to see 424/Sport Quickie flown at the NATs. These events would be flown as exhibitions to garner interest in these events and racing in general. While these are great suggestions, most of the comments have centered on how to grow interest in racing at the local level. This is key. The most important thing that can be done to improve racing for all is to attract more contestants in our events.

So, how do we go about doing that? Clearly, exposing the average sport flier to 424 and 428 Quickie planes and Q40s hasn't been productive. I'll let you all in on a secret... Quickies and Q40s aren't fun to fly unless you're racing around pylons. You can't do Touch-N-Gos with them and when the control surfaces are dialed in for racing trim, aerobatics are limited to huge inside loops and slow rolls. Okay, you can knife-edge too because that is the way we trim. But With the way we limit down elevator travel, attempting an outside loop would just be silly and without a tail wheel, forget about taxiing. Why would the average sport flier be attracted to racing when our planes are so specialized? Yes, other contest aircraft are specialized as well. However the repertoire required of an IMAC type plane, an AMA pattern plane, or Scale competition planes much more closely resembles that of the average sport plane than do our racers.



# District News



What we need is a racing event that will attract new people; people that otherwise would not consider building a Quickie for 424 or 428, or a Q40 for 422. This is why AMA rule proposal RCR-05-3—Formula 1 Sport, submitted by Bob Dible is a good proposal.

A lot of work went into this proposal. Bob and Duane Gall spent 18 months tweaking it until they felt it was ready for submission to the contest board. The rules contained in this proposal are detailed with sufficient forethought to minimize the appearance of loopholes that would evolve the event away from the intent of its creators.

The rules specify airplanes with capabilities that more closely resemble sport airplanes. In fact, the planes for this event can be flown as sport planes without any setup changes whatsoever. The speed of these planes is reasonable meaning that the average pilot would not be intimidated, plus they are bigger therefore they are easier to see than our .40 powered planes. All this makes for an easier transition from sport flying to racing.

After sport fliers gain experience racing these airplanes a few may realize what hard-core racers have known all along. That close, competitive racing is the biggest rush that can be had in Radio Control modeling. Then some will make the move over to the faster, more established yet scantily participated events where we hard-core type racers reside.

Please contact each and every contest board member and urge them to pass rule proposal RCR-05-3—Formula 1 Sport for inclusion in the AMA rulebook.

Okay, I'm stepping off the soapbox now.

Shortly after the October issue of High Performance was released, I received this letter from Dave Reiber of Lincoln NE:

John,

I forgot, didn't get around to giving you our race dates last year. Since they were just set at the last Western Flyers meeting and I just was reading the Oct. NMPRA News Letter, I thought I'd better do it while I'm thinking of it. By the way, good article. I enjoyed it.

Western Flyers 2004 Schedule  
Mead NE (Close to Omaha and Lincoln)  
Randy Tentinger, 402-734-0947 and Charlie Turdik,  
402-896-0707, CDs.

Events:

Sportsman—Thunder Tiger – Pro 40 with C-2 / 9 X 7 only.

Quickie—Any factory stock engine with factory stock muffler except Nelson or Jett.  
AMA 428

All three events flown, pilots and callers flag if not flying heat. We have a golf cart for chasing back and forth.

2004 race dates: May 18, June 22, July 27, Aug 24, Sept 28

Dave Reiber

6700 So 112, Lincoln NE 68526

Day cell – 402-430-6872 • Nite Home 402-483-4696

Thank you for the note, Dave, and the schedule is much appreciated!

Here is a report from Airpark's master wordsmith, Kurt Bozarth:

### Airpark Elite Pylon Race, October 25, 2003

Our final race of the season was held on Oct. 25, 2003. We were pushing our odds a bit since it always snows here in Colorado on Halloween. We had the cold, but not the snow. The wind chill factor put the temperature close to freezing. At least our motors loved it. Even with the cold, the racing was as serious as ever; especially considering Airpark Elite season champions were still undecided (\$100 for first, \$50 for second, and \$25 for third). The money was nothing compared to the potential bragging rights.

