



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

November 95

Pete's Place

Quarter Midget Championship

A lot has happened since we last communicated, starting with the QM 40 championships in Bowie Md. on October 14-15. There have been quite a few QM races of championship quality like the Silver Cup when the event was 15 powered but this was to be the first 40 championship. It's a lot like holding a dance and then wondering if anyone will come to dance. In this case the dance was just fine thank you with 28 enthusiastic competitors.

Practice day on Friday was beautiful and the field had grown a lot since we were there for the district race because the ten foot high corn which had rimmed the length of the field had been harvested. The Courtyard provided a fine site for headquarters, registration and tech inspection. There was some worry that there would be some controversy at the inspection. It was reported that a model made from one of the kits on the market had been checked and found to be out of spec on the canopy radius. Then it was erroneously reported that one of the newer kits had a 60 inch wingspan and wouldn't pass the "semi-scale replica" requirement of the rule book. As it turned out, the wingspan number was wrong and yes, if you didn't sand the fuselage at all on the joint line you might be able to see light under a gage, but all the airplanes were just fine. It did point up one thing. It is the contestants responsibility to be sure that the model he brings to the contest meets the published rules.

Greg Edmunds generously agreed to furnish any CD who asked, a radius gage to check canopies. Another result of the discussions was a general feeling that the rules were not specific enough about aircraft specifications to avoid further differences of

1996 ELECTION RESULTS

President

Pete Reed(62*) Jim Kelly(1) Lou Rodriguez(1) Cliff Telford(1) Lloyd Burnham(1)

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District 1 VP — Lou Rodriguez - 12*
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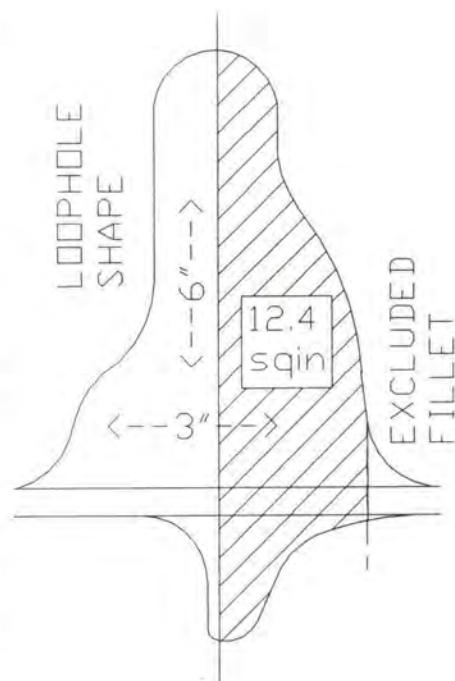
District 9 VP — Francisco Taboada - 1*
Q500 VP — Cliff Telford - 41*
Karen Yeager - 20

QM VP — Jerry Salisbury - 56*
Lyle Larson - 1
Rick Landers - 1

opinion. So one of the contest board members brought the problem before the rest of the board and suggestions for fixing the situation are being discussed.

What we are trying to avoid is having the models become "thingies" because the only measurable things now in the rules are height and width of fuselage. The rules now depend on opinion rather than elements which can be measured and verified by any contest director or modeler in the country.

The split sketch of a current design and on the other side what could be done in search of a racing edge because the rules don't control the front view well enough to prevent it. The text of the rules only says that the cross sectional contours at the height and width measurements and at the stations determining the likeness to the original aircraft shall maintain the integrity of the contours in the original aircraft. The intent seems pretty plain but we have already violated that "integrity" clause with P51 scoops



continued on next page

Profiles

Mike Gordon (38D)

1195 W 400 North, Provo, UT 84601

Married to Rachel and have three daughters, twins Candie, Randy and Smamtha, and a son Silas. I'm a general partner in a concrete construction contracting business.

I'm currently newsletter editor for the Utah Valley Aeromodelers, an avid Q500 and 1/2A racer and feel I personally brought pylon racing back to the Utah valley after a long absence.

Cecil Graval (35X)

149 Sandpiper Circle NW, Calgary, Alberta, Canada T3K 3R4

Alberta Land Agent (Olds College Land Agent Program 1994 graduating with honours) acquiring land from farmers for oil and gas drilling rigs and right of ways for pipelines. Married to Lynne and have a daughter, Dallas and a son, Michael.

