

The Pylon Racer's Official Voice

NMPRA

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Presidential Notes

Hello everyone,

Well, earlier in the month I was wondering what I could talk about in my article for this newsletter, but now I have more to cover than I thought possible. So let's get on with it.

NEW MEMBERS

First, I want to welcome and recognize the following new members. If you know any of these people, please be sure to thank them for joining the NMPRA and helping to support pylon racing. While you're at it, ask them if they need any help. We need more members, both young and not so young.

Galwin Dewey of Mexico/Texas
Scott Wallace of Endicott, NY
Ken Erickson of San Antonio, TX
Julio Quevedo of Mexico/Florida
Daniel Courtier of Valencia, CA
Michael Rutchka of Mebane, NC
David Gavin of Cucamonga, CA

I also want to recognize the following members who are returning after a few years.

Jerry Bednark of Champlin, MN
Roger Pierce of Sun Valley, NV
Tom Dooley of Cave Creek, AZ

Thanks for joining us folks.

While I'm mentioning membership, have you sent your dues for 2007 to David Doyle?

CONTEST DIRECTOR FOR F3D AND THE NATS!!

That's the big question! I'm sure most of you have heard by now that Mike Condon has resigned as contest director for the NATS. I had a long telephone conversation with Mike, and the bottom line is that Mike feels he has been betrayed; he is hurt by this and feels that he can no longer carry on. This is truly unfortunate as Mike has done a great job running the NATS for the past six or seven years and finding a replacement this late in the game will surely be a

problem. I am concerned for the pylon community and for the USA's image with the World F3D event being hosted here this year.

I have also received a call from Wayne Yeager requesting that the NMPRA step in and run the NATS; this has also been mentioned on the NMPRA forum. The problem is that the NMPRA does not have the infrastructure to run a contest; we could have, but it would take time to build it. What we do have is a number of talented and capable people who could organize and run the NATS; is anyone willing to step up for this? I haven't been a CD for a contest in many years and certainly nothing of this magnitude, plus I don't have any of the contacts for workers that Mike has, so I don't feel qualified. I owe Wayne an answer, but I haven't decided as of this writing; I will need to make some calls. Does anyone have any thoughts?

Just a closing thought on this subject: from the conversation with Wayne, I believe he, with the help of Jim Allen, will run the F3D event. The NMPRA is being asked to run only the AMA 422 and 428 NATS events.

ABOUT THOSE APC PROPS

Is there a problem? In my opinion, there is not a problem. The APC props have served us well for a number of years and even the more recent releases have been flown many times with no problem.

So what is the issue you ask? At the Phoenix Q-40 race in February, some of the props showed a stress mark near the tip; note that no blades were thrown, just a problem was seen. Then we probably over-reacted and disallowed some versions of the prop as the thought was that the lesser-pitched props were turning too much RPM and that was causing the problem; that was probably a bad assumption, but we dug that hole and dived in head first.

Now I'm no expert on these things, but looking back and remembering what at least one board member stated. The problem occurred on some airplanes and not others, but the common factor in all the problem occurrences was that the contestant was using the new Nelson LS Q-40 engine. Does this mean there is a problem with the engine? I don't know, but I do think we must take care

and keep a close eye on the situation, and we certainly need to make it a practice to inspect the props before and after each run; this should be done for all engines, not just the LS Q-40 engine.

As of this time, all the listed APC props on the NMPRA approved list are legal for competition for all engines. Just be sure to inspect them for every flight.

NELSON LS Q-500 ENGINE

The new Nelson LS Q-500 has been released, and the reaction has been interesting to say the least. Some of the CDs have elected to ban the engine, at least for a contest or two. This action has been based primarily on the perception that the engine isn't readily available to all who want buy it. I haven't verified this, but I know that Dave has made a post that the engine is available and Randy Bridge has stated that he talked to Dave to verify its availability. All I can say is that under the current rules and, if the engine is available, the engine is legal and should be allowed.

The other objection to the engine is that some people are concerned that people will quit rather than buy a new engine, and the issue of "speed creep" may cause others to quit. This is a whole other issue and will need to be addressed; more to follow.

Q-500 SLOW DOWN PROPOSAL

Well, first we get the new Nelson LS Q-500 engine to help us go faster and now a proposal to slow things down. The issue at hand is that the speed of the quickies is too close to that of the Q-40 airplanes and that the jump from AMA 424 to 428 is too great for many people to move up; hence we're losing racers. Throw in the cost factor and the problem is magnified even further. We have heard this argument before, but now it seems to be gathering more support.

There are a number of proposed ways to slow things down, and I will try to list them as I know them.

1. Remove the inner pipe from the muffler. This would remove the tuned pipe effect and would reduce the engine horsepower and RPM. This would require the purchase of new mufflers and probably a change in props; lots of testing to get the best out of your equipment.
2. Reduce the size of the carburetor opening. This would also reduce horsepower and RPM. This would

probably be the least expensive change, but it will probably require new props and more testing as well.

