

NMPRA NEWS RELEASE

HIGH PERFORMANCE



January 1992

National Miniature Pylon Racing Association

AMA Affiliated

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The President Speaks...

by Pete Bergstrom

Happy New Year to every one of you. I'm really excited about the start of 1992 and look forward to a lot of exciting things from the NMPRA. I would like to start out by thanking Mike Helsel for the tremendous leadership he has given us over the past two years, and extend a note of thanks to outgoing District 1 VP, Chuck Brown for his work and dedication as well.

We have a few new faces this year on our Board of Directors. In District 1, I would like to welcome Mr. Dave English. In District 2, Mr. Brian Richmond will be replacing me at that position. District 3 has a VP this year in Mr. Hank Kaufmann, after a few years of being vacant. Thanks, Hank! District 4 will be represented this by Mr. Mark Redding, also filling an empty chair.

District 5 will be under the leadership of Mr. Archie Adamisin, a long time Q-500, Quarter-Midget and Formula 1 flyer. (This is the first time in 3 years we have had a VP from District 5). Welcome back to Mr. Pete Reed from District 6, as well as Mr. Rick Landers from District 7 and Mr. Drew Jerina from District 8. We certainly have a full complement of District Vice-Presidents this year, so let's all give them as much support as possible. Hopefully, by the time you read this, I will have filled the positions of Q-500, Quarter-Midget and Formula 1 National Vice-Presidents. I have a lot of ideas for the direction this organization should take, and how to get us there, but I will need a lot of help and input, not only from the officers, but the general membership as well. We have a lot of work ahead of us to revitalize this organization and get it moving in one direction only—**FORWARD!!**

I hope to be able to announce the dates and locations of all three of our Championship Races (Q-500, PM and F-1) by February 1st and am working with two groups for the F-1 race (California and Las Vegas). We are working on obtaining major sponsorships for all these races, and you will be apprised of the situation as it develops.

I have contacted the T.U.R.N. (The United Racing Network) membership and have extended an open invitation to all their members to join the NMPRA to provide a more unified front when it comes to working with the AMA and other powers that be regarding pylon matters. I truly believe this organization is for R/C Pylon Racers—not just R/C Formula One racers or R/C Quarter-Midget Racers or R/C Q-500 Racers.

If each individual wants to promote his own interest, it behooves us all to pay attention to the other interests in racing. After all, where is the most likely place to find new racers for F-1, QM or Q-500? The easiest place to look would obviously be other racing interests. Now, I am not advocating open warfare between the racing classes to try and steal people from one discipline or another. All I'm saying is that we need to work together to increase the participation and prestige of each and every event we fly.

I have had some interesting conversations lately with racers from the East Coast regarding why they do/don't belong to the NMPRA. One of the most often heard comments was that they wanted someone to give them guidance on Q-500 matters that everybody could follow and count on being there. Maybe our previous "hands-off" policy concerning Q-500 and the various rules that go with it was not quite right.

Before we start dictating any policy, I would like to hear from more of you on this. The general consensus seemed to be that they really didn't care what we decided, just give them some direction and guidelines to follow so they could go race and know what rules they would be racing under. Maybe it is time we took a stand on an officially recognized two classes of Q-500 so there would be a legitimate "beginners" class that people throughout the country could bank on. Let me hear from you on this subject!

You will also notice that I have reinstated the QM Vice-President's position. We need to place emphasis on each and every racing class, and by each class having a National level Vice-President, this should put just about everybody on an even footing. The job for all the special interest VPs is to do their level best to promote the interests in their particular discipline and give our membership a focal point to which they can all voice their concerns and/or gratitude.

Enough of this serious stuff. I hope you are all well into your building projects for next year's racing. I would also hope that each and every one of us does something this winter to help promote our sport. Try doing a presentation at one or more of your local clubs. Help a new guy/gal build their first racing



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QUARTER-MIDGET VICE PRESIDENT

Election to be held

RACE ANNOUNCEMENTS

HIGH PERFORMANCE will be happy to publish announcements of upcoming races free of charge when space is available, under the following conditions:

1. Sponsors must furnish camera-ready copy, maximum size 8" wide by 5" deep.
2. Send all copy to the editor, address on this page, no later than the 10th of the month for publication in the next newsletter.
3. Announcements will be printed on a space-availability basis. In the event we receive more announcements than we have space for, preference will be given to the first received.

