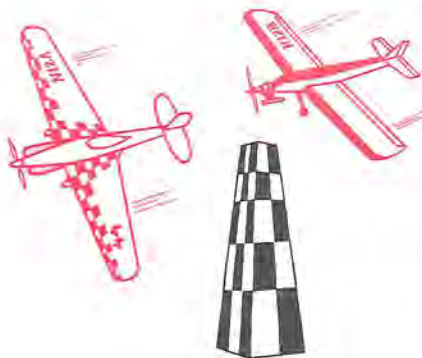




The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

MAR 93

Hot Laps by President Lloyd

Lots of things going on so let's get right to it!

By now, you are aware of a potential problem developing with the FCC and frequency restructuring. The plan is to insert two new frequencies between those presently assigned for modeling use. That means we could have a transmitter four times our output only 2.5 KHz away from our 72MHz frequencies. Plus they are also designated "mobile". AMA came out with a massive mailing program to its membership instructing all to write your congressman and FCC by Feb. 26. The problem with this was there was less than a month to enact an organized campaign. It was brought to my attention that this has been known to some for over a year. The FCC certainly does nothing overnight. And, do they even know we exist now that we're not required to be licensed anymore.

Even though this newsletter arrives after the deadline, I urge all of you to keep your eyes and ears open to this matter. Make your voice heard when it counts or we're all going to be playing "bon-sai" with our racers.

Question: What's the hottest new video on the market today? (And it's nothing to do with a remake of Debbie and Dallas). The answer is Lyle Larson's "No Secrets".

Lyle has made a three tape - ten hour version of everything you ever wanted to know about building and setting up a

racing plane.

This is unquestionably the most thorough and complete video of its kind. Lyle keeps "no secrets" and shows step by step, glue joint by glue joint, everything from unpacking the wing cores to setting the needle and test flying the plane for the first time.

No matter how many planes you've built, I guarantee you will learn something from this master builder. His methods and short cuts on construction and finishing are worth the \$85 price alone.

The camera work is good and detailed, and Lyle narrates every minute of the ten hours with painstaking detail like he was sitting next to you.

For the beginner, this tape is a must. If you have built a sport plane you could build a first class Formula I after viewing this tape.

Lyle goes on to show his way of applying primer, masking, painting and buffing out the finished product. But he's not done yet. He rebuilds a Nelson engine, sets up his bladder-regulator system and shows how he carves a prop.

We all have our ways of doing things and Lyle definitely has his. He is very successful at what he does and many thanks to him for taking the time and effort in making this video. It is a definite *must see*.

Jim Allen, Mesa, Az., tells me their "sport quickie" program is well underway. They have had three races so far with 17-19 entries. Five veterans that gave up flying Rossi's and Webra's returned and the remainder were new comers with more promised down the road. Not a bad begin-

ning considering regular quickie entries had dropped below ten in recent years.

The CD's are strictly enforcing the engine and prop rules to maintain fairness and insure good, close entry level racing with motors under the \$100 range. Supertigre GS40 and the APC 9-6 looks to be a good setup. Fast time so far is 1:27.28 with most heats running in the low 1:30's. Give it a chance and you'll see more and more new and returning flyers get into pylon racing. Manageable speeds, close competition and low cost - it's the winning combination.

Eight Q500 first place trophies have been ordered, and will be sent to each District VP in March along with info and applications for NMPRA membership. These eight trophies will be displayed throughout the year at various races to entice flyers in joining out organization. In order to compete in the year end district quickie championship races you must be an NMPRA member.

I thought initially of combining several of the districts to cut down on the number of trophies, but after talking to each VP, I decided against it. Rule differences, travel distance and expense etc... would hinder participation. Now,

DUES - If the year 1993 doesn't appear on your mailing label, this will probably be your last issue of High Performance. Mail your dues to Dave Doyle by 3/31/93 to maintain your membership.

each district can have their own race and custom organize it to suite themselves. I think once you see these unique trophies, everyone is going to want a chance to win them. Remember, you are not limited to just your own district. If you want to travel out of your district - do so. The races are open to any NMPRA member.

Be sure to read Cliff Telford's article regarding national points. Make sure your CD's send in all the quickie race results to your district VP so national points can be kept for you. We will maintain points using the same system as Formula I. All classes, 428, Calzona, SEMPRA, NEPRO etc... will be scored. More details on this in the next issue.

As our racing season starts across the country, I remind you that Ron Schoor is in charge of Formula I points. Make sure your district VP's send him results on a monthly basis. If we have up to the minute results we could publish national standings during the season. Make sure your district VP does his job.

My thanks to Brian Richmond and District 2 for writing down some rules regarding gray areas in our procedure guide. Although this was done for District 2's purpose only, the other districts can take advantage of their long efforts in defining problem areas. Their additions and clarifications make good sense and I encourage the rest of the country to follow their lead.

Also in this newsletter is an article from Dave Shadel and Henry Nelson answering some questions on running and maintaining the Nelson Formula I engine. Both Dave and Henry feel this information is vital in getting all there is out of their engines. What better source to learn from then the creators.

Henry also voices his opinion on the proposed Quarter Midget changes in another article. I personally believe all sides of this issue should be available to our QM fliers so they can make informed and intelligent decisions relating to their event. Henry is opposed to the change and he tells you why. It's great reading.

If any one else wants to voice their opinion, send your letters to the editor, Paul Page.

Our Formula I Championship race is coming together fantastically thanks to district VP and CD Tom Bogut. The race is Oct. 16-17 at Valkaria, Fl.

Tom has arranged for forty rooms at the Palm Bay Holiday Inn for \$30.00 a night from Wed. the 13th through Sunday.. Reservations must be made directly to the Palm Bay Holiday Inn (407) 723-8181. Mention the NMPRA Championship. We will also hold our judging and banquet there. It is located within ten minutes of the Valkaria race site. Remember, you must qualify for this race. This is not an open event.

Lastly, get the dues in by March 31. Send to Sec-Tres Dave Doyle. He'll process them immediately. Advertisers, make sure you pay for your advertisements.

On those cheery notes - I'll see ya at the races.



Editor's Request

ARTICLE SUBMISSION FORMAT AND PRIORITY

Best way:
Modem file transfer
Disk - IBM compatible
Printed output - monospaced
Fax (203) 584-1473 (limited)
Compuserve # 73627,1466
Typewriter
Long hand (worst way)

Call the Editor if you have a problem
Paul Page (203) 584-9437

WANTED

Interesting photos of races, planes, events. Send slides, B/W or color negs or photographs to Lloyd Burnham for the newsletter.