3. A new, less expensive engine such as the Sport Jett that was used by the SEMPRA group on the short course for many years. They have since moved to full AMA 428 racing. This would cause a need to purchase new engines and props, but could open more flying fields to racing if the short course were used.
4. Reduce the cost with a cost cap on engines and/or airplanes. This needs no explanation.
5. Then there are ideas about changing the airplanes, establishing break-out times for handicapping, etc.

All these ideas are looking for ways to preserve the event, keep existing contestants, and attract new people to the event. This is all well and good, but we need to tread carefully. The last thing we want to do is obsolete our engines and airplanes; that would be, in my opinion, a major mistake. I also think we need to plan carefully to keep our rules stable; a change in venture/carburetor size once a year is one thing, but the change-a-month will drive people away. I welcome your input.

JUST SOME RANDOM THOUGHTS

We want to attract new racers to this hobby that we love so much, but consider this: there's only a small percentage of the model fliers out there who wish to compete at all and an even smaller number who would want to race fast airplanes.

Think about it, you and others flying AMA 422 or 428 for some time are used to the speed, and it doesn't bother you at all to fly around yourself. Then when you're talking to a sport flier, you are proud to say "our airplanes run between 180 and 190 mph and on a good day can top 200!" You think that is pretty cool, but the sport flier is thinking "wow, that is fast! I could never keep up with that; it is too scary!" You just did a great job convincing that person never to try it, even if you did happen to mention that we also have AMA 424 for getting started with speeds of only 125 mph. Then the sport flier asks how much the airplanes cost and we say "the good stuff runs about \$400 for an engine and \$500 to \$800 for an airplane, but you can get started for around \$200." We are our own worst enemy.

To carry that thought a little further. I was recently at a local flying site and

High Performance Information

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Information for publication can be forwarded to:

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If possible, please submit information in Microsoft Word format

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District News



talking to some of the sport fliers. One of the fliers I have known for years, and he has been flying model airplanes as long as I have; he mentioned that he had picked up a racing airplane at an estate sale. It wasn't a racing airplane like a Q-40 or quickie; it was bit smaller with a piped .32. He flew it at the field, and one of the other guys had a radar gun and clocked him at 129 mph; he said he never flew it again and has since sold it. Just too fast! Then the other guy asked, "Bob, how fast do your airplanes go?" I told him 180 to 190 for what I normally fly, but we also have an entry level that runs about 125. Oops, I did it, didn't I?

Then the first guy describes an engine he has picked up and wants to know if I know what kind it is; I recognize some of the features, but I can't put a name to it. He then says it is a real screamer and then repeats that it is a screamer! The second guy wants to know how much it turns and the first is unsure, but thinks it must be at least 18K. Of course the next question is how much do our engines turn and my answer is about 24K on the ground and probably 27K in the air. Oops, I did it again! At least we didn't discuss the cost!

All this starts to make sense of what I was seeing at one of the other flying fields where I would go to practice with my racers. Everyone was nice enough and enjoyed seeing and talking about my racers, but as soon as I started to the flight line with a racer, they would all go behind the line of cars parked behind the covered work tables, even though I was always careful not to fly over the pits and seldom flew down the runway; they were afraid. They wouldn't come out until after I landed.

Where am I going with all this? I'm not totally sure, but I think we have to see that if people want to compete and to compete by racing, they will do what is necessary including pay the cost. Radical changes to the airplanes and engines will not attract new people; it will, however, drive some existing racers away, particularly if we obsolete existing equipment.

One of the best ways to get new racers involved is the Club 40 racing if the modeler can fly an airplane that can also be flown for fun. Many pilots rather not have a single purpose

model such as a Q-500 or Q-40 airplane, but might take the time to try racing if they can use an existing airplane. I can't fly any of my racers at my local field due to noise restrictions and limited approaches. A Club 40 airplane could be flown there easily. Then, if the pilot has the interest, the next step is AMA 424 and so forth.

Having said that, I do think that it would be a good idea to have a little more separation of speeds between AMA 422 and 428. I think the reduction in the opening in the venture/carburetor is a low cost method that wouldn't obsolete any of our equipment. We could do this with a rule change, but even with an urgent action proposal, it wouldn't go into effect until January 2008. Or, we could have an urgent action proposal and we could urge the contest directors to require it as an exception to the rules and advertise it before a contest. The only exception, at least for this year, would be the NATS; the NATS for this year should be under the current rules. My thoughts and I welcome your thoughts.

NICE ARTICLE

There's a nice article about holding a pylon race written by Chris Luvara in the May issue of Fly RC magazine. It is worth your reading and it even mentions the NMPRA. Thanks, Chris.

RULES, RULES, RULES!!

You know what they are; just follow them. It will be more fun for everyone!

NATIONAL POINTS

We were able to present the jackets for the top five in the NMPRA Q-40 Championship Series at the Speedworld Race near Phoenix in February, and we will get the shirts to the top 20 in AMA 422, 424, and 428 as soon as they are ready. Congratulations to all and thanks for participating.

Additionally, the current standings are listed elsewhere in this newsletter. Joanne and Barry have done their best on this, and to my understanding, Joanne hasn't received any official results; what she has is what she picked up from the NMPRA web site. I'm not sure about Barry's sources. If

you don't see a contest listed that you attended, contact your district V.P. and ask why.