From the President (continued)

airplane (remember how intimidating it was when you opened the first kit you ever built?!). Attend a trade show and set up a Pylon Racing booth from which you can hawk the wonderment of R/C Pylon Racing. There is a tremendous amount that can be done with a little effort. Remember this—If you want our sport to grow and you want more and more people to race against, we have to encourage and help new people in every way possible. Right now, that is the best way to support the N.M.P.R.A.

Go Fast and Turn Left

Pete

NMPRA DUES

As 1991 closes and the books are tallied for the previous year, an inescapable fact comes across my desk. Without a dues increase, the NMPRA would financially cease to exist in the very near future.

If we want to continue to have a first class newsletter on a monthly basis, run Championship races in all three categories (F-1, QM and Q-500), as well as provide individual District support, the operating budget needs to be increased. We haven't had any kind of dues increase for at least five years, but our expenses in printing, postage, trophies, etc. have gone through the roof!

Effective immediately, the dues for a flying member will be \$30/yr, non-flying membership will be \$15/yr, and Canadian memberships will be \$33/yr (US funds).

Thank you for your support on this. Good Racing!

From The Editor

We're trying a less expensive form of printing the newsletter this issue to save some money. You will find the photos grouped together on one page, instead of appearing in the article to which they are connected. This so we can X-Rocks the straight type material and have the photos printed. Copy machine photos leave me cold. I guess this is the result of more than 30 years involvement in the printing industry—I'm a little picky. We'd be very interested in as much input from you as we can get as to whether you feel the extra cost of a two-color newsletter with lithographed copy and photos is worth it. The difference is fairly substantial, but, of course, results in a more professional looking publication. Please—we really need your input.

Last issue I wrote a somewhat lengthy article on the Madera Unlimited "Reno Style" Race, expressing my enthusiasm for the event. Since that time, things have fallen apart a bit. The two organizers have apparently agreed to disagree, and neither will be sponsoring the race again as it was last year—at least, that's my understanding at this time. However, apparently I wasn't the only one who had their molecules whipped into a fair froth, so others are jumping into the fray.

Bill Hempel (owner of Hobby Barn) and Dave Johnson of Tuscon have announced their race for that area, tentatively scheduled for April 23-26 of this year, with the possibility of another in the Fall. I have no more details at this point, but hope to have a full report for the next issue. However, we do know that there will be some rule changes. For full details (at least as much as they exist), contact Bill or Dave at R/C Unlimited Racing Assn., Inc., P. O. Box 18038, Tucson, AZ 85731, (602)722-0607. I'm sure they'll be more than happy to help you out.

I have talked to at least two others who say they are going to put on similar races somewhere in California sometime this year, but nothing concrete at this time. Again, we'll pass on the info as soon as it is known. It's hoped that different factions can agree on the same rules, so the same aircraft can be flown in all the races. My personal opinion is that nothing will kill it faster than having six different sponsoring organizations with six different sets of rules. These planes are expensive enough without that.

On another subject, the nitro shortage appears to be just about over. Although the damaged plant didn't get back into operation on January 15 as forecast (end of February is the new target), there seems to be adequate nitro out there at prices almost back to normal. Hooray!!!

Finally, we have a new President and several new VPs for 1992. I would encourage you all to give them maximum support during the year, all to your ultimate personal benefit. Also, I'd like input as to what you'd like to see in your newsletter—what changes would you like, etc. If it's possible, we'll try to do them.

Don

be cancelled. Guess again. When Sunday morning came, there wasn't a cloud in sight, and the sun was even shining. Racing got off to a late start, with many of the pilots and workers showing up late, surprised by the change in the weather.