Modeling for 26 years and was the 1993 triple crown winner (Club 20, Q500, F1 champion) in district 3.

Pete's Place continued

round on the bottom, not flat, and Napier Hestons with oval, not round fuselages and wings not on the bottom of the fuselage. If we keep chipping away at the integrity who knows what kind of airplanes we could wind up with. Get in touch with your contest board member and discuss the problem. I can tell you from personal experience that we need to keep the models looking like airplanes with room for different designs to be competitive.

Some of the dinosaurs will remember solo pylon which died a rapid death because the formula dictated that a 15 size delta was the fastest combination and there was nothing duller than watching a whole contest of the same design airplanes racing around against the clock. Don't let this happen to the QM40. If there is no other report of the championship here are the top finishers:

- | | |
|--------------------|----------------|
| 1. Chip Hyde | 4. Mike Condon |
| 2. Jerry Salisbury | 5. Rex Knepper |
| 3. Stephen Baker | |
- Fast time 1:08.74 by Rich Tocci

All of the above winners by now have their custom built clock trophies with their name and place engraved on the face of the clock.

NMPRA F1 Championship

The next happening was the Formula 1 championships in California and wonder of

wonders we didn't get either blown or frozen out. The facility at Sepulveda for us hicks from the East was terrific. Shade for pitting, wide open approaches and blacktop to land on. Not real wide but plenty long. I don't think there were any "mid-ground" crashes even with mostly four plane heats. Ron Schorr and Lou Rodriguez along with the Valley Fliers delivered just what they promised, a great championship. The country club banquet was certainly a step up in style for most of us. The results of this championship are:

- | | |
|-------------------|------------------|
| 1. Richard Verano | 4. Norm Johnson |
| 2. Mike Helsel | 5. Lou Rodriguez |
| 3. Dave Shadel | |
- Fast Time 1:05.82 Dave Shadel

The election results are in and published elsewhere. I want to thank all those who worked with me this past year and welcome those newly elected. Remember this is your association and your elected representatives can't represent very well if you don't tell them how you feel and what you want. I will be sending a note to all the VPs with what I see as the issues for this next year and I will have more in the next issue.



Editor's Request

ARTICLE SUBMISSION FORMAT AND PRIORITY

Best way:
Fax (860) 584-1473 (10pt, no justify)
Modem file transfer (8N1 Y or Z)
Disk - IBM compatible
Printed output - monospaced
Compuserve # 73627,1466
Typewriter
Long hand (worst way)

Call the Editor if you have a problem
Paul Page (860) 584-9437

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on a first come, space available basis. Also, camera ready copy no larger than 7.5" wide by 2.5" high (border dimension). Copy must be received by the Editor or President no later than the announced due date.

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost.

	Size(WxL)	Single	Annual
Full Page	7.5 x 10	\$100	\$700
Half Page	7.5 x 5	\$ 70	\$490
Quarter Page	7.5 x 2.5	\$ 40	\$280
Econo Ad	3-5/8x2-3/8	\$ 20	\$140

Wanted

Interesting photos of races, planes, events. Send slides, B/W or color negatives to the Editor (Paul Page) for newsletter. They will be returned.

Official AMA Records

421-F1-Op	Richard Verano - 1:03.16 - 3/28/92
421-F1-Sr	Ben Johnson - 1:16.60 - 10/16/93
421-Jr	A.J. Seaholm - 1:15.20 - 7/19/91
422-QM40-Op	Lyle Larson - 1:07.38 - 4/22/95
422-QM40-Sr	Mick Cawley Jr - 1:09.47 - 6/3/95
422-QM40-Jr	*Matt Van Baren - 1:19.20 - 8/13/95
422-QM15-OP	Craig Grunkemeyer - 1:10.89 - 9/11/93
422-QM15-Sr	no record
422-QM15-Jr	Thomas Doe - 1:26.78 - 9/29/92
423-1/2A	no record
427-FA1-Op	Richard Verano - 1:03.31 - 11-20/94
428-Q500-Op-2m	Chip Hyde - 0:56.49 - //94
428-Q500-Sr-2m	David Wright - 1:01.36 - 7/10/94
428-Q500-Jr-2m	Bucky Miller - 1:10.43 - 6/13/92
428-Q500-OP-2.5m	Bob Dible - 1:11.63 - 4/22/95
428-Q500-Sr-2.5m	Mickey Crawley - 1:13.03 - 4/22/95
428-Q500-Jr-2.5m	Henson Bartle - 1:21.23 - 10/9/94

* applied for AMA Official Record



District News



District 1 - Lou Rodriguez

2683 Lin Gate Ct. Pleasanton, CA 94566
(510) 846-6865

The Soapbox!