Turnout was mediocre with 5 in 424 and 6 in 428. Somehow I was once again roped into serving as contest director. Unfortunately a lot of our favorite personalities were absent, thus explaining a less abusive write-up. I'm not sure everyone has their priorities straight (Hal, your hernia-transplant surgery could have been rescheduled for a weekday. Craig, you could have quit your job, and Duane, your Mom and Dad could have called cuts at #1).

As mentioned earlier, the Airpark Elite championships were still up for grabs in both 424 and 428. Going into this our 6<sup>th</sup> and final race, Alan Thovson had a monstrous 8-point lead in 424 with Steve Vaughn and Gary Johnson tied for second. Brian Neff had a measly 4-point lead in 428 with me, his Dad, and John Williams nipping at his heels, moving his trims, loosening his glow plug, leaving his rx battery on, and doing whatever else we could to catch up with Brian.

In 424, Gary Johnson, third overall going into the final race, had a stellar day and threatened to snatch victory (and \$100) from the jaws of both Alan Thovson and Steve Vaughn. After six months of racing, it came down to the final heat – whoever won



# District News



the final heat would win the season championship. Fox Sports couldn't have scripted a better finale – CONGRATULATIONS to Airpark Elite 2003 AMA424 Champion Gary Johnson! – now move up.

In 428, only four points divided each of the top five racers; it was anyone's championship. Mental calculations (obviously at an elementary level) were attempted continuously throughout the day. If Brian Neff zeroed, Kurt Bozarth could win. If Kurt blew a round, Tom Neff could win. And if Tom tanked, John Williams could win. And like a hawk, Mike Farnsworth was just waiting for anyone to slip up. In the end, John Williams won the day, but Brian Neff hung on to win the season points total. On a more pathetic note, Kurt (me), Tom, and Mike had a fly-off for third – all three double cut in less than five laps. CONGRATULATIONS to Airpark Elite 2003 AMA428 Champion Brian Neff! – now move up. But wait, he also won the Q40 championship too! In celebration on the podium, Brian tried to shake up a bottle of fuel and spray it on the crowd just like they do with champagne in NASCAR, but all he managed to do was to get it in his eyes and mouth. Fortunately we have a first aid kit at the field.

Kurt Bozarth

Regardless of what the forecast was for race day, no one was going to stay in bed (except for the poorly misguided folk mentioned above). Why? Because we had steaks and baked potatoes planned for lunch. Once again, Phil the cook came through with flying colors. We may have set a new standard for next year's lunch menu. I must ask the question: Ribeyes and racing, or tofu and team scale?

Here are the day's results:

AMA 424 (5)

- 1<sup>st</sup>: Gary Johnson, 18 pts
- 2<sup>nd</sup>: Steve Vaughn, 12 pts
- 3<sup>rd</sup>: Alan Thovson, 9 pts

AMA 428 (6)

- 1<sup>st</sup>: John Williams, 16 pts
- 2<sup>nd</sup>: Brian Neff, 12 pts
- 3<sup>rd</sup>: Tom Neff, 10 pts

<p>Airpark Elite 2003 Season Championship Results (best 5 out of 6 races):</p> <p><u>AMA 424</u> 1<sup>st</sup>: Gary Johnson, 54 pts 2<sup>nd</sup>: Alan Thovson, 53 pts 3<sup>rd</sup>: Steve Vaughn, 48 pts</p> <p><u>AMA 428</u> 1<sup>st</sup>: Brian Neff, 66 pts 2<sup>nd</sup>: Kurt Bozarth, 60 pts 3<sup>rd</sup>: Tom Neff, 56 pts John Williams, 56 pts</p>
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See ya next year. Kurt Bozarth  
That's all for this one.

Happy Holidays everyone!

John Sandusky  
Dist 4 VP  
17f



**District 5-Marcus Blanchard**

Most district 5 pilots aren't doing much of anything past their basements and workshops at this time of year. Mother Nature is generally very uncooperative and everyone's brain is locked into turkey and dressing and if your lucky getting ready to race in Florida in December. If any of you had a year like I did, where it seems like everything I flew landed at full throttle and returned to kit form, then it is good to slow down and re-group and prepare for 2004!! This is the time of year just before the holiday's when I personally am trying to steal from every where I can for funds for next years toy's, and hopefully Santa Claus will also come through!