There were eight entries for Formula 1, and some of the fastest times and best racing Billings has had for F-1:

1st	Daryl Tulberg	Helena	1:25:36
2nd	Darrol Cady	Vancouver	1:17:39
3rd	Leon Elbert	Helena	1:18:40
4th	Randy Ward	Great Falls	1:37:22
5th	Duane Carruthers	Saskatoon	1:24:78
6th	Harold Sattler	North Battleford	1:16:51
7th	Larry Allred	Billings	1:35:70
8th	Mike Sperry	Cody, WY	no time

This race also concluded the first season of the M.M.P.R.A. (Montana Miniature Pylon Racing Association). Trophies were awarded for the fast time of the season, and 1st, 2nd and 3rd place, based on total points for the season, with each pilot's worst race dropped from the total.

In Expert Class Q-500, the results are:

F/T	Leon Elbert	Helena	1:21:24
1st	Leon Elbert	Helena	348.1 pts.
2nd	Mark Redding	Billings	332.3 pts.
3rd	Randy Ward	Great Falls	195.4 pts.

In Formula 1, the results are:

F/T	Leon Elbert	Helena	1:15:19
1st	Leon Elbert	Helena	321.18 pts.
2nd	Randy Ward	Great Falls	289.9 pts.
3rd.	Daryl Tulberg	Helena	233.7 pts.

Anyone wishing to know their final season standings for Expert Q-500 or Formula 1 may contact me.

With the exception of the weather, we had a good contest, which would not have been possible without the support of our club, "The Billings Flying Mustangs," the course workers and last, but not least, the following sponsors, who donated merchandise and/or discounts on merchandise, so that we might keep our contest budget out of the red and in the black: Ace RC, Aerospace Composites, Airtronics, Central Hobbies, Fox Manufacturing, Futaba, Lone Star Models, Mac's Products, McDaniel RC and SR Batteries.

I would like to thank all of you for your help this past racing season, and let's work together to make the 2nd Annual Montana Championship Race even bigger and better (weather permitting, of course).

1992 District 4 Racing Schedule

May 2-3	Q-500	Billings, MT
June 20-21	Q-500, F-1	Helena, MT
July 11-12	Q-500, F-1	Missoula, MT
July 25-26	Q-500, F-1	Great Falls, MT
August 8-9	F-1	Billings, MT
August 22-23	Championship Race	Great Falls, MT
Sept. 5-6-7	1 day Q-500, 2 day F-1	Calgary, Alberta

More Racing dates may be added as they come in from our out-of-state friends.

District 5--Archie Adamisin

NOTHING SUBMITTED

District 6--Pete Reed

Our season is over so far as racing is concerned, and now the plotting phase starts. It's about to be in the teens tonight with a brisk wind, a wind chill almost as bad as the championships!

We closed out the year's activity with a marvelous roast beef or chicken buffet at the Sturbridge Host hotel on Saturday evening, November 23. Even at \$25 a head, we had over 60 participants. After the meal, the year's awards were given out, and we even had a visit from Dave Doyle, the Maine storyteller, who must have thought of a few more pearls after the Dallas Championship Dinner.

In summary, 1991 was a great year for the Northeast racing program, thanks for the most part to the work done by our President, Lloyd Burnham, our Race Computer Babysitter, Dave Doyle, and his staff of volunteers (Pam Bumbacca) and our Newsletter Editor, Dave Chapdelaine.

Don McStay, as usual, was the head cheerleader and all around fountain of enthusiasm. We had 34 racers who competed in our Expert Q500 event, and 32 in the Standard category. We had only 14 who took a crack at F-1/FAI, and one of those was our year-long guest from Germany Manfred Staats.

AWARDS

Warmup jackets and trophies

Lloyd Burnham, F-1/FAI season points leader. Won on the last race day of the season, when he went in trailing Don McStay in points.

Andy Finley and Steve Dombek tied for Q-500 Standard, so we made two awards.

Tom Rebenklau, Q-500 Expert. He has won this 6 times!