It's time to voice an opinion about the NMPRA and championship races. Once upon a time there was an event called Formula One; and it was good. So good that hundreds of pilots partook in the event. The numbers were so large that a qualifying process was needed to reduce the field for the NMPRA Formula One Championship race. And so it became that one must be an NMPRA officer, or place in the top blah blah blah... Well now it's almost 1996 and there is an event called Formula One, and it is good. But there are several other events, with similar performance, for pilots to participate in. Ergo: the numbers in Formula One have diminished. I am advocating that NMPRA adopt a new policy to allow *any* NMPRA member to participate in future Formula One Championship races. A cap to limit the number of entries can be instituted to keep the numbers manageable in case we see a sudden rush to this annual contest. It could still be the NMPRA Formula One Championship *and* enjoy the flexibility of being scheduled anytime during the contest year.

The NMPRA District One Quickie 500 Championship is open only to NMPRA District One members. This has become a strong recruiting vehicle for NMPRA since new members may join at the contest in order to participate at this race. A maximum of 52 entries will be allowed. Fifteen to twenty (maybe more) will be *new* NMPRA members.

Our position should be one of encouraging and welcoming new membership; not of limiting participation. Any geographical area with a strong racing interest should also have a strong NMPRA membership base. Let's do the *promotion* and build the interest to make NMPRA appealing to all pylon racers.

Send a note to both Pete Reed and myself to let us know what you think. There are a lot of good ideas out there but you must share them if they are to be of any value.

District One Stuff

Several years ago, then NMPRA President Henry Bartle and the District One VP Chuck Brown poured significant energy to assemble a trailer with the finest race course equipment in all the land. It was paid for, in part, by entry fees and the generosity of several contributors. Unfortunately, the district has not had any guidelines to finance insurance and maintenance for this equipment. There are no "District Funds" provided by NMPRA to operate the trailer. We

have provided the trailer for use at races in Southern California without reimbursement from hosting clubs. Ron Schorr has put his own energy and cash into the trailer to maintain it's viability. Things are about to change.

As District V.P., I am willing to take responsibility for the trailer. But, I do need someone to manage the logistics to make the trailer available in working order for pylon contests. Read the following guidelines. Please contact me if you can help with the trailer.

Procedural Guidelines for Race Course Equipment and Trailer:

1. The equipment manager will maintain a calendar for scheduling of the equipment. NMPRA sponsored races will have priority in scheduling for the equipment.

2. It will be the contest organizers responsibility to transport the trailer to the contest site and back to it's storage facility. An additional fee may be charged if the "manager" of the trailer provides transportation.



NMPRA 1995 Formula One 1995 Championship Race at Sepulveda Basin. kneeling l-r: Richard Verano-1st, Mike Helsel-2nd, Dave Shadel-3rd, Norm Johnson-4th. Standing l-r: Lou Rodriguez-5th, Drew Jerina-6th, McIndoe-7th, caller for Shadel, Jim Shinohara., Travis Flynn-8th, caller Rhonda Cady and Darrol Cady-9th, Bill Hager-10th and ??.



Best of Show winner Dave Chapdelaine poses with his NEPRO designed Formula One Tom Cat.

**NEXT ARTICLE
DUE DATE
DECEMBER 6**

Send Formula I race results to Ron Schorr. NO RESULTS—NO POINTS



District News



3. The Contest Director will be responsible for set-up and tear-down of the equipment at the contest. The C.D. will also take every precaution to prevent the abuse of the equipment. Damage to the equipment or trailer beyond normal wear and tear will be the responsibility of the C.D.

4. District One will collect a usage fee of \$50 per contest day. (A two-day contest will be charged \$100.) All fees will be used to pay insurance, storage, and maintenance costs. The C.D. may adjust the entry fee to cover this.