As most people know, district 5 is also the home of the CAPS organization and we also have our own points champion based on those races and I'm happy to tell you that the 2003 CAPS club champion is our new NMPRA president Pete Bergstrom. Congratulations Pete!!!!

District 5 is currently putting together the 2004 race schedule and should have that all finalized by early February and printed in the next issue of the NMPRA newsletter. As in all districts, we have seen more and more drop off in the 424 class, we all need to figure out how to get this cycle to turn around, it has been going on too long. It seems like the only new blood is son's of existing 428 pilots, and they are only there because of Dad. Otherwise, we wouldn't have them either. There must be a way to get back some of the people we have lost over the years due to other interest, costs, travel or whatever the reason may be. So when you are looking to pick up the phone and wish someone a Happy Holiday that you haven't talked to in a long time, consider calling one of those old rivals that we haven't seen in a while and maybe you can spark there interest to come out and see if they can still move the sticks and do left turns. It's worth a try, and it never hurts to talk with old friends anyway around the Holiday time.

Speaking of costs, I bought my son Bryan a Viper for Christmas and I am excited to open it and get into it with him on Christmas day. The price is perfect (around \$115 dollars) and I have heard good things from 428 pilots who have flown the Viper with a Nelson motor and had no problems. I will let you know from personal experience in the spring.

In closing I would like to wish everyone and their families a Very Happy, Safe and Merry Christmas and a Happy New Year. See you in 2004!!!!!!!

Marcus



# District News



## **District 6 - Steve Baker**

Just as the dreaded due date for an article loomed over me, I received a communiqué from one of my favorite pylon racing points of contact in the great Northeast, Lloyd Burnham.

Apparently the NEPRO group held their annual awards banquet on November 15 at the Ramada Inn-Bradley Field in Windsor Locks, Connecticut.

NEPRO has been an active racing organization for more than 3 decades, and today remains a strong advocate of AMA 424 Q500 racing. Seven races are held each year with an average of 35 entries in two classes. Stock Thundertigre 40's with stock 9x6 APC props and non composite air frames are required. NEPRO tabulates points for Standard and Expert class 424 racing in New England, and provides awards to the top 5 finishers in both classes.

Following this year's dinner, Mike Luzzi and his daughter Kristine Bosland put on an hour long, 750 image computer slide show complete with music and captions. It was a spectacular production recapping this year's racing in New England (if possible, this slideshow should be posted on the NEPRO website – sb).

Kristine was honored with an appreciation award for her work in NEPRO along with her father Mike, newsletter editor, and Russ Levy, treasurer, for their many years of service.

Embroidered shirts and plaques were handed out to standard pilots Kevin Cyr (4<sup>th</sup>) and Frank Alicandro (5<sup>th</sup>), and expert pilots' Irl Brown (4<sup>th</sup>) and Mike Luzzi (5<sup>th</sup>). Jackets and plaques were awarded to Dennis Thibodeau (1<sup>st</sup>), Seth Hinze (2<sup>nd</sup>) and Russ Levy (3<sup>rd</sup>). Expert pilots jackets and plaques went to Lloyd Burnham (1<sup>st</sup>), David Doyle (2<sup>nd</sup>) and Bill Glode (3<sup>rd</sup>). Season Championship perpetual trophies were also presented to Lloyd and Dennis.

Dave Doyle surprised Lloyd with a combination roast and appreciation presentation for his many years of service as NEPRO president, AMA safety committee, NMPRA President and officer of several Connecticut R/C clubs.

I also heard that Pete and Tinka Reed will celebrate their 50th wedding anniversary in December. Congratulations you two!

Thanks, Lloyd and congratulations on your award. It

sounds like the NEPRO organization understands the merits of acknowledging its leaders and winners in style.

By the next article I should have dates for all racing in the Northeast and Mid-Atlantic (i.e., the NEPRO circuit and the PGRC schedule in Bowie, Maryland) regions for 2004. The Bowie schedule will include a Gold Cup race sometime in the late Spring, hopefully after our monsoon season, and before our hurricane season. Full details and contact info will also be available soon.

Until then, here's wishing everyone a safe and prosperous Holiday season and New Year!