FAST TIME AWARDS

Lloyd Burnham	F-1	1:15:14
Dave Chapdelaine	Expert	1:29:38
Steve Dombek	Standard	1:41:89

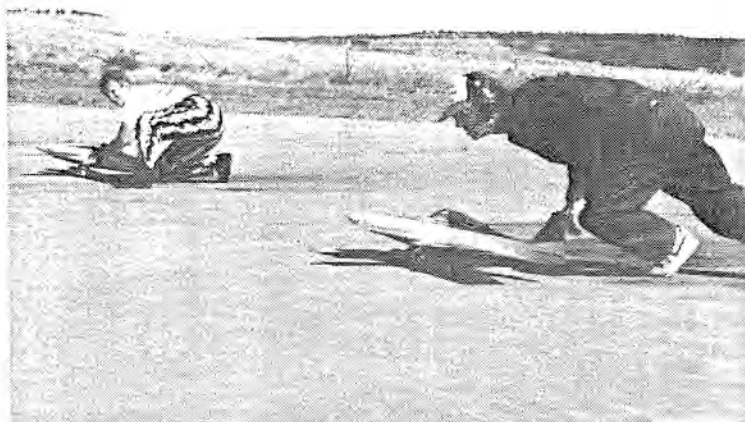
Dave Chapdelaine was the Rookie of the Year, with Jerry Stephen the most aggressive, and Ray Dolat and Doug Gay earned the most improved flyer designation for Expert and Standard respectively.

Montana State Championship Race September 14-15, 1991



Group Photo of Formula 1

(L to R standing) Mike Sperry, with caller/wife Pam, Cody, WY, Randy Ward, Great Falls, MT, Ronda Cady, caller/wife and Darrol Cady, Vancouver, WA, Duane Carruthers, Saskatoon, Leon Elbert, Helena. (Kneeling) Larry Alred, Billings, Harold Sattler, North Battleford, Daryl Tulbert, Helena.



Leon Elbert, demonstrating his track and field, out-of-the-blocks pushing technique



Daryl Tulberg giving killer push for Leon Elbert



Leon Elbert and Daryl Tulberg setting needle on X-40 (Ronda is not impressed!)



Darrol Cady and Ronda
Setting Needle on Nelson



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1st Place
Aerobatics, 1990 MASTERS

1st Place
Aerobatics, 1990 TANGERINE

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1992



In addition to the above serious awards, there were some not-so-serious reminders of the year's high points. Someone had done some serious boarding of airplane parts over the summer, and they appeared by some miracle fastened to trophy plaques. Hopefully, the photo (elsewhere in this issue) will reproduce well enough to show.

Bob Wallace received his right wingtip back, with a plaque which read, "The Last Waltz With Pete," the result of a midair with yours truly. Lloyd Burnham won two trophies, one, a collection of broken K&B 40 parts—a result of tangling with the #3 cage—entitled, "The CF Lee Award," and the second, some very small airplane parts, affixed to the plaque, with the title, "I Haven't Got It," and "I Think I'm Close Enough".

Don McStay also was the proud recipient of two awards. One, the "Mr. Tweaker" plaque, which was a partially melted X40 in a representative nose-down position, and the second, a major portion of his Q-500 tail, entitled, "This Old House for Outstanding Construction."

Our next event was a planning meeting for next year's schedule combined with a tech session held at the K of CHall in Windsor Locks, January 11, 1992.

District 7—Rick Landers

NOTHING SUBMITTED

District 8—Drew Jerina

An Awards Banquet was held Oct. 12 in Dallas to present the 1991 trophies to the top ten Q-500 and F-1 pilots, along with fast times for the year. For those of you who couldn't attend, the final standings for District 8 was as follows:

Standard Q-500	Expert Q-500	Formula 1
1. Mike Hammett	Bob Greer	Bill Hager
2. Phil Henry	Randy Ritch	Norm Johnson
3. David McCutchen	Mark Parker	Bob Greer
4.	Ken Howell	Jim Young
5.	Gary Roberts	Rich Tocci
6.	Bob Miller	Randy Ritch
7.	Billy Shults	Dave Layman
8.		Jerry Small
9.		Gary Clay
10.		Sam Womack

Fast Time Bob Greer, 1:18:63
 Bill Hager, 1:09:34

Also, District Q-500 rules for 1992 were voted on from four basic options, and some additional variations. There were numerous opinions, and some very valid points brought up both for and against running the Nelsons next year. Of all the options, and by a 2:1 margin, it was decided to run two classes—The Nelson or any AMA legal engine would be AMA Class,

and the District Class would exclude the Nelson and the Webra Q-500 Special, but would include engines such as Fox, Rossi, ASP, etc. As new engines arrive, they will be dealt with as they hit the market.