NMPRA CHAMPIONSHIP RACE SERIES FOR 2007

I am pleased to announce that we now have a host and site for the 2007 NMPRA Q-40 Championship Race. It will be November 10th and 11th in Fort Lauderdale, FL; Friday the 9th will be a practice day. I hope you can join us this year; I promise you will not go home empty handed!

Phoenix, AZ
February 23rd thru 25th
Ft. Lauderdale, FL
April 20th thru 22nd
Bowie, MD
June 8th thru 10th
Wichita Falls, TX
August 17th thru 19th
Ft. Lauderdale, FL
November 9th thru 11th
(Championship Race)

Have you noticed that I keep asking for your thoughts on different subjects? This is because I would really like to hear from you; the only way I can represent you is if I know your thoughts. Otherwise, I just have to guess or go by the inputs of the "few;" often times I don't even hear from the "few."

That's it for this issue. I wish you the best in your racing endeavors. I look forward to seeing many of you in Ft. Lauderdale! Say, have I mentioned that it is illegal to modify the APC props?

P.S. If this issue is late, it is probably my fault; Linda has been prompting [ed. note – the correct word here is "nagging"] me to get my article done, but there were several issues to be addressed (and more to be resolved) and I had a lot to cover. Sorry!

Bob Brogdon

District 1, Travis Flynn

Hello, District One. Well, our racing seems to be in full swing now with the completion of our two big Phoenix races. For those who missed the Phoenix Q40 Classic, you missed a



NMPRA Q-40 Championship Series

2007 Schedule

February 23-25 Phoenix, AZ

April 20-23 Ft. Lauderdale, FL

June 8-10 Bowie, MD

Aug 17-19 Wichita Falls, TX

Nov. 9-11 Ft. Lauderdale, FL
Championship Race

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District News



good one. We had 73 entries from 9 different countries and 20 different states. This was for sure the biggest Q40 race I have seen.

Unlike the Q500 race the month before, we had clear skies and warm weather to make for some good and fast races. The other major change about this race was the release of the new Nelson long stroke (LS) motor that came available only a few weeks before the race. This made for many guys breaking them in on the Thursday and Friday practice days before the race. All seemed to be ok until a few prop issues happened which caused the CD to limit which props would be allowed. Unfortunately, this affected a few people because the new motors liked running in a higher RPM range. So some of the guys went back to running the original SS motor, which was probably a couple of seconds slower. But for the guys who were able to run the bigger prop, the times sure showed it with many guys in the 1-minute range. The man who one-upped everybody was Matias Salar, who set a new National Record of 59:24 breaking Tom Scott's record that had held for years. Great job, Matty, and his caller Scott!!

The Speedworld club did a great job of getting in 7 rounds of racing over the 2 days leaving time for some fly-offs. However, there was no fly-off needed for Gino DelPonte who had a perfect weekend, winning not only the contest

but every heat he was in. I managed to take second, one point down. There was a fly-off for 3rd, 4th and 5th, with Lyle Larson, Mattew VanBaren who was on break from the Air Force Academy (great to see you there), and Dave Shadel - with Lyle taking the win. The next fly-off was for 6th, 7th and 8th which included Craig Grunkemeyer, Lee Ulinger, and Randy Bridge (using an SS motor) with results finishing that way. Rounding out the top ten was Scott McAfee and Matias Salar.

Here is the top 10 in B&W:

- 1st Gino DelPonte
- 2nd Travis Flynn
- 3rd Lyle Larson
- 4th Matthew Van Baren
- 5th Dave Shadel
- 6th Craig Grunkemeyer
- 7th Lee Ulinger
- 8th Randy Bridge
- 9th Scott McAfee
- 10th Matias Salar

F/T and National Record 59:24

Jim Allen did a great job again of supplying the top 10 with the traditional Katchina's which everybody is happy to get. Thanks again to Jim and all the Speedworld crew for putting on the two biggest races next to the Nats.

That's about all I have for now. Our next district race is April 21st and 22nd at the Sepulveda Basin where we will run all 3 classes. Unfortunately, the race is the same weekend as the NMPRA Q40 race in Ft. Lauderdale so if you are not traveling to that one, we

will see you there.

Until next time, keep practicing!!
Travis Flynn

District 2, Dan Nalley

Welcome to Spring!!! Winter racing has come to an end, and we are all excited to start the spring/summer season in the Northwest. Following is a wrap up report of the Shelton Winter Series from our PROPS Club president, Tom Strom Jr.

We here in the Northwest have just wrapped up our second Winter Series of racing sponsored by the Pylon Racers of Puget Sound. We put together a five-race winter schedule that starts in October and ends in March, but due to weather we were able to hold only three contests. Before I get into the racing and results, I would like to thank the Sanderson Field R/C Flyers in Shelton, WA for allowing us to race at their beautiful flying site! The Sanderson club has been very gracious to our club over the past couple of years, not only by hosting over 8 contests but also by providing lunches at our events as well as providing course workers. If any of you from around the country come to a race here in the northwest, the Shelton race as well as our Arlington race are must-attends. Now on to the results!