NMPRA 1992 Financial Statement

Beginning Balance 1-1-92		\$8,822.70
Income		
Dues	\$8,705.80	
F1 Championship Race	\$1,545.00	
Advertising	\$1,635.06	
Interest	\$260.33	
	\$12,146.19	
Expenses		
Newsletter Printing	\$2,428.31	
Newsletter Postage	\$1,210.36	
Misc Postage	\$319.00	
Advertising	\$112.36	
Misc	\$532.77	
Office	\$209.12	
Q500 Championship Race	\$544.00	
Q500 Trophies year end	\$400.00	
QM Championship Race	\$399.00	
F1 Championship Race	\$1,570.00	
F1 Trophies year end	\$1,458.90	
Trophies AMA Nationals	\$100.00	
	(\$9,283.82)	
Profit/(Loss) 1992		\$2,862.37
Ending Balance 12-31-92		\$11,685.07



District News



District 1-Dave English

1195 S Thompson Hemet, CA 92543
(714) 764-0922

District 2 - Tom Strom

1420 S W 160th St, Seattle, WA 98166
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NMPRA District 2 Annual Business Meeting Minutes - January 30, 1993

On January 30, 1993 the District II Annual Business Meeting was held at the Puyallup Fairgrounds. This annual event is held in conjunction with the N.W. Model Expo. This year was well attended with 32 people attending. We discussed the AMA rules cycle one proposals. I read the initial ballot results. We also discussed the Quickie rules for our district. All the Quickie pilots stood and expressed their preference and why. They decided to go with AMA 428, one class for the summer season. The Formula I pilots decided to go with the 1,2,3,4, takeoff order.

We retired from the meeting and went for our annual awards banquet held at Antons Restaurant. This was well attended also, with approximately 40 members and spouses. Brian Richmond is the outgoing VP for District 2, and was MC for this years awards banquet. The food was excellent, several choices on the buffet table.

After a very good dinner, it was time for the awards program. Brian started out thanking the hosting clubs for the job well done, as well as the contest directors.

This year we had a rookie of the year award, annual melt down award, and trophies through third place for Q-500 and Formula I.

Tony Huber makes the first two awards, and a word about them is in order. The Rookie of the Year award is a hand made replica of the winners airplane, only in miniature, and painted exactly like the original. It is then mounted on a plaque with an engraved plate. Beautiful awards. I think everyone would rather have this than any other award. The second one is the melt down award, and again Tony took his many

talents and put them to work. This award is a plaque with a STX-40 mounted to it that has been partially melted down by a blow torch.

The Rookie award went to Matt Mikko. Matt did an outstanding job in 1992. Matt finished fourth in his very first race. He crashed on Sunday of the same weekend, but was not phased by the setback. He went on to finish strong in the rest of the contests for the year and finished seventh in the district. Matt went to the Championship Race in California and represented himself and the district very well. He only had one zero, and set his personal best time. Congratulations.

The Meltdown award went to Darrel Cady for the second time. The only other two time winner was Marie Bergstrom. Darrel blamed his problems on his fuel line, so Brian awarded him a small selection of fuel tubing to help him start 1993.

The next awards given out were for Quickie 500. All Q-500 and Formula I winners received a nice plaque, NMPRA hat and license plate bracket, and an embroidered jacket with their respective place, year, and name.

Third place in Quickie 500 was John Castleman (301.8 pts). John had a very consistent year. Look out for him in 1993.

Second place went to Gene Greenlee (409.2 pts). Gene flew better than I had seen him fly before. Gene served notice he is ready to be #1.

First place went to the builder of the most gorgeous Quickie 500 airplanes I have ever seen. This man is second to none in craftsmanship. Norm Whittle is also probably one of the nicest people you will ever meet. I look forward to him flying Formula I. Norm had 468.8 points, and had three first place contest wins, along with three second places. Very consistent and fast.

Third place in Formula I went to Jerrett Cangie (462.0 pts). Jerrett is an up and coming young man who can give anyone around a race for his money. His fast time for the year was a 1:14. Not bad for his second season. He also finished in the top 20 in national points.

Second Place went to Scott Winslow (507.9 pts). That's only 20 points, down from first. Scott got off to a slow start, he

was competing with Darrel for the melt down award. Scott picked up several best finish honors throughout the year also. Usually very fast and nice airplanes.

First place went to Tom Strom (527.9 pts). He only went to six races, but that seemed to be enough. I don't think he had a zero all year. He also finished 6th in national points. Good year.

That just about wraps up the annual meeting and banquet. After the awards and dinner, people sat and talked and then retired for the evening. Next day was more Expo or Super Bowl, whichever you preferred. Thanks to all for a great 1992.

Tom Strom & Brian Richmond

The following article and District 2 decisions were submitted by VP Brian Richmond (at the time). President Lloyd encourages all CD's to follow these guidelines on a local or regional level. NMPRA does not endorse items seven and eight on a national level but will allow the CD's to use their own judgment.

I would now like to discuss our attitudes for a moment. This only applies to a few so everyone else bear with me. I understand that some of the rules are open to interpretation and have stirred up a lot of controversy. I also understand that rules are written with a certain intent in mind. I have gathered through meetings and phone calls as many of these gray areas as I could and sat down with the NMPRA president (Pete Bergstrom) and "ruled" on these gray areas in the form of a "Pylon Decisions Manual" found later in this text.

We have not rewritten, changed or added anything in the way of rules but merely clarified them. This manual should be retained by all. (CD's will keep it with their AMA rule book). This will be added to as necessary and will be adhered to. This should provide much greater consistency between our contests and eventually eliminate controversy. Cooperation is however required by you the membership.

If we continue this "Us Against You" adversarial attitude we will eventually destroy our group. Remember guys this is a



District News



hobby, we do it for fun. If we continue to show up ready to pick fights with each other we lose the fun, the help, the race sites and the racing. You know who you are! If attitudes do not change I urge CD's to use their authority and remove the problem contestant from the race site immediately before he ruins our image, our fun, our day and our chances of using the site the following year.

Lets everyone start off next year on the right foot and the CD's with both feet firmly on the ground. Enough of that.

DISTRICT 2 Formula I Pylon Decisions

The purpose of this Decisions manual is to record and rule on Formula I racing decisions which are not clearly spelled out in the current AMA rule book and the NMPRA race procedure guide. This manual together with the AMA rule book and NMPRA guide will be used to conduct all Formula I events in District 2. Contest Directors are required to adhere to these decisions and inform the current NMPRA District Vice Presidents of other circumstances not covered in the current AMA rule book or NMPRA race guide which should be ruled on and added to this manual. Decisions are from the NMPRA.