The AMA (Nelson) Class will be the only place National NMPRA points will be counted, and District points will be counted for District class competition only. So what we end up with is fundamentally two events on the same day, exactly like QM and Q-500, or Pattern and Scale, the two don't mix!!!

The official race schedule for 1992 was also developed at the banquet, and detailed contest flyers will be furnished by the CDs well in advance of the races.

1992 DISTRICT 8 RACE SCHEDULE

DATES	SPONSORING CLUB	TYPE	NO.
Mar. 7	Wichita Falls	Warm-up	N/A
Mar. 28-29	North Dallas	QM, Q-500	2
Apr. 11-12	Ft. Worth	Q-500	2
Apr. 25-26	Brazoria	Q-500	2
May 2-3	Dallas	F-1	2
May 16-17	Georgetown	Q-500	2
May 30-31	Wichita Falls	F-1	2
June 13-14	Alvin	Q-500	2
June 27-28	Grand Prairie	Q-500	2
July 18-19	Irving	F-1	1
Aug. 22-23	Grand Prairie	Q-500	2
Sept. 5	Dallas RC	QM	1
Sept. 6	Dallas RC	F-1	1
Sept. 12-13	Brazoria	F-1	2
Sept. 26-27	Space City	F-1	2

Christmas was good to all little boys in District 8 who have behaved themselves this year, and you can tell by the toys they received. I hope that we all are good little boys next year so we can get more toys again. Just look at some of the toys these guys got:

Sam Womack—Harry Higley's new book "How to Build a Number One Airplane"—from Drew.

Jim Young—A \$500 gift certificate for men's sportswear—from Hubert.

Billy Shults—One dozen Dura-Quickees from Dad, and one dozen Dura—Nelsons from Mom.

Bob Miller—A Christmas greeting from Bob Greer.

Bob Greer—A Christmas greeting from Bob Miller.

Dicky Ritch—An alarm clock from Sam.

Mark Parker—Shin guards from Dad.

Randy Kent—Back-up lights from Bill Hager.

Jerry Small—An air compressor from JP & Drew.

Don Martinson—More props, more props, more props.

Drew Jerina—An answering machine from Dicky.

On the serious side, how about a quick overview from the top for the District this year:

I'm seeing more optimism than not as people look forward to the 1992 season. For instance—we have one new race site for Quickeie 500, with two more prospects, if not for this year, but in the years to come. We have over 20 races again this year.

We have new Quickie pilots (first time) who are very happy that we kept the District Class as an entry level.

We will host the Quickie Championship Race this fall. We have a growing interest in the Nelson Quickie. We have new Contest Directors to support their respective clubs. We will have a few new F-1 pilots to brave the circuit, and the fires for Quarter Midget Racing are glowing a little hotter, too.

As a District, we should be all working together toward promoting racing, expanding the District to involve more clubs, involving ourselves in local club activities, increasing the NMPRA membership to strengthen the organization. Every little contribution of effort from everyone, no matter what, as long as it is positive, really goes a long way. After all, our collective goals are the same—*A Place To Fly Our Toys*.

Ladies and gentlemen, I have had enough....finis....calf-rope.... the end....go no further....I surrender....cease and desist....halt....no more....**STOP** calling me for John Shannon's phone number. That photo expose resulted in scores of calls for the most unmentionable reasons. His phone number is (214)226-3508. *Thank You!*

Now, back to business. Keep your eyes open for the race dates in the AMA magazine, watch for contest flyers in the district newsletter, or call me. My phone shouldn't be nearly as busy now.

By the way, thanks for your support, everyone (*Ed. Note: Sounds like Bartles & Jaymes*). I'm very pleased to return as VP for another year.