At our October contest we had a pretty decent turnout in both 424 and 428. At the end of the race day, the results in



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District News



424 were George Wirth in 3rd place, Dick Salter in 2nd place, and Stan Davis in 1st place and Fast Time of a 1:44.41. In 428 Expert we saw Mark Anderson in 3rd place, Eric Ide in 2nd place, and Brian Richmond in 1st place. Eric Ide also had the Fast Time of the contest with a 1:11.11.

After a rainy November and taking the holidays off, the next contest was held in February. After surviving the cool, drizzly day, the results for 424 are as follows: Tom Graves finished 3rd, Dick Salter was 2nd, and Tim Strom took the 1st place and Fast Time awards with a 1:39.49. In 428 Tom Strom, Jr. was 3rd, Mark Anderson was 2nd, and Tom Strom, Sr. also took home the 1st place and Fast Time honors with a 1:10.26.

Our final race of the Winter Series was held on March 18th and boasted our biggest turnout of the series with 18 total entries. At the end of the race day in 424, Steve Cook was 3rd, Stan Davis was 2nd, and Tim Strom again took 1st place and Fast Time with a 1:33.50. In 428 Tom Strom, Jr. was 3rd, Tom Strom, Sr. was 2nd with the Fast Time of 1:09.77, and Eric Ide was 1st showing a fast time of 1:09.79! The racing was tight for sure!

Final results for this year's Winter Series in 424 APRA have Dick Salter in 3rd, Stan Davis in 2nd, and Tim Strom in 1st with the series fast time of 1:33.50. In 428 we have Tom Strom, Sr. in 3rd, Eric Ide in 2nd, and Mark Anderson in 1st. Tom Strom, Sr. had the series fast at a 1:09.77. Congrats to all of the contestants! Thanks, Tom Jr.!

The next 3 races in the NW are

Spokane, May 19th and 20th
Whidbey Island, June 9th and 10th
Spokane July 7th and 8th

For information on any of these races or the rest of the NW schedule, feel free to email or call me. dan@wininfo.com, 425-271-5268 – home.

District 3, Richard Moldenhauer

Hello everyone. Well, I haven't pulled any bone-head acts of genius in the workshop since my last article, so I sit here thinking of what to write about. A good Canadian contingent attended the Phoenix Q40 Classic in February: Roy Andrassy, Murray and Steve Hamula, Doug Houston, Peter Thannhauser (the Rookie), Hank Kauffman and his son Ben, and, of course, myself and my father, Jim. The practice days were, for the most part, fun and easy-going. This year we had one day almost totally rained out by a torrential downpour as I have never seen before. When it rains in the desert, it really rains!!! It seems that the introduction of the new long stroke Nelson engine brought a number of guys out at least a day or two earlier than usual to do some testing and to get some practice on the course. As early as Wednesday, there was a long lineup to go out to the flight line to get a turn in the air.

With 70+ entries at the Phoenix race this year, the competition was tougher than ever. Things went well in practice for me as I tested and trimmed my first ever Polecat. However, jumping back and forth between airplanes in practice probably didn't do me any good during the race. I flew my good old reliable Candace in the competition but had some trouble finding the groove on Sunday as my own personally induced pressure mounted to achieve a top 20 standing. Some of our other Canadian crew wrestled with de-bugging the Nelson Long Stroke engine due to a restriction of allowable propellers for the contest. We didn't set any speed records, but we had fun and met a lot of the old regulars once again at one of the best-run contests in the land. Thanks goes out to Jim Allen, Randy Dauer, and all of the Speedworld RC Flyers for another great run in the sun.

A speed record was set by Matias Salar with a time of 59.24 seconds. Matais is an excellent competitor. You can really tell that he has been

practicing, and he deserves the title of Fastest Son of a Gun in the land. Great job, Matias.

Our Canadian District 3 has set its 2007 contest dates, and they are shown below. As you may know, our Quickie 500 event uses the Webra Q pylon engine or the Nelson 428 motor with the standard expansion chamber (non-tuned) muffler, and we fly the shorter 2 mile course. We are not interested in complicating matters, so the district has agreed to remain with the Nelson short stroke 428 motor in our Quickie event. We will not be allowing the long stroke version of the 428 motor to run in our District 3 Quickie events for this year

We have a good schedule of races again this year with our Swift Current club having agreed to host two races during the summer.

Date	Location	Contact	Phone
May 8, 9	Regina, SK	Henry Redekop hmredkop@sasktel.net	(306) 789-8867 (H) (306) 721-4322 (W)
May 26, 27	Swift Current, SK	Glen Chase glen.c@sasktel.net	(306) 773-1436 (H)
June 9, 10	Prince Albert, SK	Chris Samoila c.samoila@sasktel.net	(306) 763-4336 (H)
July 21, 22	Calgary, AB	Randy Smith pylon.guy@shaw.ca	(403) 547-1086 (H) (403) 769-8966 (W)
Aug. 25, 26	Saskatoon, SK	Richard Moldenhauer rmoldenhauer@shaw.ca	(306) 242-7102 (H)
Sept. 8, 9	Swift Current, SK	Glen Chase glen.c@sasktel.net	(306) 773-1436 (H)

All District 3 contest dates run Quickie 500 on Saturday, Q40 on Sunday.