Steve Baker

AMA 68276  
NMPRA 15R

## **Tom Dobyys- District 7**

Another racing season has started in District 7 and we are just "warming" up for another great season. The Central Florida Sport Flyers in Sanford, FL held both races at their field and had some really nice weather and hot racing... what a great combination! They did a really great job and I know many look forward to racing there again in the future. The Races were held on October 4-5 and November 22-23. Both 424 and 428(SEMPRA) class races were held on the short course due to size restrictions at the field. We have strictly limited the field entry in the 424 class to pilots that have not raced in 428 or 422 classes. It is purely an entry-level class that is starting to bring new racers in and allow them to find out what it is all about while they hone their flying skills on the course. When they have decided that they want to go faster on their own they can move up to 428.

So far we have produced some new and talented blood in the 428 class and they are making an impact on us "old Fogies", as if it wasn't hard enough! One of those individuals who have shown that he as ice in his blood is J.D. Glass. He has been practicing hard and finally made the jump into 428 earlier this year and hasn't looked back since. He didn't give Gary Freeman Jr. an inch as they raced wing to wing at this past race. He ended up winning with Gary cutting out at the end. It was just one of many exciting heat races we get to watch between all of the great racers we have racing down here in the south.



# District News



Although our New Year schedule hasn't been finalized at the local clubs, we look forward to having a bunch of great races this year. We are also in the process of getting two new racing venues up and running. One of them is an old favorite that had to stop races because of the new off course judging restrictions. The county has made some changes at the field location and it looks like we might be able to race there again! I will keep you informed on all the new dates as they are set.

The next race we have here in Florida is our Annual Tangerine in Apopka on December 5-7<sup>th</sup>. Where they will host 424 all three days, 422 on Friday, 428 on Saturday and 428(SEMPRA) on Sunday. Then in February on 28-29<sup>th</sup> at Markham Park in Sunrise, FL. They will host 422, 424 and 428 both days.

Here are the results from the Sanford races:

#### 424 10/4/03

- |                   |           |
|-------------------|-----------|
| 1. Mathew Fehling | 1:36.60   |
| 2. Jack Fehling   | 1:40.25   |
| 3. Lance Metcalf  | 1:35.54   |
| 4. Lin Bradley    | 156.49    |
| 5. Mike Powers    | 1:34.74** |
| 6. James Courtney | 1:40.22   |
| 7. Ray Coletto    | 1:48.88   |

#### 428(SEMPRA) 10/4/03

- |                    |         |
|--------------------|---------|
| 1. Stephen Valcav  | 1:04.31 |
| 2. Jm Lyons        | 1:08.21 |
| 3. Chris Mahnken   | 1:12.51 |
| 4. Gary Freeman Jr | 1:07.39 |
| 5. Tom Dobyms      | 1:12.84 |
| 6. Brian Wilbur    | 1:08.77 |
| 7. JD Glass        | 1:09.12 |
| 8. Mario Travieso  | 1:13.25 |
| 9. Paul Shaffer    | 1:15.90 |
| 10. Joe Llanos     | 1:13.99 |
| 11. Jim Perdue     | 1:19.32 |
| 12. Jon Perdue     | 1:19.24 |
| 13. Tim Yousey     | 1:15.00 |
| 14. Skip Smith     | 1:25.13 |

#### 424 10/5/03

- |                    |         |
|--------------------|---------|
| 1. Mike Powers     | 1:31.37 |
| 2. James Courtney  | 1:32.41 |
| 3. Jack Fehling    | 1:39.47 |
| 4. Matthew Fehling | 1:27.24 |
| 5. Lance Metcalfe  | 1:35.97 |
| 6. Ray Coletto     | 1:40.53 |
| 7. Lin Bradley     | 1:44.27 |

#### 428(SEMPRA) 10/5/03

- |                    |         |
|--------------------|---------|
| 1. Brian Wilbur    | 1:04.15 |
| 2. Mario Travieso  | 1:08.72 |
| 3. Joe Llanos      | 1:09.49 |
| 4. JD Glass        | 1:09.49 |
| 5. Gary Freeman Jr | 1:11.22 |
| 6. Chris Mahnken   | 1:11.82 |
| 7. Jim Lyons       | 1:12.29 |
| 8. Tim Yousey      | 1:15.75 |
| 9. Jim Perdue      | 1:23.00 |
| 10. Tom Dobyms     | 1:11.90 |
| 11. Stephen Vaclav | 1:04.68 |
| 12. Jim Perdue     | N/T     |

See you at the next race!  
Tom

### **District 8 - Mike Hammett**

It is the Holiday Season and things are nuts and stressed. And this is a time when we should be relaxing and thinking about family and friends and the reason for the season. There should also be time to get some racers ready for the 2004 racing season.