Q-500 — Doug Whiteaker

Since being selected by Pete Bergstrom as your Q-500 VP, I thought thought that a short introduction might be in order.

As a teenager in the early 60's, I flew control line Rat Race, Speed and Combat on a local level. Our group thought the R/C boys were complete idiots. Their equipment was too expensive for our paper route budgets, and they continually crashed in or near our control line circles.

With the discovery of girls, cars, and motorcycles, I lost interest in models until 20 years later when I walked into Bob Reuther's Hobby Shop in Nashville, and was immediately hooked again. I learned to fly R/C, and one year later (1979), I built my first Q-500 airplane—a Spickler Q-500.

Since that time, my primary interest in R/C has been pylon racing—in particular the Q-500 event. In 1984, I designed my own airplane, the Viper, and have been lucky enough to be very successful with it ever since. I have also flown some Quarter Midget and Formula-1, but my primary effort in racing has always been Q-500.

Being your representative for this event means that I need your input on the current status of Q-500 in your area and your thoughts on how we can continue to improve and promote the event on a National level.

Q-500 was originally intended to be an entry level event to entice the sport flyer to try pylon racing, as opposed to just boring holes in the sky. The natural order of progression was

for the pilot to then move up to QM and ultimately into Formula-1. This process seems to be working fine in some parts of the country. In other areas Q-500 has become the primary event, with a little QM thrown in as a side attraction. QM is alive and well on the East Coast, but F-1 is all but non-existent due to the lack of suitable flying sites for various reasons.

Herein lies our primary concern as I see it. How do we attract new pilots into the sport of Pylon Racing when our current entry level event is fast approaching the speed and expense of our premier event? Do we slow down Q-500 with various restrictions, or do we split the event into two classes? If so, how do we do this? Maybe we should just leave it alone and see what happens?

There are many options available, and the NMPRA needs your ideas so that we may best serve you. Let me know what you want so that we can all work together to promote our event.

Don't forget to send in your membership renewal early, and urge your fellow racers to join the NMPRA so that all points can be counted toward qualification in this year's Q-500 National Championship Race.

"Till Next Time

Doug Whiteaker

Southwest Area Races February, March and April

Feb. 29-Mar. 1	F-1	ProFlyers	Phoenix
Mar. 8	Q-500	ARCS	Phoenix
Mar. 14-15	Q-500	LVRC	Las Vegas
Mar. 28-29	F-1	SGVRCL	Whittier Narrows
Apr. 5	Q-500	AMA	Spool Hills, AZ

FLASH!!

NEW Q-500 VP—Doug Whiteaker from Tennessee has graciously offered to take on the job of Q-500 VP. Doug comes from a long racing background and has a lot of interest in the event. He will be responsible for keeping Season Points for Q-500, assisting the President with invitations to the Q-500 Championship race, as well as site selection. Questions and comments concerning the direction of Q-500 should be directed to Doug.

Closing date for ad copy, photos, editorial copy, etc. is the 10th of each month. Copy to be reproduced exactly should be mailed. Copy to be reset can be mailed, or faxed to (213) 887-0804.



(Rear, L-R) Wallace, McStay, Estabrook, Dombeck, Bumbaca, Beaudette. (Front) Beaudoin, O'Neil, Burnham

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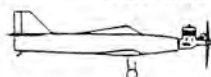
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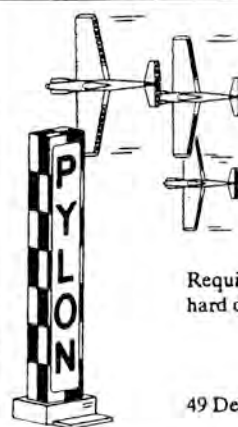


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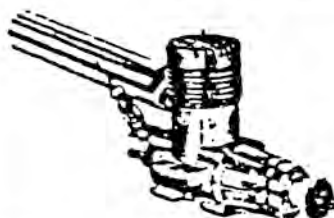
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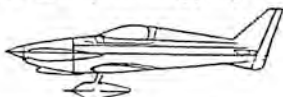
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