5. The District One V.P. will maintain financial records concerning the equipment and trailer. An accounting will be available to NMPRA members upon request.

Other stuff:

The Formula One Championship has just concluded at Sepulveda Basin. The turn-out was adequate with 29 entries. It is always a pleasure to see fellow racers from across the country at this contest. Thanks to Ron Schorr for agreeing to run this event. There should be a full report in this newsletter and in *Model Aviation*. Thanks also to David Wright who drove down from San Ramon to help at the race and haul the trailer up to Merced for the District One Quickie 500 Championship.

1996 Race Calendar: The following is my suggested schedule for 1996. It does not include all races but is a start for planning purposes only. I still need to assure that we have CDs and flying sites. The dates may change also.

2/24-25	Phoenix	Formula One
3/23-24	Las Vegas	Formula One
4/13-14	Las Vegas	Q500
4/20-21	Whittier	F1, QM40
5/4-5	Phoenix	Q500
5/18-19	Castle	F1, QM40
6/1-2	Merced	Q500
6/8-9	Sepulveda	F1, QM40
6/6-7	Reno	Q500, QM40
July	Muncie, NATS	
8/10-11	Merced	Q500, QM40
8/17-18	(TBA)	F1, QM40
9/28-29	(TBA)	Dist. 1 Q500 Champ.
10/19-20?	(TBA)	NMPRA F1 Champ.
11/2-3	(TBA)	FAI Team Trials

The Quickie races in the above schedule are intended to be district-wide race dates with no other races scheduled in conflict. There are four significant areas within the district with Quickie activity: Central California/Reno, Southern California, Las Vegas, and Phoenix. Each of these areas will develop a "local" race schedule. These local

races should be scheduled to reduce conflicts with the District One schedule proposed above. We will have better participation if race dates can be coordinated throughout the district. The 1996 race calendar will be published and distributed throughout the district when it is finalized.

District 2 (Northwest) is planning a big Formula One and Q500 event for August 24-25 in Arlington, WA. This is a great flying site and the weather is wonderful. They would really like to see us come up to join them for this event.

Dekuju pekne.

Lou

District 2 - Dan Nalley

17010 17th Ave Ct E, Spanaway, WA
(206) 537-1477

Thanks to all of our District II members for your support. I accept the position of District VP. We will be dividing up the position into three areas. I will take all of the administrative duties, Patt Poinsett will handle the newsletter and be a contact person, and Shane Elliott will be overseeing all of our social functions and organizing of activities.

From Patt Poinsett

Please let me know if there is anyone else who needs to be on our District II mail list. Any address changes or information you would like in print, please send to my attention.

As a threesome we hope to serve our district well.

We say good-bye to Kay Larson who has been our district VP for two years now. Thank you and Dick for all of your hard work. We all appreciate the efforts you put into making our district a better place to race.

September 16th & 17th we all (well a few of us) traveled to the great north and visited our Canadian flyers in beautiful Boundry Bay, British Columbia. Although attendance was low we had a great time! A lot of the good time was had on Saturday night after racing was done. Half a dozen guys broke out their sport planes and flew until dark, swapping transmitters and generally goofing off. We had a big barbecue that Shane Elliott orchestrated (and cooked our

yummy main course) and it was a very good social happening. The finishes for the weekend:

Q-500

1. Dan Nalley
2. Jim Weissert
3. Mike Brownlee

Formula 1

1. Henry Bartle
2. Darrol Cady
3. Andrew McIndoe

Thanks to the guys who came all the way from Alberta to be a part of the race!!

Our district Q-500 Year End Championships tried to take place on September 30th and October 1st. Although we were prepared for rain we were not prepared for the *wind*. Saturday we managed to muddle through 424 class before the pylon cages began to blow over. Unfortunately, when we got to the line for Q-500 428, the planes were actually rolling backwards off the runway before takeoff. Needless to say it was quite a fight once they got in the air and before the first heat was over we lost Matt Mikko's Revolution. We took it to a vote and called the day due to weather. Sunday was much better weather-wise, but we had lots of lost planes. The finishes for the weekend:

424

1. Tommy Strom (won the dodger kit)
2. Paul Miller
3. Jeremy Grogan (won the receiver donated from Hitech)

428

1. Nelson Eddy - also fast time 1:13:73
2. Al Watson
3. Jon Packer
4. Henson Bartle
5. Bill Warner

Looking forward — we have our last 1995 Q-500 race at Bremerton raceway November 5th, and then we are off for a few months.