1. Starting Procedure 1,2,3,4, vs 2x2.

Decision: The District II starting procedure is an option not to be ruled on but voted on. Results of the vote will be announced at the Puyallup meeting and this will determine the starting order for all our 1993 races.

AMA is ruling on 1,2,3,4 take off option for 1994 - looks like it will pass. This will allow the Director the option 1,2,3,4 or 1-3/2-4.

2. Weighing of Airplanes/Points Distribution.

Decision: a) As a matter of practicality only the winner of a heat will require weighing. The CD has the option to weigh other airplanes at the completion of a heat. ie. parts fall off. b) If the aircraft does not make weight the contestant receives a zero for that heat only. c) The other contestants in that heat will move up accordingly in heat points. Someone has to win every heat unless all contestants received zero points.

3. Cheating or Unsportsmanlike conduct.

Decision: If someone is thrown out of the contest during or after completion of the contest for cheating or unsportsmanlike conduct his points will be zeroed out and everyone affected will move up one in the final standings. The CD *will not* go back into individual heats and change scores.

4. Backup Airplanes vs Registration.

Decision: Backup airplanes can be flown if they are formally entered in the contest prior to the close of registration.

5. Can the same backup airplane be entered by more than one pilot?

Decision: NO

6. Is the pilot the sole judge of when he goes to his backup?

Decision: NO, the starter or CD also has this authority, the CD will be notified when a contestant has changed to his backup so his scale points can be adjusted for take off order.

7. Can the pilot revert back to his primary aircraft once repairs have been made?

Decision: YES, subject to a full safety inspection.

8. Can the pilot again revert to his backup model if his primary model again becomes unflyable?

Decision: YES

9. Refly Rule

Decision: As per the AMA rule book.

10. Are backup airplanes treated any differently during flyoffs? ie. registration etc.

Decision: NO, all rules apply to a flyoff.

11. Tie Breaking at End of Contest.

Decisions: a) For each day ties through 3rd place will be settled by a flyoff except where time and frequencies do not permit. The remainder of the positions will be settled by times. b) Flyoff's will be used (if time and frequencies permit) for all trophies for both days. c) Frequency conflict means any (two) flyers on the same frequency regardless of how many fliers are in the flyoff. Contestant with the slower time must change frequency or sit out the flyoff and take the lowest place. d) The

"time" question will be settled by the starter and CD. Prime consideration will be the lateness of the hour and the availability of course workers. The CD/Starter decision is final. e) In a flyoff, if one pilot has a clear win, one pilot gets a no start and a 3rd pilot has two cuts, 2nd and 3rd place will be determined by times. The quality of one zero is not better than another. f) Two pilots in a flyoff and neither gets started or they mid air etc, place will be determined by time.

12. Radio Interference vs Refly Rule.

Decision: Internal radio problems not a result from a transmitter being left on does not constitute a refly, if it was a result and another flier not impounding his transmitter while leaving it on unfortunately this also does not constitute a refly. If the radio interference was the result of a radio found on in the transmitter impound this constitutes a race course malfunction and is subject to a refly. Refly the airplanes that finished plus the airplane that was interfered with to determine all orders of finish.

13. Registration Numbers.

Decision: If you buy or borrow an airplane prior to scale judging, the incorrect registration numbers shall be covered up with opaque tape and the proper registration numbers shall be placed over the tape in the form of 2" vinyl letters on the wing or 1" vinyl letters on the fuselage. (AMA insurance requirement)

14. A pilot receives two cuts during a race.

Decision: Once positive communication has been established between the starter and the pilot or caller the pilot must pull his aircraft up and well clear of the race course. Failure to do this immediately will be considered unsportsmanlike conduct and grounds for *immediate* disqualification from the contest.

15. Flutter, Midairs, Parts falling Off.

Decision: Starter discretion, these do not constitute automatic zeros.

The NMPRA considers the above rulings just on gray area's. Remember, CD's are required to enforce all rules ie. low flying over pits and especially rule #17 under sanctioned events page 7 of the AMA rule book. Gentlemen, I leave you with Rule #17 in its entirety for you to ponder.



District News



Sanctioned Events

Rule #17. Disqualification: Exclusion.

Contestants may be disqualified or excluded from any or all events if guilty of an infraction of contest rules, *unsportsmanlike or discourteous* conduct, infraction of good safety practice or procedure or conduct detrimental to the well being of model aviation. If, after entry in an event a contestant is found to be ineligible to compete in that event, all the contestants flights in that event are to be canceled and any awards won in that event returned. *If judged guilty of willful misconduct, the contestant shall lose all claims to awards and shall be liable to expulsion from the contest site.* Repeated or particularly vicious acts of willful misconduct may result in suspension or revocation of the contestants AMA license or expulsion of the contestant from membership in AMA.

Foul language is considered discourteous conduct.

District 3 - Orlan Dowdeswell

2238 Newis Bay, Regina, Saskatchewan,
Canada S4V0S5 (306) 789-3302

District 4 - Leon Elbert

PO Box 73, Jefferson City, MT 59638
(406) 933-5666

District 5 - Arch Adamisin

20620 Emmett, Taylor, MI 48180
(313) 287-9320

District 6 - Pete Reed

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The winter season is well upon us here in the snowy North East and it is a time to decide just what if any changes we will make in what we think is the most successful racing program in the country. The way we do that is to have a district meeting in a central location to promote maximum

attendance. In this case it was the K of C hall in Windsor.

The meeting started at 10 am with a demonstration of how to check the alignment of all the things which make your racer fly better by Lloyd Burnham. Bob Beaudette showed off the latest generation of Roberts Racers, including the AMA version with the high strength wing. Fran Mitchel brought his degree wheel and showed how to find out all that timing stuff you aren't allowed to change anyway. Pete Reed demonstrated a Formula I wing making technique using high density Dow foam, layers of 2 oz. glass cloth, carbon fiber and no balsa sheeting with vacuum bagging to produce a 1 lb stiff wing. Messers Rich Berner and Lewis Schwab showed their new ARF Quickie which is on the market with all the hardware, even the balloon to put the glass cloth on the nose with for I understand \$120. Now Robert's Racers has some friendly competition.

Small pockets of intense interest thrashed over things like will the new Ace rubber ducky work with Futaba, why doesn't Futaba have their own, why is the Ace case so ugly when the rig works so well and things like that.

By this time it's lunch so the cordon bleu chefs produced coffee, soda and hot dogs to order.