We in district 8 had our 2004 planning meeting in November in Hearne, TX. We got together and flew at the local airport for a few hours then went to the Dixie Café for lunch and our meeting. We are going to do a different format for our races in 2004. Our races will be Sportsman, 428 Quickie500 and, 422 Q40an on Saturday and then fly Sportsman and 428 Quickie on Sunday. We hope that cutting the event numbers will increase the numbers both events.

Our sportsman event is going to be a two pole event with very strict engine rules and a Predator ARF airframe only. One engine and one airplane until something unexpected happens, like the possible availability of the Predator. The complete rules will be out soon.

The next thing we started on was the racing schedule for 2004. We want to complete this as soon as possible so that we can get the word out and get better participation in our local races. If we plan it well and let our racers know early, then they can make special arrangements to be there.

We will have the schedule in the January Newsletter.

Get building it is winter time!

Chuck Anderson for Mike Hammett



# District News



## JR Gold Cup/Q40 VP Randy Bridge

As we move forward towards the 2004 season, let's take a second to give our thanks out to the group that put on the final JR Gold Cup race in Muncie Indiana.

Dan Kane spearheaded the operation and did an awesome job. I almost feel responsible for the small turnout of only 23 competitors. But, we can't make all the locals get out of bed and come join us.

We also send a big "Thank You!" to Horizon Hobby and PowerMaster Fuel for their generous support of the JR Gold Cup Series in 2003. Both are looking forward to supporting you again in 2004. If you have a chance to thank them personally, please do it. If not, a short email would go a long way with both of these sponsors. You can email Peter Goldsmith at: [pgoldsmith@horizonhobbies.com](mailto:pgoldsmith@horizonhobbies.com) or Wendell and Shirley Hammond at: [pwrnstr1@aol.com](mailto:pwrnstr1@aol.com). They would appreciate your notes.

The big winner in Muncie was Fred Burgdorf. He won the 1<sup>st</sup> place spot for his first JR Gold Cup Series win. Fred did have a trying moment when after the first day of competition he lost his primary plane in an evening test flight. No worries for the man of steel, he broke out the back up and picked up right where he left off. Congratulations Fred! The fast time honors went to Craig Grunkemeyer posting a blistering 1:01:65. Craig was flying his new Polecat and he showed us all he can still cut 30 poles pretty in a hurry. Nice job, man!

The final standings for the NMPRA National Points for Q40 are listed at the bottom of the page. Prizes will be awarded to the Top 5 for the 2003 season. This list of racers is very special. You cannot always win, but those that turned out are special. You have competed in

the most prestigious racing event in the Nation. Congratulations to all of you.

As we move on to the 2004 JR Gold Cup season, we need to be reminded the efforts all these individuals go through to put on a successful and well run event. This biggest way to thank these folks is, show up to these events. The series is dependent on local racers in that particular area. We have approximately 14 to 17 racers that travel to each race. So if the series is coming to your area, please help us out and race with us. Big thanks!

For next years JR Gold Cup Race schedule we have some confirmed dates for you:

Phoenix, Arizona—February.28/29, 2004

Apopka, Florida —April 10/11, 2004

Bowie, Maryland - (we are still working with them to lock in a date, my guess is anywhere from mid May to early June).

Arlington, Washington—Sept. 11-12, 2004

We are still talking about ideas of counting the NMPRA Championship race as a points paying race for the JR Gold Cup series as well.