We hope to see lots of people dropping by our NMPRA booth at the Puyallup NW Model Expo February 3rd and 4th. And for anyone who does not get our local newsletter, we have a District II meeting on Saturday Feb 3rd at 11:00 am at the Highway Patrol building and then our year-end banquet at Anton's Restaurant on Saturday Eve (Feb 3rd). Please contact Dan, myself or Shane if you need any additional information on any of our District II events.

Dan



District News



District 3 - Randy Smith

13 Hawkford Cr NW
Calgary, Alberta, Canada T3G 3G2
(403) 547-1156

Hello everyone, I'm back in print. I missed the last deadline for the newsletter due to some mix ups at the US post office. Maybe the "sled dogs" don't hike this far north. Anyway, my thanks to Roy Andrassy for submitting some photos in the last newsletter showing some of our district participants at the season championship race.

Racing is over for this year and frost is now settling in on the runways across the land. I must say, we had a very successful racing season this year with Canadian fast time records being set and then broken in both events (F-1 and 0-500) all summer. The only disappointing aspect was that only four Formula One races were held, so every race was a keeper. Participation is on a slow decline in F-1. Judging by the trends across the NMPRA, I guess this is not particular to just our district. On the bright side, we had nine Q-500 races with 37 total participants. We have several new racers that are getting involved and learning all they can from the old timers. The old guys have been very gracious and helpful in spreading their knowledge and making the newcomer's first racing competitions enjoyable.

We had 40 members pay dues to our local Canadian Prairie district, however, only six chose to join the NMPRA. This is mainly due to the fact that a vast majority of the racers only race locally between our Canadian provinces and do not wish to collect national points. Further, they do not have the desire or funds that it takes to venture outside the country and participate in any of the big NMPRA events.

As I mentioned, the season was a big success with a number of pilots posting impressive personal best times. Roy (Doctor Doolittle) Andrassy went to Vancouver, B.C. in the northwest district and duked it out with Henry Bartle in the last F-1 race of the weekend. In a very close race, Henry cut and Roy got the flag with a new Canadian fast time record and personal best of 1:07.85. Roy's hundreds of hours of practice and preparation has finally paid off.

At the season F-1 championship race in Saskatoon, Saskatchewan, Harold (Canada

Goose) Sattler was the favored pilot to take all the cookies. However, a dark horse in the field, long time adversary and good friend of Harold's, Lyle Baker, forced Harold to fly his best race ever. Wing tip to wing tip for 10 laps the two traded positions. When the flag dropped at the end of lap ten, there was hardly daylight between the two aircraft. Harold posted a time of 1:08.9 and Lyle came in at 1:09.0. Once again, these two guys have spent a lot of time, energy, and money in solving every piece of the success equation. As it has been said, "There is no one big secret - but it is the many little things that must be done right".

Roy and Harold, as well as Ed Smith and Brent Holmes from eastern Canada represented our country at the FAI world pylon championships in Muncie this summer. Roy was backup pilot and team manager. Harold was the team favorite to show the rest of the world what Canada could do. Unfortunately, Harold flew through some bad air from Gary Hover in the early rounds and crashed his #1 aircraft. It was difficult for Harold to get back into the right mind set to continue at the level he wanted to. Things kind of went down hill after that for the team, however, we are all very proud of the team's effort and know that Canada will improve at the next world championships.

Personally, I enjoyed the race season. I participated in as many races as my work and family schedule could allow. I had fun, I had some great races, and I learned a little more about going faster. At the district annual meeting I was re-elected as the VP for District 3, so you will be hearing more from me in this newsletter next year.

In 1996, our district will likely show a budding interest in the new Quarter 40 event. A number of guys want to try the new event which appears to be less technical than F-1 but has the same appeal to speed. Some argue that it will be less expensive to participate in, but I think that only holds true for the fuel factor. Other equipment, hardware, and consumables will be a wash. Based on the declining interest in F-1, I think this event will generate some new interest that will be good for overall pylon racing in Canada.