The main topic of the formal meeting was to publish the racing schedule and to debate the only issue of significance, carburetors. To date we have allowed any carb that K&B has used on the 4011 and 8011. The Irvine is perceived to be better (faster) than the rest but it is hard to come by. After much discussion we agreed that this would be the last season for the Irvine but because of the trouble keeping the stock carb together we would allow the large Perry whose intake bore falls between the other allowed carbs. We all echoed the hope that Clarence Lee continues in good health so that all interested people could buy a reliable engine at a reasonable price and join our ever growing racing group.

We closed by reviewing the FCC's latest attack on our R/C wellbeing with their proposed PR DOC 92-235 and urged all members to write their senators and congress people with strong letters of protest.

District 7 - Tom Bogut

3479 Florida Palm Ave, Melbourne, FL
32901 (407) 729-6682

With the arrival of the 1993 racing season, District 7 is gearing up for one of its busiest schedules in recent years. There will be plenty of action for the Sport Pylon & Quickie 500 racers on the coming year. Eighteen SEMPRA Sport Pylon races along with fifteen AMA Quickie 500 races are currently on the district schedule. Quarter Midget continues to hold its own as it has the last couple years with four races on the schedule and Formula I may be making a comeback this year.

The Formula I race scheduled in Decatur, AL is still pending due to a few site issues but the chances are good that those will be resolved. Keep your fingers crossed!

Finally, the NMPRA Formula I Championship race rotates back to Florida this year and my club, the Indian River Kontrol Society, has offered to host the event. I will be the CD along with Mark Brown and the entire group is looking forward to October 16th and 17th.

The District 7 NMPRA membership requires a shot in the arm this year. From what I counted on the June/July membership roster, there were approximately twenty-five members from our district. Those twenty-five include a few inactive racers and a couple who just participate in Formula I. Considering that there are close to 100 active racers within the district (mainly Sport Pylon/Quickie 500) my goal is fairly obvious this year. The new district format for the Sport Pylon/Quickie 500 championship race will help boost the membership, but racers need to be convinced that there are other benefits to joining the NMPRA besides being allowed to participate in a selected race.

I need help building the District 7 membership. On page 3 of the January issue of High Performance, a statement was included on "Why I should Join NMPRA". I am asking that each current member bring a copy of the newsletter to the races they will be attending and use the information on that page to convince prospective members how their involvement in NMPRA



District News



will benefit them.

Support, information exchange, national recognition, and an opportunity to vote and give an opinion all work together to build a nationally recognized and respected organization dedicated to the promotion of our favorite obsession, R/C Pylon Racing

District 8 - Drew Jerina

3109 Bluffview, Garland, TX 75043
(214) 240-7725

On November 14, 1992 we held our annual awards banquet in Huntsville, Texas. Trophies were given for the top places in the District for the best six races of the season.

Quarter Midget

- 1 Don Martinson
- JP Hanway - fast time 1:17.16

Q-500 AMA Class

- 1 Mark Parker
- 2 Ken Howell 1:02.03**
- 3 Randy Ritch
- 4 Richard Oliver
- 5 Tim Edwards

Q500 Expert Class

- 1 Eddie Frazier
- 2 Paul Sandoval
- 3 Rick Reichelt

Q500 Standard Class

- 1 Kevin Hammett
- 2 Robert Hughes
- 3 Dale O'Donnell

Formula I

- 1 Dub Jett
- 2 Bill Hager
- 3 Norm Johnson 1:08.38**
- 4 Dave Layman
- 5 Sam Womack
- 6 JP Hanway
- 7 Bruce Hobbs
- 8 Drew Jerina
- 9 Randy Ritch
- 10 Rich Tocci

Thanks to Fog Tanner for all the work he's done in tracking points and preparing all the final standings this year. Individual standings were distributed to all those present.

If you were not at the banquet and wish to get your own personalized results or your trophy, please see me at the races this year or contact me for other arrangements.

Financial statements were also published and we decided to, keep the \$5.00 fee per entry since the income from the races pretty much equals the expenses.

Also, we lost our storage facility for the race trailer in the North Texas area and we are asking if anyone knows of a real cheap (free) place to store the equipment between races, please contact me. Rental of storage space, even boat sheds are more than we want to pay. *We need a storage spot in North Texas between races.*

On the Q500 scene, things will pretty much be the same. The AMA class will stay as last year with any legal AMA engine. But the make-up of the District Class has to change slightly. Since we really didn't have many pilots from the Q500 community present, a committee was appointed to resolve the District Class, simplify the rules and provide a novice type event. After all we still must attract new racers where possible and provide the vehicle to do so.

Mark Parker submitted a summary by the committee of two options which make a lot of sense for our District at this time. In essence we do not need two classes within the District class as we did in 92. The number of entries will not support it.

Remember what happened as the season came to a close last year. The turnout for District class dwindled to an average of nine entries as interest in "Rossies" waned and went on to AMA. Sportsman entries were averaging 8 - 12. *We need a true entry level event no matter if they move on to AMA or Formula I.*

Here's what Mark and the committee came up with.

Option 1: Do nothing but eliminate one of the Rossi classes. This would mean running two classes, District and AMA. Some CD's could in addition hold a Sportsman race on Saturday (like the Alvin club had started). From my standpoint District points with year end trophies would be maintained in AMA and District Classes and the \$5.00 equipment fee would be waived for Sportsman (separate matrix).

Option 2: Have two classes, AMA and District. AMA class by the rule book, straight up, no handicapping. District class would allow any AMA 428 airframe with any engine other than the high performance Supertigre, Nelson or Webra. The change

is that airplanes with Rossi's or Fox's would fly ten laps. All other engines (sport engines) would fly nine laps (combined matrix).

Option 2 seems a little strange at first, however, it is not much different than Option 1. For example, if at a race we have 12 District 8 engines and two sport engines as entries, the race would be almost exactly like option 1. The most important difference is that two people could race in the entire matrix rather than race each other all day. Another aspect of option 2 is that it will promote the first time racer to come out and race without having to purchase a special engine. Hopefully, some of the new guys will get hooked and eventually move up to Rossi's or Nelson's.

In addition, if option 2 is utilized, it's recommended that the CD's get one novice trophy as before. This would cut down the need for as many trophies as last year.

Under option 2 District points and trophies would be maintained for District class (engines only) and a waiver of the \$5.00 equipment fee for sport flyers.

Either way, the host clubs would net the same and encouraging participation in the Sportsman Class would help with the finances.