# District News



## 2003 NMPRA National Q40 Final standings.

1	Randy Bridge	66	Dave Latsha
2	Tom Scott	67	Bruce Coffey
3	Fred Burgdorf	68	Harold Sattler
4	Gary Freeman JR	69	Terence Palaschuk
5	Craig Grunkemeyer	70	Dan Nalley
6	Darrol Cady	71	John Albritton
7	Mike Helsel	72	Henry Bartle
8	Peter Bergstrom	73	Jonathan Baker
9	Gary Freeman Sr	74	Raymond Blake
10	Travis Flynn	75	Lyle Baker
11	Robert Brogdon	76	Mike Deneve
12	Dub Jett	77	Dave Norman
13	Jerry Small	78	Gail Jacobson
14	Dan Kane JR	79	Michael Walther
15	Matis Salar	80	Murray Hamula
16	Tom Strom SR	81	Eric Rambas
17	Jim Henderson	82	Paolo Mucedola
18	Mike Tallmann	83	Pete Reed
19	Scott McAfee	84	Richard Verano
20	Michael Hammett	85	Rickey Cranfill
21	Terry Frazer	86	Ben Martin
22	Barry Leavengood	87	Robert Holik
23	Mario Travieso	88	Stu McAfee
24	Gino DelPonte	89	Tony Pacini
25	Jim Allen	90	Gene Bass
26	Dan Coe	91	Dennis Cranfill
27	David Doyle	92	Tim Lawlor
28	Joe Llanos	93	Matt Van Baren
29	Lee Ulinger	94	Steve Baker
30	Tom Dobyns	95	Jerry Elert
31	Ed Smith	96	Loren Moen
32	Mark Lattimore	97	Jerome Bednark
33	Chris Hoyer	98	Pat Galarneault
34	Lloyd Burnham	99	Frank Wong
35	Mark Parker	100	Doug Killebrew
36	Dennis O'Brien	101	Paul Benezra
37	Henry Redekop	102	Warren Gillette
38	Bill Johanson	103	Jeryl Smith
39	Rusty Van Baren	104	Dave Shadel
40	Roy Andrassy	105	Jeff Carpenter
41	Jason Duda	106	Robert Hietkamp
42	Gary Schmidt	107	Steve Metzger
43	Dave Hill	108	Lyle Larson
44	Jamie De La Vega	109	Jake Jacobson
46	Dave Ficucell	110	Ernie Nikodem
47	Ralph Rinaldi	111	Jim Lime
48	Randy Smith	112	Red Cranfill
49	Ray Hendrikmsa	113	Ray Brown
50	Mike Condon	114	Richard Paine
51	Mike Spencer	115	Chuck Anderson
52	Bill Vargas	116	Nicholas Maxwell
53	Mike Massi	117	Raymond Saenz
54	Richard Beers	118	Tom Strom JR
55	Drew Telford	119	Allen Booth
56	Marcus Blanchard	120	Mike Parker
57	Steve Vaclav		
58	Mike McConville		
59	Gary Long		
60	David Binger		
61	Jack Ellefson		
62	Duane Gall		
63	Tony Lopez		
64	Chuck Swaney		
65	Ken Hulik		



If anyone has any ideas or thoughts towards anything we are doing towards next year, please feel free to email me ([randycbridge@aol.com](mailto:randycbridge@aol.com)) or call me. Randy Bridge.

## 2003 & 2004 U.S. AMA NATIONALS

As I reflect back to the start of when I took over the duties of preparing the Nats, I find that it has for the most part very rewarding to be a part of. I have enjoyed the task. I have been able to work with a lot of people who have given 100% in assisting in making the Nats what it is today. I have tried to make each Nats better then the year before. The addition of the Roast, having processing, and Pilots meeting at the flying sight was a major change. I think everyone can agree that it was a much-needed improvement.

There are some changes in the works for 2004. We are looking on making an improvement to the dinner on Sunday. This may cost a little more, but I think we all might be able make this sacrifice. The late entry date will also go back to 30 days prior. I tried to go with 15 last year, but it created a too small of a window to clear up the frequency issues. We also will be requiring each contestant to send in his or her own entry form and postmarked as such. There has been much confusion created from group entries. Any entries received otherwise will be sent back for resubmitting. The processing of such a large numbers with the needed control of frequencies has required a much more simple the process. Another area that needs to be addressed is frequency control. I made an improved pin board for our convenience. It only took one day for this to fall apart, as pins were not replaced upon completion of flight. Pins were frequently found in the pits or not found at all. I would like to ask for everyone to please pay close attention to there possession of the frequency pins. This has become a major problem on site. Remember that could be your aircraft that is affected during flight as well as the other guys.