On a final note, the Hub City Radio Control Club in Saskatoon, Saskatchewan is making an application to our national modeling body to hold a Canadian Pylon Nationals next summer. Dates are not known yet but the club will stay away from the AMA

Nats so that we can encourage some of you fast guys from the US to attend. Get out your atlas. Saskatoon is about 225 miles north of the US (Montana) / Canada border in the heart of the Canadian prairies. Come on up for the Nats and stay for a holiday. Your American dollar gets you \$1.30 Canadian and the best beer money can buy. After the contest take in trout, pike, and walleye fishing at one of Saskatchewan's northern lakes. Stay tuned to my column here in the newsletter as details and dates unfold for the 1996 Canadian Pylon Nationals. We'd love to show you our hospitality.

District 3

F1 Championship Race Weekend

Day 1 Saskatchewan (12)	Day 2 Saskatchewan (11)
1. Randy Smith 1:20.0	1. Harold Sattler 1:08.9
2. Harold Sattler NT	2. Lyle Baker 1:09.0
3. Roy Andrassy NT	3. Cecil Graval 1:15.4

Quickie 500 (AMA 424 - Webra-Q, 2 mile course)

Saskatoon, Saskatchewan (18)	
1. Harold Sattler 1:18.4	3. Sam Ferris 1:28.5
2. Brad Gomery 1:25.0	

District 3

Formula One Season Final Standings

(19 Total Participants, Total of four races)

1. Harold Sattler	1:08.90	353.7 pts
2. Lyle Baker	1:09.00	292.6 pts
3. Roy Andrassy	1:15.90	256.1 pts
4. Cecil Graval	1:15.40	214.5 pts
5. Brad Gomery	1:17.70	170.3 pts
6. Randy Smith	1:19.09	151.0 pts

District 3

Quickie 500 Season Final Standings (AMA 242 - Webra-Q, 2 mile course) (37)

(37 Total Participants, Total of best 6 races)

1. Brad Gomery	1:18.44	506.3 pts
2. Doug Houston	1:13.17	494.6 pts
3. Roy Andrassy	1:16.31	490.0 pts
4. Rod Kelin	1:23.00	483.0 pts
5. Steve Landry	1:20.11	461.2 pts
6. Sam Ferris	1:20.21	456.7 pts

Rapid Randy

District 5 - Kenny Points Sr.

6472 Todd Dr., Burlington, KY 41005
(606) 586-9418

Where in the heck did the warm racing weather go? It's hard to believe the racing season for our district is already over. Now it's time to start looking toward the new racing season, by getting our equipment



District News



cleaned and repaired as needed and our new planes on the building board, to help take away the winter doldrums.

Contest Directors, you need to get your race reports to me so that they may be turned for your point standings. I'm missing the following reports: Westland, MI 5/14, 6/18, 8/6, 9/10; Flying Tigers 6/3-4, 10/1; Toledo, OH 8/26-27; Wheelersburg, OH 9/23-24. If you know these CD's get on them to get these reports in.

One thing that seems to keep rearing its ugly head is the continued arguments about engines and classes. Listen racers, there has to be a way out of the continued problems about this matter.

Here's a thought, why don't we all go back to the Spickler-Scatcat type plane and a K & B 40 engine only? Does that bother those of you who are currently racing the big money engines out there? It should, as it does those racers, who are currently flying what we call the standard class in 428. By eliminating the standard class entirely, and asking them to either move up to what we call the expert class or move down to 424 class.

We say we are concerned about getting new racers into the sport. What about those that we would lose, by making a move like this? There have been many that say they will quit if there is any changes. Now that they have spent the money to move up and be competitive in their class. And they don't feel ready to handle the higher speeds of the expert class.

Now lets talk about safety. There are very few, if any racers out there that are capable handling the jump of turning 1:30's down to 1:00's. That's an increase of 33% in speed. And what about the cost of a move like this for the average flyer, foremost is the increase of 300% in the cost of an engine. If you look at 424, it states that only engines that are capable of turning a 9x6 prop at 16,500 rpm or less qualifies to race in this class (this alone would disqualify most of the engines that are currently available). Look even further and you see that ABC, AAC and schneurle ported engines are also excluded from this class, (this doesn't leave much left, to pick from). That would mean that those low times in the 1:30's are going to look, more like high 1:40's.