District News



Our Canadian F3D team is preparing to compete in the World RC Pylon Championships in Muncie this summer. Pilots Harold Sattler, Jeremy Voth, and Murray Hamula along with callers Henry Redekop, Richard Moldenhauer, and Steve Hamula will compete against the best in the world at one of the finest flying facilities in the world. It should be a great event. Good luck, guys!!!

I'm sure the rest of you from District 3 pull a bone-head stunt in the workshop now and then. Hey, we have no secrets. Please share so that we can all learn from each other's mistakes. I can always use good material for this column. Let me know what's going on in your workshop. See you on the course.

Randy Smith

District 4, John Williams – no article submitted

District 5, Bernie Vanderleest

We're on the clock for the start of the racing season in District 5. The starter's flag will drop first in the North Central Pylon League season opener on April 21. The Can-Am Pylon Society and the Wisconsin & Illinois Pylon Racing Organization seasons both take off on May 19 & 20.

The schedule information I have so far is as follows:

North Central Pylon League (NCPL) Twin Cities, MN Area

April 21 - NCPL Q500 (OS .46)
CD: Richard Steine

May 12 – AMA Q500 428
CD: Pat Garlarneault

May 19 – NCPL Q500 (OS .46)
CD: Dell Berryman

June 16 – NCPL Q500 (OS .46)
CD: Ron Gage

June 23 – Warbird Race
CD: Phil Zuidema

July 21 – NCPL Q500 Big Race (OS .46)
CD: J. Elert / R. Steine

August 4 – NCPL Q500 (OS .46) & AMA Q500 428
CD: J. Platt / Kent Haas

August 18 – AMA Q500 428
CD: J. Elert

September 8 & 9 (Tentative)
2nd Annual Amery, WI Race
CD: Lee LaValley
Saturday – AMA Q500 428
Sunday – AMA Q40 422

September 15 – NCPL Q500 (OS .46)
CD: A. Schwartz

October 6 – NCPL Q500 Shootout (OS .46)
CD: C. Eldridge / R. Etken

Looks as if it will be a great season for the NCPL with a good mix of events. Check out their website at www.ncplracing.org for more details. Thanks to Lee LaValley for sending me information on the NCPL schedule.

Can-AM Pylon Society (CAPS)

May 19 & 20 – West Portsmouth, OH
Saturday - AMA Q500 428 & AMA Q500 424
Sunday – AMA Q500 428 & AMA Q500 424
CD: Terry Frazer / Jim LeMaster

June 2 & 3 – Cincinnati, OH
Saturday - AMA Q500 428 & AMA Q500 424
Sunday – AMA Q40 422 & AMA Q500 424
CD: Tom Scott

September 29 & 30 – Muncie, IN
Saturday - AMA Q500 428 & AMA Q500 424

Sunday – AMA Q40 422 & AMA Q500 424
CD: Mike DeNeve

Check out the CAPS website at www.capsracing.com for more details and to register for the races. The F3D World Championship and the U.S. Nationals will be held in Muncie, IN - check out the AMA website for details.

Wisconsin & Illinois Pylon Racing Organization (WIPRO)

May 19 & 20 – Hilbert, WI
Saturday - AMA Q500 424
Sunday – AMA Q500 424
CD: George Reynolds / Mick Warning

June 9 & 10 – Rockford, IL
Saturday - AMA Q500 424
Sunday – AMA Q500 424
CD: Orv Steinmetz / Ron Monk
September 22 & 23 – St. Charles, IL
Saturday - AMA Q500 424
Sunday – AMA Q500 424
Contact: Jim Hagner

Check out the WIPRO website at www.q500424.com for more details.

I noticed a posting at R/C Universe about some pylon racing in SW Missouri. The Joplin R/C Club will be holding some 2 pole 424 racing on the 1st & 3rd Tuesdays of the month. Check out the club website at www.joplinrcclub.homestead.com for more information.

2007 should be a good year for racing in District 5. Let me know if you are planning a race in District 5, and I will help to get the word out. The calendar on the NMPRA website is also a good resource.

Get out and support these races. It takes a lot of effort on the part of the race organizers and the hosting clubs to make these races happen. The local clubs make their fields available so that we can race. We need to have good turnouts to make it worthwhile for the clubs.
Regards, Bernie



District News



District 6, Steve Baker

At last, the winter is behind us in the Mid-Atlantic region. In celebration, I flew a 428 racer just to see it fly.

The pylon racers of the PRGC club have at last developed the event schedule for 2007 (see below). After a poor showing of 428 contestants all throughout last year, we have regrettably decided to focus on the 424 class of Quickie 500. There WILL be a 424/428 NMPRA Championship race in the fall, and we are hosting an NMPRA Q-40 race in June, so it won't all be Sportsman class racing.

In light of the earlier than usual scheduling of pylon racing at the 2007 Nats, we will host two 424 races prior to our June Q-40 contest rather than one before and one after. If enough contestants actually suggest we try to put on more 428 races and sound truly committed to participation, we are open to their ideas.

Unfortunately, our region has suffered the loss of too many racers to make it practical to put on a full schedule of 428 races. The development of the new Nelson long-stroke engine only makes it a tougher pill to swallow for some of us.