# District News



I am also making a large effort to provide transportation to and from the line. Many have provided their own by way of golf carts. A form of a flat trailer or a limo-cart is being looked into.

Each year I try to get the best help I can. To provide a 100% foolproof crew is hard to do. At anytime you feel the need to jump in and assure that we have the best crew possible, feel free to contact me and offer your services, or if you know anyone who would be willing to help please get their names to me..

I look forward to seeing all of you at the greatest and most competitive race in the world...

The 2004 United States AMA National Pylon Championship  
Mike Condon

## Gary Freeman JR-Quickie 500 VP

First I would like to thank Pete for asking me to be the Q500 VP. I will do my best to do a great job for the NMPRA. Second, I think we all owe Cliff Telford a HUGE thank you for his many years as a big supporter for pylon racing. I have known Cliff since the early 90's when he moved to Orlando and as far as I can remember he has been the point's coordinator for NMPRA and also a Past President for our district. THANK YOU Cliff!

For those of you that don't know me, my name is Gary Freeman Jr. I have been racing for 13 years with my Dad Gary Sr. I travel all over the US racing so I get to see what is going on all over the nation. I will try and keep everyone informed with positive ideas on bringing new people into our hobby as I still see it that is still a problem for us.

It seems that Jim Allen, Barry Levangood, and Crew on the west coast have done a great job in getting their beginner APRA class entries up. Maybe I can pick their brains and put

some ideas in the newsletters and on the forum. One other thing I have read and have to totally agree with is there are too many classes for the new guy to choose from i.e. (.46 size racing, .25 sized racing, AT-6 racing and so on.) I believe that if we stick to the rulebook events it would help the sport out. Think about if you get the new guy to buy a .46 or AT-6 set up and go race he might not have the funds for 424 or 428. The rulebook events are the backbone of pylon racing and if we have to many detour classes it could kill these events.

I think another thing that has been slacked on by CDs is you hardly see any good race reports anymore. It really makes people feel good especially the new guy to read his name on the top 5 list and also see a sentence or two about himself. I think all CDs should make it a point to write down some footnotes and do a race report. It really makes the newsletter better too.

That's all for now I hope to see some of you at WinterFest!!!