However, the big question is, do we have clubs who will support the beginner in racing by holding 424 events for them. This

seems to be a real problem, and not just in this district.

If something needs to be done, then maybe we need to look at creating a 426 class (the now standard class, as we know it) as a stepping stone between the 424 and 428 classes. Just food for thought, as we can't do anything about it, for a while.

At the last race of the year, several of the racers came to me and ask how they, as members of NMPRA could be excluded from racing at a District Championship Race. I told them as far as I knew they could fly at any NMPRA sponsored race without exclusion. It was pointed out to me, as I hadn't received my newsletter at the time. There was an ad in the newsletter, for the a District Championship Race for District 1 which was limited to only members of that district. I have to admit, they had some pretty impressive prizes that they were giving away, and it made me want to go. However, I wonder if we really want to start limiting who can and who can not race at NMPRA sponsored races, or any race, for that matter, as so many of us, seem to be concerned about the loss of new and old racers in the sport that we all love and share so openly with anyone who will listen.

Enough of the soap box. Until the next time, build em light, go fast and turn left

ZIPPIN' KENNY

District 6 - Don Mestay

885 Washington St., Franklin, MA
(508) 528-1381

AMA—Friend or Foe??? NMPRA and District VI racing seems to be flourishing in spite of the strong winds of change that are blowing away many of the concepts racers have held sacred for a lot of years, but the NATS may well become a victim of the failure of our AMA leadership to recognize and exercise their responsibility to the membership. They seem to be giving way to two of man's oldest self destructive attitudes; first by "following the path of least resistance" and second by determining policy and a vision for the future on the basis of "saving dollars rather than striving for accomplishment". This is a mentality which generally sacrifices progress for security and comfort which usually is followed by stagnation or regression. This is a mindset

that doesn't bode well for modeling in general.

Case in point. The NATS has always been modeling's show case event and a major service the AMA performs for its members. It is generally perceived as the best and most visible thing AMA can do for modeling. Muncie—where the hell is that place! - on the other hand, may well be the single worst thing AMA has done to modeling given the declining interest among the AMA's leadership in holding the NATS. Perhaps they now are questioning who will care or who will come to this place in the middle of nowhere and if they do how will anyone know about it? You don't think that's what's going on? Why is it AMA wants the "special interest" groups to come to Muncie, run their own events, provide their own workers (where in the cornfields will they find them when AMA can't), and then, and get this - and then *pay* AMA for the use of the site at this outpost of civilization. There is an old saw that effectively tells you land that's cheap is cheap because it is of little value to anyone and that includes modelers. Having found this out, AMA now wants the special interest groups to come to their rescue and showcase their own thing in the wilderness. What's worse, we are being asked to *pay* AMA for the privilege of doing our own thing at a site we as members actually own, a site we would never ordinarily choose to show off our event. To say the least, AMA makes up in gall what it lacks in vision. Somehow, our AMA leadership must get the message its members are providing their multi-million dollar budget because they need and should expect more from them than constant whining about the costs of fulfilling their responsibility; more from them in areas of promoting modeling; and more from them than what appears to be self serving decisions being made under the guise of financial considerations. Instead we are seeing continuing declining support for the competitive areas of modeling that most modelers readily agree drives the advancement of technology and growth in this wonderful family sport.

Given this, what should we in NMPRA decide immediately in terms of the NATs? Should we support the AMA and run a week long "local" race most will never hear about, or should we forgo what well could be a gigantic headache for us and/or a farce relative to a National prestige event; or should



District News



we hold an NMPRA week of National Championship racing with lots of PR at the site of our choosing; and/or scatter the various events over several sites and/or over a period of a month of great championship racing?

Think about it folks. What is best for competition interests in general and for NMPRA racing interests in the U.S. in particular. Let President Pete know your feelings now. AMA has issued its ultimatum and Pete has to make the decision for all of us. It's a big problem and it won't go away without some serious thought and action by us and that means you and me and all of us. Call Pete today!