Personally, I would recommend that the CD choose either, after all Q500 is more localized and the CD's should know the needs of their respective areas, and the turnout may dictate combining the matrixes or not. CD's please be specific on which events you are running and which days, and don't forget to get the sanctions in on time.

Also, you Q500 CD's, don't forget the Quarter Midget guys would be your friends for life if you could put on QM races with the Quickie races. Maybe QM one day of the weekend and the Sport Class the other.

I've enclosed the 1993 Race schedule as best that I know it. But without knowledge of the Q500 Championship, August and September are not cast in concrete. Look in the Race Schedule section for any changes.

Another reminder - Events must be AMA sanctioned and run by the rule book for National Points to be official.

WHY SHOULD I JOIN N.M.P.R.A.

SUPPORT

YOUR VOICE

YOUR VOTE

INFORMATION EXCHANGE

NATIONAL RECOGNITION

PROVIDE SUPPORT

As with any organization, ninety percent of the work is done by about five percent of the people. These five percent require the support and a small amount of input from the rest in order to adequately represent them.

NMPRA is the official advisory group to the AMA for pylon racing. The leverage we can apply depends on numbers. If we were a group of only five or so, the AMA would never recognize the group.

If you like to race model aircraft, you need NMPRA to have a voice in NOISE LIMITATIONS, INSURANCE, FLYING SITES, SPEED RECORDS, TEAM SELECTION, NATIONAL COVERAGE IN MAGAZINES, RACING RULES, QUALIFICATION OF CONTEST DIRECTORS AND ON AND ON. All of these apply to your special interest and your ability to find places to enjoy the sport.

Without your support as a member, those that actively work for the betterment are severely handicapped.

LET YOUR VOICE (opinion) BE HEARD

Good leaders usually have ideas of their own. It is imperative, however, to temper those ideas with the thoughts, needs and desires of the fliers they are supposed to represent. To do this, your voice as a member must be heard. To give credence to your voice, you must show your interest by at least being a supporting member.

INFORMATION AND NATIONAL RECOGNITION

The newsletter and the hard work of the scorekeepers keep you abreast of latest technical developments, contests, national products, as well as how well you are doing in relationship to your peers. NMPRA has developed a unique scoring system designed to lessen the gap between sections of the country with large turnouts and those with small turnouts. Just this past year, two individuals from the North East ranked in the top twenty nationally in Formula One and received National Recognition. The average turnout for their Formula One races was under twenty.

Finally, NMPRA does need funds to operate and to be an effective voice, Fund raisers, dues and gifts are the source. There are no paid helpers in the NMPRA administration. Every hour and all their travel is donated by the individual. You can do a little for your sport.

Start by joining the NMPRA - and bring a friend too

1993 Racing Schedule

District 1 - Dave English

1195 S Thompson, Hemet, CA 92543
(714) 765-0922

2/27-28	Phoenix - Pro Flyers	F1(1)
	Bill (602) 465-7769	
3/20-21	Las Vegas	F1(2)
	Toni Lopez (702) 566-0389	
4/17-18	Whittier - SGVRCL	F1(2)
	John Krohn (310) 928-3012	
5/15-16	Sepulveda - Hollywood Nats	F1(1)
	Ron Schorr (818) 985-5527	
5/30	Whittier - SGVRCL	Q5,AMA
	John Krohn (310) 928-3012	
6/5-6	Sepulveda - Valley Flyers	F1(2)
	Gene Sidwell (213) 465-5836	
6/27-28	Bakersfield (Famosa) - BARKS	F1(2)
	Leon Robinson (805) 845-3971	
7/11	Sepulveda - Valley Flyers	Q5,AMA
	Gene Sidwell (213) 465-5836	
8/8	Whittier - SRVRCL	Q5,AMA
	John Krohn (310) 928-3012	
8/21-22	Crows Landing	F1(1)?
	Lou Rodriguez (510) 846-6865	
9/18-19	Sepulveda - Valley Flyers	F1(2)
	Gene Sidwell (213) 465-5836	

District 2 - Tom Strom

1420 S W 160th St, Seattle, WA 98166
(206) 246-4258

4/24-25	Camano Island - Boeing Hawks	F1(2)
	Don Rice 228-4170	Q5,AMA(2)
5/22-23	Bremerton - Kitsap ARCS	F1(2)
	Phil Barnes 692-1048	Q5,AMA(2)
6/12-13	Whidbey Island OLF - WIRCS	F1(2)
	Don Rice 228-4170	Q5,AMA(2)
7/17-18	Bremerton - Kitsap ARCS	F1(2)
	John Castleman 779-4828	Q5,AMA(2)
8/27,28,29	NW F1/Q500 Championships	
	Arlington - Boeing Hawks	F1(2)
	Al Watson 746-9519	Q5,AMA(2)
9/18-19	Spokane - Barons	F1(2)
	JR Wilbur (509) 466-2749	Q5,AMA(2)

District 3 - Orlan Dowdeswell

2238 Newis Bay, Regina, Saskatchewan,
Canada S4V0S5 (306) 789-3302

District 4 - Leon Elbert

PO Box 73, Jefferson City, MT 59638
(406) 933-5666

District 5 - Arch Adamisin

20620 Emmett, Taylor, MI 48180
(313) 287-9320

4/25	Ribcrackers	MagCat
5/2	Ft Thomas,Ky	Q5
5/16	Signal Seekers	Q5
5/22-23	Dayton - Wingmasters	QM Q5

6/5-6	Flying Tigers	QM Q5
6/12-13	Weak Signals	Q5 Animal
6/20	Midwest R/C	Q5S, MagCat
6/26-27	Signal Seekers	Qm Q5
7/17-26	Lawrenceville, IL AMA Nationals	
8/7-8	Signals Seekers	Q5(2)Nats
8/15	RCCD	Q5S, MagCat
8/15	Dayton Wingmasters	QM Q5
8/28-29	Hobby Shop Silver Cup	QM(1)
9/12	Signal Seekers	MagCat Clas
9/19	Flying Tigers	Q5

District 6 - Pete Reed

49 Anvil Dr, Avon, CT 06001
(203) 673-7883

4/10	Mansfield - NEDS	Q5SE
	Dave Chapdelaine (203) 742-0557	
4/25	Bear Mountain	F1 Q5S
	Frank Gorham (914) 769-1348	
5/2	Hadley	Q5SE
	Irl Brown (413) 584-3484	
5/16	Westover	F1 Q5S?
	Dave Doyle (401) 739-2653	
5/30	Ellington - NCRC	F1 Q5B
	Irv Thurott (203) 644-9040	
6/13	Farmington - CCRC	Q5SE
	Pete Reed (203) 673-7883	
6/20	Westover	F1 Q5S,AMA?
	Chris O'Neil (508) 640-0478	
7/11	Ellington - NCRC	Q5SE
	Irv Thurott (203) 644-9040	
8/14-15	Ellington - NCRC	Q5SE,AMA
	Bob Beaudette (203) 749-9742	
8/22	Westover	F1 Q5E?
	Dave Doyle (401) 739-2653	
9/12	Hadley	Q5SE
	Ralph Rinaldi (413) 746-5495	