Gary Freeman Jr.  
16s

*The Pylon Racer's Official Voice*

**Next  
Article Due  
Date  
January 20, '04**



# District News



## ***NMPRA Q-500 Points 2003***

	Name	# Races	Pts(best 6)		Name	# Races	Pts(best 6)
1.	Gary Freeman, Jr.	14	590.1	65.	Boyd Hunt	6	241.4
2.	Randy Bridge	11	577.3	66.	Warren Gillette	5	235.6
3.	Lloyd Burnham	7	571.3	67.	John Albritton	5	232.5
4.	Travis Flynn	7	564.7	68.	Dave Ellis	7	231.8
5.	Martin Hoppe	14	527.2	69.	Joe Llanos	11	225.1
6.	Doug Killebrew	10	517.4	70.	Ed Smith	6	223.9
7.	Mario Travieso	10	517.3	71.	Drew Telford	3	220.6
8.	Stephen Vaclav	7	498.9	72.	Chuck Anderson	4	217.2
9.	Terry Frazer	7	497.7	73.	Mike Deneve	7	212.1
10.	Gary Freeman, Sr.	10	483.4	74.	Matias Salar	3	211.9
11.	Vern Smith	8	481.6	75.	Mike Masi	9	206.5
12.	Fred Burgdorf	5	481.2	76.	Dave Ferrell	3	201.2
13.	Bill Vargas	7	477.8	77.	David Latsha	3	196.5
14.	Mike Helsel	6	473.1	78.	Terry Williams	7	193.8
15.	Terence Palaschuk	7	464.2	79.	Rick Marquez	5	190.1
16.	Tom Dobyms	12	462.7	80.	Jason Duda	5	188.2
17.	Rickey Cranfill	8	462.4	81.	Rick Moreland	4	183.2
18.	Jonathan Baker	6	460.0	82.	Mike McConville	3	182.2
19.	Gary Schmidt	5	458.0	83.	Stan Davis	5	179.2
20.	David Doyle	11	445.8	84.	Dan Myer	4	170.3
21.	Cliff Telford	12	436.4	85.	Pat Galarneault	3	164.2
22.	Pete Bergstrom	7	434.1	86.	Tom Hegland	7	155.6
23.	Jim Allen	5	425.0	87.	Lyle Baker	4	154.6
24.	" Red " Cranfill	7	425.0	88.	Tony Lopez	2	147.4
25.	Bruce Teel	10	422.9	89.	Bill Brandow	5	130.9
26.	Tom Strom, Jr.	9	419.6	90.	Charles Swaney	3	122.8
27.	Gino DelPonte	6	418.7	91.	Loren Moen	4	120.6
28.	Tom Strom, Sr.	7	416.7	92.	Bill Johanson	2	115.4
29.	Darrol Cady	5	402.2	93.	Ray Hendricksma	2	110.9
30.	Tom Scott	6	401.3	94.	Barry Leavengood	3	99.9
31.	Kirk Eden	8	397.6	95.	Jerry Elert	3	96.6
32.	Steve Baker	7	396.5	96.	Roy Andrassy	3	95.7
33.	Bob Brogdon	10	387.9	97.	Ray Blake	4	95.1
34.	Mike Hammett	8	385.7	98.	Mike DelPonte	1	94.1
35.	Russ Levy	6	383.1	99.	Matt Brown	3	94.0
36.	Gale Enstad	6	381.9	100.	Sam San	3	89.6
37.	Dennis O'Brien	7	371.4	101.	Art Edsall	3	86.9
38.	Dub Jett	6	365.1	102.	Tim Lawlor	3	84.6
39.	Cecil Graval	6	360.4	103.	Regis White	2	77.3
40.	Dan Coe	10	355.8	104.	Mark Parker	1	75.3
41.	David Binger	5	345.9	105.	John Fike	2	71.0
42.	Mike Tallman	4	345.4	106.	Jerry Small	1	69.5
43.	Joanne Coffey	9	343.9	107.	Rick Paine	2	68.8
44.	Gail Jacobson	9	338.0	108.	Jerome Bednark	1	64.9
45.	Mike Spencer	7	323.1	109.	Doug Clancey	3	64.6
46.	Richard Beers	5	314.3	110.	Ben Martin	3	64.3
47.	Gene Bass	7	313.3	111.	Steve Butler	2	64.2
48.	Dan Nalley	9	309.1	112.	Duane Gall	2	63.7
49.	Mike Luzzi	6	307.6	113.	Newton Smith	3	60.6
50.	Doug Houston	4	306.7	114.	Tony Pacini	2	54.9
51.	Ralph Rinaldi	5	301.6	115.	Paul Herman	2	53.4
52.	Chris Hoyer	5	288.1	116.	Ralph Herman	2	53.3
53.	Jack Ellefson	6	284.0	117.	Jaime De La Vega	1	50.5
54.	Murray Hamula	3	282.8	118.	Ed Coker	2	50.3
55.	Lee Ulinger	3	274.3	119.	Michael Walther	3	47.9
56.	Craig Grunkemeyer	5	273.0	120.	Jim Lime	2	47.0
57.	Dan Kane	3	266.7	121.	John Sandusky	2	41.1
58.	Gary Long	4	264.8	122.	Mabo Amano	1	34.4
59.	Jim Henderson	4	264.1	123.	Chic White	1	27.0
60.	Mike Condon	4	262.1	124.	Nicholas Maxwell	1	19
61.	Mike Eden	8	257.2	125.	Dave Carpenter	1	12.5
62.	Paul Holma	7	254.9	126.	Harold Sattler	1	10.7
63.	Pete Reed	6	253.3	127.	Irv Lenz	2	7.6
64.	Randy Smith	4	244.0	128.	Ray Saenz	1	1.2



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