In response to a recent email from District 8 suggesting we (again) consider removing the tuned muffler from 428, I reluctantly agreed, aired the potential tradeoffs (the marginal propensity for current and potentially new racers to buy the new 428 engines) and the likely outcome of detuning the class (an optimized and new detuned engine for the same money). I never saw any other communication supporting a 'de-tune' campaign. A few regions have chosen to ban the engine, though I'm not certain if this was a temporary thing to allow the foot-draggers a few more weeks to ante up for new engines or due to availability. The Q-40 engine was available in February to established customers and cash-holders, so I don't know why any CD would specify in a sanction they were

not permitted.

I hope that by September, when each of us has had some time to search our souls and figure out if we are going to buy new engines, our club's 428 race will have participants. I will watch participation levels at the Nats and other major events around the country for a clue on what we are collectively thinking.

As promised, the schedule:

<u>Date</u>	<u>Event</u>	<u>Contest / Event Director</u>
April 28	Q-500, AMA 424	Rick Moreland (301) 261-7366
May 19	Q-500, AMA 424	Steve Baker (301) 352-4580
June 8-10	NMPRA Q-40 CD: Charles White	Championship Race Registration: R. Moreland (301) 261-7366
Sept 15	NMPRA District 6	Rick Moreland (301) 261-7366
	Championships	Steve Baker (301) 352-4580
	AMA 424 and 428	
October 6	Q-500, AMA 424	Dan Myer (301) 251-5284

In closing, I'd like to congratulate Matis Salar on his breaking the Q-40 National Record with a time of 59.24.

Steve Baker
District 6 VP

District 7, Tom Dobyys – no article submitted

District 8, Dennis Cranfill

Hello District VIII,

It has been some time since I have written, but it has been fairly quiet lately. We did just get back from the Phoenix Q-40 classic, where once again we had an outstanding weekend

of action-packed Q-40 racing and excellent weather. District VIII was well represented at the Classic, with six of our members traveling out to Phoenix for the big show. We did not bring home any of the wood this time, but we all had a great time. Thanks to Jimmy Allen and all of the Speedworld organization for their efforts to put on an outstanding event.

We held a district meeting in Hearne to recognize the past year's high points winners and discuss the upcoming season. I would like to take this opportunity to thank Randy Ritch for once again sponsoring all of the contest-supplied Ritch's Brew Racing Fuel for each of our District VIII events. Congratulations to Ray Saenz for placing in the top ten National Points in AMA 424.

At the meeting we discussed some maintenance that needs to be done on the race equipment trailer, as well as where it will be stored in the future. James Hornsby stepped up to offer storing the trailer at his new ten-acre spread. He said something about constantly having the equipment set up on his personal flying course for all to use to get more practice. Just kidding, James, but thank you for volunteering to house the trailer.

We also discussed the 424 event and the course that we are going to use in the upcoming year. After lengthy discussion, we voted on flying the two-pole course on one day and the three-pole short course on the other day of scheduled two-day races in the district. This was a good compromise and potentially opens the door for the club 40 guys who are racing in our area to come race on the two-pole course that they are familiar with and then try out the three-pole course the next day.

Next we discussed the schedule for the season. Unfortunately, I have to announce that the April Texas City race has been canceled due to an oil rig that has been set up on the neighboring site which is badly in the way of the course. Texas City has said that the rig should be up only for a couple of months and that they will be ready to hold a race as soon as it comes down. This leaves only one confirmed date for May 12 & 13 at



District News



Scobie Field in Houston. I do have other tentative dates with definite fields, but am trying to get all of the logistics ironed out to get them confirmed. The club 40 racing group has expressed an interest in attending one or more of our district races and would like to have the club 40 event included on the itinerary for the event. I do plan to cater to this request, because I think it will be good for all of us. For any of you who would like to get involved in the club 40 racing, get yourself a Sky Raider Mach II or an LA racer from World Models, and bolt your OS la 40 or Thunder Tiger to it and go have some fun. To get more information, contact me, and I will get you in touch with the correct people. The following is a tentative schedule. I plan to have it definite by early April and will mail it out to everyone at that time.

- May 12 & 13 Scobie Field Houston, TX All Events
- May 26 & 27 Possible Wichita Falls, TX All Events
- July 21 & 22 Possible Wichita Falls or TX City, TX All Events
- August 4 & 5 Possible TX City, TX All Events
- August 17-19 NMPRA Champ Series Q-40
- September 8 & 9 Possible Scobie, or TX City 2nd race All Events
- September 29 & 30 Possible Scobie or TX City 2nd race All Events
- October NMPRA Championship Race??

I am hoping to have five district races this season with Scobie taking two, Wichita Falls taking one, and TX City taking hopefully two. The month of June is basically out due to conflicts with NMPRA Champ series and Nationals scheduling. I have been trying to solicit other fields, but have not received any commitment yet from another club to hold an event. We may have a new club to look forward to hosting an event next year in the Dallas area. More details will follow as I have more info. I will get the schedule nailed down in the next

couple of weeks and get it to you hopefully before this is published. In the meantime, wish the District VIII members headed out to Ft Lauderdale in April good luck, and I look forward to seeing you all at Scobie in May.