District 7 - Tom Bogut

3479 Florida Palm Ave, Melbourne, FL
32901 (407) 729-6682

2/27	Apopka FI - RCACF	QM Q5AMA
2/28	Apopka FI - RCACF	Q5
	Carl Simms (407) 831-1723	
3/20-21	Miami FI - SW Club	Q5,AMA(2)
	Dave Zisman (305) 659-0374	
4/4	Valkaria FI - Airport	Q5
	Mark Brown (407) 268-4093	
4/17	Brandon FI - Club Field	Q5
4/18	Brandon FI - Club Field	Q5,AMA
	Lucian Miller (813) 980-2685	
5/15	Atlanta Ga - Club Field	QM
5/16	Atlanta Ga - Club Field	Q5,AMA
	Steve Kovach (404) 427-0414	
6/5-6	Decatur Al - Courtland AB	Q5,AMA(2)
	Brad Clayton (205) 350-2163	
8/28-29	Ringgold Ga - Big Bird Field	Q5,AMA(2)
	Steven Clayton (615) 624-3767	
9/11-12	Greenville SC - Club Field	Q5,AMA(2)
	Chris Malik (803) 967-4387	
9/19	Valkaria FI - Airport	Q5
	Tom Bogut (407) 729-6682	
9/25	Smyrna Tn - Airport	QM Q5
9/26	Smyrna Tn - Airport	Q5,AMA
	Greg Doe (615) 459-6845	
10/9	Atlanta Ga - Club Field	QM Q5AMA?
10/10	Atlanta Ga - Club Field	Q5?
	Rick Landers (404) 389-8720	
10/16-17	NMPRA F1 Championship	F1(1)
	Valkaria, FI - Airport	
	Tom Bogut (407) 729-6682	
10/24	Brandon FI - Club Field	Q5
	Lucian Miller (813) 980-2685	
12/5	Brandon FI - Club Field	Q5
	Lucian Miller (813) 980-2685	

District 8 - Drew Jerina

3109 Bluffview, Garland, TX 75043
(214) 240-7725

3/20-21	Brazoria	Q5,AMA(2)
4/3-4	Ft Worth	Q5,AMA(2)
4/17-18	Ft Worth	F1(2)
5/1-2	Dallas RC	F1(2)
5/15-16	Georgetown	Q5,AMA(2)
5/29-30	Georgetown	F1(2)
6/12-13	Northlake	Q5(2)
6/26-27	Wichita Falls	F1(2)
9/5	Dallas RC	F1
9/6	Dallas RC	F1(?)QM(?)
9/11-12	Alvin	Q5,AMA(2)
9/25-26	Space City	F1(2)

Non-District

9/17-26	FAI World Championship	FAI
	Notsch, Austria	

- (1) one race per date period
(2) separate race(s) each date
(?) tentative
(B) Beginner, (S) Standard
(E) Expert, (AMA) 428

Torque Wrench Tips

Never use as a hammer, pry bar or breaker.

Always store set below 25% of capacity.

Loosen all screws before re-torquing.

Clean and oil fasteners before torquing.

Be sure screw holes are clean. This is particularly important if fastening into bottom-tapped hole. This could form a hydraulic lock which can strip threads.

Use the correct size wrench. A 2-56 hex wrench may turn a 2.5mm screw, but it will probably strip.

Use alternate diagonal tightening sequence.

Tighten in stages. 50%, 75% and finally 100%.

SOURCE: Tork-It, 1196 Samuel Dr., Norcross GA 30093 \$70.00 - #3.00 S/H, 3-36 in/lb range, Includes 1/4" tool bit holder, Allens-inch/metric

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QM - Q500 VP Reports

Quarter Midget - Dan Kane Jr.

6302 W Giddings, Chicago, IL 60630
(312) 481-2561

What is going to happen to QM as we know it? That is the question most of the QM fliers around the country are dealing with right now. Some of you might not be aware that a questionnaire was sent out to 70 racers who raced QM in 1992. This questionnaire dealt with the recent rules proposals, these proposals were intended to revive our dying event. The response has been very high, 57% of the questionnaires were received with a response. So that leaves 43% that have not responded. This tells me that any person who can't take the time to mail in a response really does not care what happens to the event. In that case they wouldn't mind if the new rules were passed.

Therefore the number of pilots who favor the new event is very high. At this point the totals are: 22 support the new rule proposal and 15 definitely say no to the new proposal, and three responses that state "I support it but...". The "but" in every case was to try this new event but as a separate event not a replacement event. This sounds good but we cannot have our cake and eat it too.

Another event will further fragment the racers and result in both the replacement event and the existing event to decline even faster than it has in the past couple of years. When I first heard about the rules proposals I felt something like this needed to be done but as a separate event. I have since changed my mind. The reason I wanted to hang on to the .15 size event was because of all the equipment sitting in my basement, the numerous kits, engines, props, etc...but I have since realized that what good is all this equipment if I can't use it.

I feel this .40 size event will be attractive to the person who wants something more than quickie. It will be easier for the Q-500 flyer to make the transition to QM, because he already has all the existing equipment except for the airplane. The way QM is now the pilot must buy smaller radio equipment a new engine and a new plane. So you tell me where the greater expense is. Also

all technology learned about props in Q-500 carry over, the new person in QM is left in the dark about making or even carving .15 size props. Most of the people who disagree with this new event are those people who already have several thousands of dollars tied up in the event. And I am one of them, in regards to the money, but I agree with the new event because it will promote QM to the new person. We need more people to get involved in QM if the event will survive.

The average quickie flier doesn't go into .15 size QM because he needs to buy new engines and airplanes plus he really has to ask the right questions to be competitive. We need a stepping stone event one that has a natural progression. Progression being the transition from a beginner event (the intent of Q-500) to a more advanced event. This would be ideal if I could take the engine off my existing plane, put it on a new plane and race in more advanced class at minimal cost. This is if I already own a competitive .40 size motor. Many of the pilots competing in QM have been doing so for the past several years. These guys are called the so called dieHards. One thing that has me a little puzzled is that some of these die-hards are adamantly against the rules proposals, and even state that they will not fly in either the .15 size class nor the .40 size class. If you are a true competitor you will compete in something whether it be another racing event or flying rubber powered free flight planes. My point is that some people may not compete any more and some people may start to compete. With the vast number of QD500 racers out there you can't tell me that this new event will not be attractive to them. Money seems to be a concern when talking about this new .40 size QM. But how much more money is it really?

Money seems to be the major concern in these hard economic times. It is really tough to justify spending more money on another model airplane event. But, if we want to race QM or similar events it will cost money. Sure there is initial cost of purchasing the new equipment but what about the maintenance of old equipment. How much money is being spent to keep our .15 size motors running for a season? I guess I have been lucky in this respect because over the past couple of years my Nelson .15s have been holding together.

Several people however haven't been so lucky, they have had to send there engines back after every contest and hope that they would hold together for the next. How many people have had the same problems with their .40 size motors? May be after some length of time we will experience the same conditions with our .40s. But for now we haven't so let's try the new event. Another advantage to the .40 size event will be the addition of the muffler. As it stands now I cannot fly my .15 size QM at my local field with out getting a few people mad at me. But it is perfectly alright when I fly my Nelson powered quickie around. Why? You answer that on your own I feel the answer is self-evident.

Quickie 500 - Cliff Telford

1512 S Greenleaf Ct, Winter Springs,
FL 32708 (407) 359-9958

Last month's report on the Q500 Championship race was written by Randy Ritch.

We have decided to keep the national point standing for Q500 for 1993. Last year there were several races held after the cut-off date for 1992 point standings. So that these races will have some value to your point accumulation we have decided to include them in 1993 statistics. 1993 points will be awarded for all races occurring between Oct 1, 1992 and Sept 30, 1993. It is imperative that the VP's send me the races results as soon as possible.

We will try to devise a system where all of your races count for points. It does not matter whether the races are AMA428, NEPRO, SEMPRA, CALZONA or whatever.

One compilation to all of this is how to count points for expert vs standard classes. Some districts race both classes in the same matrix, but some don't. We will try to devise a system which is fair to both classes even if it means giving two separate awards at the end of the year. Your comments and suggestions would be appreciated.

Host clubs and CD's will be needed for the end-of-season championship races. Please keep this in mind as the season progresses. What we envision is well attended regional district races instead of the poorly attended championship race of the last two years.

Power Clinic

Dave Shadel (Performance Specialties) and Henry Nelson (Nelson Competition Engines) offer some words of wisdom on the care and running of the Nelson Formula I engine. Dave and Henry have collaborated their thoughts and experiences and want to pass them on to their customers as they answer some questions posed to them.

We have little control over the idle chatter at the practice field or contest site when information is exchanged; but when misinformation appears in print, it has a way of becoming gospel!

The Prop: The first step in your quest for better performance will be to put the prop on the balancer exactly as it comes from the bag. If one blade hits the table hard, mix glue with that prop. Only props which are close to correct balance should be rework candidates.

Next, cut the prop to 8-1/4" in length. (I would start with an 8-3/4 x 7-1/2 Rev-up. The 9" Rev-ups require far more work than is really worth it). After cutting to length, DO NOT BALANCE. (Remember, it was almost perfect right out of the bag). Run the cut down, unbalanced, square tipped prop on your engine. You will find some props which tach very nicely in this configuration, these will require little further rework to get them to the RPM required. Those props which are well off the mark are more glue mixing sticks.

Don't worry too much about tip shape. I've run 'em square, raked back and elliptical. Take your pick, if the prop is good, almost nothing you do to it will hurt. As long as we are dealing with natural materials, this will be the case. Most pieces of wood won't tolerate a .100" thickness at station five, if you get one, you're lucky.

But once again, you have run these props and the ones that tach up won't require a lot of thinning.

As far as airfoil goes, the record setting Formula I props by Richard Verano have the maximum camber (high point) moved aft, not forward. I feel that the choice is up to the individual.

Another point to remember is that the shorter the prop, the worse your acceleration will be off the start line, and off the corners.

The Engine: Most engines won't seal properly without an oil film in the cylinder. They don't run without an oil film so why try testing for a seal without it? Pinch at the top makes little difference as well. If the engine holds compression immediately after shutdown on the bench run, it is fine. The correct torque on the head bolts is 14 inch/pounds. After initial assembly, run the engine and retorquer while still hot. You should never have to retorquer it again unless you remove the head. If the engine is run sufficiently lean to cause head loosening, I guarantee that it is time for a new piston/cylinder/head.

I do not agree with a .014" head clearance setting. I usually run .007" to .010 clearance, depending on the weather. The higher the head is raised, the mushier the peak setting becomes. That is why you are having to take the engine over the top to find the peak. If the engine is pulling the plug element out of the chamber, it is UNDER-compressed. Taking the engine over the top when needling is very tough on the piston/cylinder and causes damage. If you insist on continuing this practice, engine damage result. You also make less horsepower with the head up. Rather than

raise the head for break-in, go to lower nitro (30% works real well). If you can't figure out how to run 65% nitro, lower the nitro content until you can!

The Racing Needle Setting: Once again, taking the engine past peak is an absolute no-no. If you are trying to run fuel without ignitors, the head up too high, on a cold day you are in trouble. You may need to be RICHER on a cold day, depending on humidity. Ever notice that your needle setting gets progressively LEANER as the day warms up? Think about it. If the plug element is pulled out of the plug, the engine is looking for heat. Lower the head and make more power.

Typical good runs on a GloBee plug will wrinkle the element but not break it. The glass seal will typically turn a light chocolate brown if your setup is correct - fuel, compression and needle. The GloBee will also help stabilize a jumpy engine in some conditions. I start at about 60 seconds as I don't wish to carry the extra weight of a fuel load for longer running. I even time the ground run when I test fly so that conditions are the same as in a race. I also only fly ten laps. Flying more just hurts the equipment.

Henry and I speak frequently about improvements. A constant state of product improvement is always at hand. The learning curve with the N40 F1 is no more difficult than any other high nitro engine, but if you couldn't run Tigre's, K&B's or OS's, you're probably going to struggle with everything else too!

The Head: Cylinder head fit in the liner is critical. I have seen several hundred RPM difference between a loose fitting head and one that is correct. There is no

Quickie 500/250 Pylon Racing Season Schedule

EBRC at Dublin, Ca.