Dennis



Quickie 500 Points VP, Barry Leavengood

Racing this time of the year is slow all over. The only two Q500 events I'm aware of were the Tangerine in FL and the Winterfest in AZ. Both races were well attended and very successful. The results are published on the NMPRA web site for those interested. I attended the Winterfest, and the competition was hot and heavy to say the least. Great races put on by great clubs.

I'm sure you are aware that there are two controversies causing untold drama in our little world of racing. The first is the Pylon Nats main man Mike Condon resigning as CD for the Nats. There are rumors, assumptions, and comments flying all over the pylon forums. Only Mike and the AMA know all the facts, but I do know that, at present, this situation leaves a giant vacuum and uncertainty swirling around the Nats. I'm sure that it will be worked out one way or the other, but it's really an unfortunate situation. I, for one, am sorry to see Mike depart as event CD. Some of us had had our differences with him, but no one can deny that he always got the job done.

The second is the LS Q500 Nelson engine. While this didn't come as a complete surprise due to the LS Q40 engine, it nevertheless has created havoc at the local level, at least in Southern Calif. Based on input from local 428 racers and questionable availability, the Western Pylon Series race April 21st and 22nd will not permit the LS Q500 engine. The Mulberry SEMPRA race as well as the CAPS series has taken the same stance. The Valley Flyers are hosting the WPS race, and they along with the WPS feel we are at a crossroads in pylon racing. 428 races and entries are declining at an alarming rate, and some of us feel that the new engine will drive even more away. The WPS will evaluate the situation after the April race as I'm sure SEMPRA and CAPS will. There will come a time when, if for no other reason than availability, the new engine must be permitted. In my opinion, this whole issue opens a can of worms, not the least of which is how do we not only attract new blood to racing but how do we protect the racers we have?

That's about all for now.

Barry

The following includes race results for 1) November 2006 Phoenix Western Pylon Series Championship Race, 2) December 2006 Tangerine in Florida, and 3) Phoenix Winterfest.

Note: 17 out of 23 424 entrants are not NMPRA members and 22 out of 86 428 entrants are not NMPRA members.



District News



Championship Series and Q40 Points VP, Joanne Coffey

2007 Q40 Points 3 races NMPRA Members only

**** I DO NOT HAVE A CURRENT
MEMBERSHIP LISTING FOR
2007.
THIS LIST MAY CONTAIN
NON MEMBERS.

Place	First Name	Last Name	Points	Fast Time
1	Craig	Grunkemeyer	230.00	1.01.99
2	Gino	DelPonte	211.50	1.01.78
3	Dan	Kane	193.70	1.01.70
4	Gary	Schmidt	191.40	1.00.94
5	Thomas	Scott	183.00	1.02.22
6	Lee	Von Der Hey	168.90	1.03.30
7	Scott	McAfee	168.40	1.01.89
8	Jim	Allen	166.10	1.05.99
9	Fred	Burgdorf	159.20	1.02.50
10	Matias	Salar	158.10	0.59.24
11	Gary	Freeman, Jr	146.80	1.04.48
12	Mike	Helsel	146.20	1.02.42
13	Patrick	Galarneault	136.40	1.09.38
14	Darrol	Cady	127.30	1.07.05
15	Jerry	Small	126.30	1.04.95
16	Dub	Jett	123.20	1.04.17
17	Gary	Freeman, Sr.	119.80	1.01.88
18	David	Doyle	114.00	1.09.09
19	Travis	Flynn	112.70	1.00.29
20	Lyle	Larson	111.10	1.01.76
21	Matthew	Van Baren	109.50	1.02.70
22	Dave	Shadel	108.00	1.00.74
23	Lee	Ulinger	104.80	1.06.22
24	Randy	Bridge	103.20	1.03.59
25	Tom	Strom Sr	97.20	1.02.34
26	Mark	Parker	93.80	1.02.37
27	Julio	Quevedo	92.30	1.05.35
28	Matt	Russell	92.20	1.06.89
29	Clark	Leadbetter	87.50	1.03.45
30	Eric	Ide	86.40	1.04.18
31	Jarrett	Cangie	86.00	1.03.30
32	Rusty	Van Baren	84.40	1.03.98
33	Jeryl	Smith	83.50	1.10.18
34	Tony	Pacini	82.80	1.04.35
35	AJ	Seaholm	81.30	1.04.58
36	Dan	Nalley	79.70	1.07.14
37	J.D.	Glass	78.50	1.06.56
38	Frank	Wong	76.60	1.11.81
39	Jaime	De La Vega	73.40	1.01.93
40	Jerry	Bednark	71.80	1.02.51
41	Doug	Killebrew	70.30	1.03.78
42	John	McDermott	69.40	1.08.26
43	Luis	Ochoa	68.70	1.18.84
44	Roy	Andrassy	67.10	1.02.63
45	Randy	Smith	65.60	1.03.65
46	Mario	Travieso	64.90	1.11.22
47	Gabriel	Tahhan	60.90	1.02.18
48	Tony	Huber	59.30	1.06.59
49	Joe	Llanos	55.80	1.22.00
50	Pete	Reed	54.40	1.10.14
51	Robert	Holik	53.00	1.07.52
52	Murray	Hamula	51.40	1.07.62
53	Paul	Holma	50.80	1.15.64
54	Michael	Tallman	49.90	1.08.64
55	Gerald	Elert	48.60	1.08.32
56	Jim	Lime	48.30	1.09.61
57	Joe	DeAscentis	46.90	1.15.20
58	Manuel	Martarena	46.70	1.11.24
59	Ray	Brown	46.70	1.04.20
60	Paolo	Mucedola	45.20	1.03.97
61	Bryan	Batch	44.30	1.05.86
62	Bill	Johanson	42.10	1.07.22
63	Dennis	Cranfill	42.00	1.02.91
64	Tim	Lime	40.40	1.02.95
65	Martin	Van Doeseurg	38.90	1.02.96

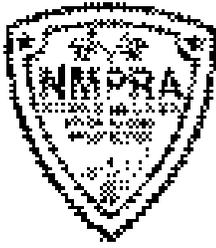
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66	David	Latsha	37.60	1.17.10
67	Bruce	De Chastel	37.30	1.05.80
68	Robert	Metkemeijer	34.20	1.10.81
69	Tim	Yousey	33.00	1.09.35
70	Ray	Blake	29.50	1.22.01
71	Marcus	Blanchard	28.50	1.05.13
72	Doug	Houston	27.90	1.05.28
73	Peter	Van Doeseurg	26.30	1.06.02
74	Bruce	Coffey	23.00	1.07.04
75	Bert	Metkemeijer	20.00	1.13.82
76	Brian	O'Brien	19.40	1.08.12
77	Brian	Wilbur	14.80	1.10.28
78	Barry	Leavengood	13.80	1.10.21
79	Tanner	Pacini	12.20	1.07.14
80	Peter	Thannhouser	10.60	1.08.83
81	Matthew	Fehling	10.30	1.10.35
82	Bob	Brogdon	10.20	1.12.82
83	Mike	Bergen	9.90	1.11.13
84	Hank	Kaufmann	7.50	1.22.20
85	Dave	Norman	5.70	1.08.50
86	Nelson	Eddy	5.60	1.09.71
87	Martin	Hoppe	4.30	NT
88	Tony	Lopez	2.80	NT
89	Lee	LaValley	1.20	1.24.57
90	Cole	Thornton	1.20	NT

428			
Place	First Name	Last Name	Points
1	Fred	Burgdorf	302.96
2	Gary	Schmidt	271.21
3	Jim	Allen Jr	265.07
4	Gino	Del Ponte	262.25
5	Mike	Tallman	245.92
6	Matias	Salar	244.97
7	Gale	Enstad	209.12
8	Anthony	Lopez	197.58
9	Gary	Freeman Jr	187.30
10	Mitch	West	179.48
11	Dan	Thordarson	173.41
12	Scott	McAfee	158.55
13	Norm	Teague	158.44
14	Bill	Johanson	147.26
15	Jim	Russo	145.50
16	Craig	Grunkemeyer	129.76
17	Gary	Freeman Sr	121.81
18	Barry	Leavengood	107.55
19	Travis	Flynn	105.88
20	Stephen	Vaclav	104.28
21	Randy	Bridge	104.28
22	Tom	Hegland	92.88
23	Tom	Scott	90.98
24	Mike	Helsel	90.83

428			
Place	First Name	Last Name	Points
25	Matthew	Fehling	84.32
26	Eric	Ide	84.11
27	Mario	Travieso	81.00
28	Tanner	Pacini	79.27
29	Wayne	Cloud	75.15
30	Dub	Jett	72.91
31	Pat	Galarneault	71.03
32	Robert	Ponek	68.42
33	Jonathan	Perdue	67.70
34	David	Doyle	64.38
35	Vern	Smith	61.05
36	Thomas	Strom Jr	59.46
37	Ken	Busse	58.25
38	Gabriel	Tahhan	57.05
39	Matt	Russell	54.98
40	Tom	Dobyns	54.40
41	Raymond	Brown	51.08
42	Clark	Leadbetter	45.34
43	Darrol	Cady	39.85
44	Lee	Ulinger	37.05
45	Joanne	Coffey	35.87
46	Thom	Martin	34.81
47	Thomas	Strom Sr	32.57
48	Joe	Llanos	31.12
49	Dan	Nalley	28.09
50	Jerry	Elert	27.80
51	Charles	Kline	24.48
52	Tony	Huber	21.37
53	James	Perdue	21.15
54	Mark	Mellott	20.72

424			
Place	First Name	Last Name	Points
1	Jim	Padelt	76.03
2	Tom	Graves	72.6
3	Tim	Strom	62.4
4	Eddie	Graves	52.2
5	Doug	Jones	21.6
6	Jack	Fehling	2.4



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Mail Address _____ Phone Work _____

City _____ State _____ Zip _____

Date of Birth _____ AMA number _____ NMPRA Number _____

Occupation _____ E-mail _____

- I currently fly Q40 FAI Q500
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Make Check Payable To: NMPRA

Mail To: NMPRA Secretary/Treasurer

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 (352) 751-6889

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