April 11, 1993
June 6, 1993
August 15, 1993
October 3, 1993
(Season Championship Race)

Contact: Larry Bickers (510) 886-1557

MCRC at Merced, Ca.

March 21, 1993
May 9, 1993
July 11, 1993
Sept. 5, 1993

Contact: Dave Ferrell (209) 722-0655

All Races are AMA Rules and AMA Sanctioned

Power Clinic

such thing as ONE SIZE FITS ALL. The head should fit into the liner with no rattling around, but no so tight that you have to force it in. Loose fitting leads equal lower performance. Never re-use old heads that have been on a burned up or worn out piston/cylinder. When it's time for a new upper end, it's time for a head as well.

At a customer's request, I will mill the sides of the upper case and cylinder head for cheek cowl clearance. I don't use a file!

The Plug: For Formula I use, only the standard and GloBee plugs are used. I wish that the GloBees were only fifty cents more each. In reality, they are priced as follows: Standard - \$2.85 each, Heavy Duty - \$3.00 each, GloBee - \$4.50 each. Plug nuts for GloBees are \$5.00 each (re-usable).

Correct running will yield a plug with a light tan colored face, depending on the oil in your fuel, and well scrambled element. It may or may not glow after use. If the element is frosted (white, chalky), you're too lean. I have seen plugs screwed in so tight that it pushes the plug seat into the combustion chamber. You must avoid this. The correct torque for the plug is 25 inch/pounds.

For an under compressed setup, it may be beneficial to actually pull the element out of the plug by 1/16" or so. This is what you are trying to accomplish by running the engine over the top anyway, but doing it prior to the run is a lot less damaging to your engine.

The Liner: The smaller intake port opposite the exhaust is called the boost port.

The intake ports on either side of the liner are called the main transfer ports. The reason for making the boost smaller was because the bottom of the larger port was covered by the piston at bottom dead center, and the smaller port retains velocity better.

The aluminum liners are vastly superior to the brass thus far. They must be run differently than the brass for best results. An under compressed setup will not work with aluminum, nor will it work at 23,000 RPM on the ground. I have run the engine with a variety of different port heights and have found little, if any, difference. Consider the fact that .005" difference in port heights equals about 1.5 degrees of timing, virtually no change. So it really matters very little.

The Piston: We have used two different piston alloys in production. Neither appears to be significantly better or worse than the other. I have also tried a variety of others and none appear any better. The reason that a few early examples had pin holes wear out had absolutely nothing to do with piston material but an errant group of improperly heat treated wrist pins. The pin wore down and beat the piston out. This only happened in about a half dozen early engines. Adding material at the pin boss didn't result in any degradation in performance or additional vibration.

The Rod: We have had a grand total of fewer than twenty rod failures, all early examples. Out of a few THOUSAND rods, I'd say that's not too bad. Several of the failures were due to a plated crankshaft in

which the plating peeled causing rod seizure. Since only a couple dozen engines had the plated crank, this problem has gone away. The only failure I've seen recently are due to people who nose over on take-off and shaft run the engine or those who load up the engine with fuel and keep hitting it with the starter. A couple runs later, the rod lets go and immediately it's the rod's fault. User error is a lot more prevalent in this than defective parts are!

The Backplate, Rotor and Pin: Every disc valve setup in history has had the occasional chewing the backplate problem. Supertigre's did it badly, but most guys were not aware of the problem. Until we started using a colored anodize on them, almost no one knew it, with the Nelson's either. Most of the problems with materials, fits and finishes have been solved and the current backplate is fairly reliable. Nonetheless, FAIRLY RELIABLE is not good enough for us, and a new backplate/rotor/pin design is nearly finished, which should eliminate the problems once and for all. The rotor dishing problem is caused by users who routinely remove the rotor by inserting an object through the intake and beating on the rotor/pin assembly to remove it.

Lubrication has nothing to do with the problem. In a piped engine (FAI), the action of the pipe prevents the rotor from contacting the backplate on the closed side of the disc-backplate.

Hope this helps clear up some points.

Dave Shadel & Henry Nelson

Letter to the Editor:-- Henry Nelson Speaks Out on QM

"No 18,00 RPM Q500 engine will be able to compete in Quarter Midget the way the new proposed rules are written" says Henry Nelson, engine designer and creator of virtually every high performance pylon motor raced today in the world.

According to the initiators of the QM proposal (basically four lbs, 400 sq in, front intake 40 with manufacturer muffler, any prop and flown on the Formula I course) they are looking to replace current QM rules because engines are being pushed to the breaking point and dissension in Q500 due to more experienced flyer that wants to go fast and is willing to spend the money to do so. Joe Average is left out because of lack of skills and desire to spend the money to stay competitive with the more involved racer.

On the surface it appears the Nelson Q500 motor would be competitive in this event. But it won't!

"I'm appalled that a vocal minority within the contest board can steamroller through the elimination of an entire event in favor of an event that has never been flown. In less than a years time an elite few on the contest board is on the verge of disenfranchising the entire class of .15 Quarter Midget fliers.

Whatever the faults of the .15 QM event, the solution is unlikely to be another 40 size event. It's even more unlikely to be an event that has never been raced.

Regardless of how these people butcher their fellow competitors and the rules, I can build an engine to suit.

I already produce an engine that fits the rules (front intake/rear exhaust) and with a little modification I can turn it into the QM "Death Engine". It'll be the "Death Engine" because it will cause the immediate death of the event.

The F.I.R.E. engine, properly modified with a tuned muffler on 15% will run at 28,000 RPM on a carbon prop (allowed in 40 QM). That's about the same performance as the piped FAI 40 on 80-20 fuel.

The engine will be neither cheap nor last forever at 28,000 RPM but it's where the engine would evolve anyway, so we may as well start there. The Q500 engine is not going to be competitive in the event. The idea that anyone could compete with their Q500 engine was naive to begin with.

So here it is. Pass your rules and get out your check book"

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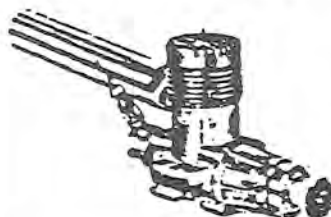
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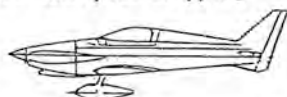
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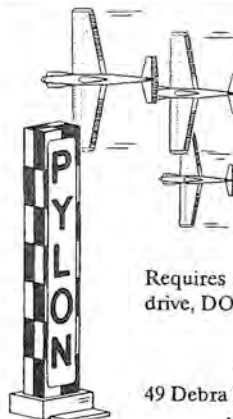
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