The NMPRA F-1 championship for 1995 is history. District VI sends Richard Verano its congratulations for his first NMPRA F-1 Championship win. We're sure it won't be the last because Richard is a true champion. Dave Shadel tweaked, squeaked and melted down his 1:05 engine and his shot at yet another championship. Dave, as our Czech friends the Malina brothers are fond of saying when these things happen, "Racing is Racing"

Our own NEPRO and District VI Dave Chapdelaine realized a long sought after goal with his lovely wife, Dina proudly looking on, by winning the prized Best of Show award for his NEPRO designed TOMCAT. Contrary to most "Show Dog" winners, Dave flew this beauty in every round and happily took it home without a scratch. Maybe the curse of the "Show Dog"

is broken. Dave's comment "This was the best race I've ever attended!"

Speaking from that point of view, my previous plea for those interested in the future of F-1 to show up and be counted may or may not have worked. In the east we expected 25 or less to show up including the six from NEPRO. Actually a total of 30 were entered, but 40 or more would have sent a clearer signal. Those, whom I asked, however, said they would be at Phoenix. And why not? F-1 still is the ultimate challenge in NMPRA racing and there are still a lot of us who prefer a "great steak to a Big Mac!"

Having said that, there are those strong winds blowing that are bringing change whether we want it or not. On the up side, QM40 is growing rapidly because of new entries to the High Performance ranks and a lot of former racers are coming out of mothballs. There is no question, there is more parity, less cost, and these QM40's are much more user friendly. That's what seems to be fueling the growth of this event. Only more time will tell if F-1 will be a casualty or a beneficiary of this growth in QM. One thing is certain, whatever stimulates the growth in racing, means more enjoyment and better racing for all.

The District VI QM championship race at Bowie is covered elsewhere in this issue, but we need to again congratulate the folks at Bowie for the way they run a race. At NEPRO we've talked a lot about Excellence this year. How Excellence starts with our own attitude and then going down the list it

ends with just being the best you understand how to be. Rick Moreland, Dave Beasley, Art Edsel and the wonderful crew they had working on the race are synonymous with Excellence. They have our thanks and appreciation for the quality of race they run. Keep it up guys!

It was a treat to see Lyle's all up and painted plug of his newest QM40. It looked like a winner just sitting on the table. Bob Wallace and Lloyd Burnham introduced Bob's new MUSTANG to the championship action. The MUSTANG was most noticeable for its high aspect wing and the way it streaked off the starting line, turning one consistently ahead of the pack. This is the second totally new racer to come off the NEPRO drawing boards in the last year and both Bob's MUSTANG and the F-1 TOMCAT look like winners for District VI.

Think NATS, Think AMA, Think Racing's future - CALL PETE - He needs your thoughts - TODAY!!!

Don

District 8 — Drew Jerina

3109 Bluffview, Garland, TX 75043
214.240.7725

Just got back from the F1 National Championship Race at Sepulveda Basin, my first trip to the area. Must say that I had a great time and the flying site was as good as any I've seen. We had only four entries from District VIII, but we all ended up in the top ten to make our mark. I had my share of should haves, could haves and "that was stupid" as well as anyone. I, too, won more races on the way home than at the contest. There is always next year.

A bit of reflection — I've heard all kinds of commotion over Q500, QM40 and F1 all year. You know the routine. But gentlemen, in my mind at least, I haven't seen or heard anything to compare with or substitute for four Formula One's going after each other for ten laps. It was certainly very gratifying and well worth the challenge of the event, period.

For the building and painting enthusiasts, I tried the BDU and DBC series by PPG because they have some terrific colors that only come in *factory packs* and can't be mixed. The DBC was attractive because it required only a DT reducer and no catalyst



1995 Quarter Midget National Championship at Bowie, Md. Trophies went to the following: Chip Hyde-1st, Jerry Salisbury-2nd, Stephen Baker-3rd, Mike Condon-4th and Rex Knepper-5th. Other people in the picture are not identifiable.

1995 NMPRA QM40 NATIONAL CHAMPIONSHIP

Sponsored by NMPRA & PGRC, Bowie Md.

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CHIP HYDE

ENGINE:

EDMUNDS ENGINEERING QM40

AIRPLANE:

"NEMESIS" by Rich Tocci

TROPHY DASH:

1ST PLACE:

LYLE LARSON

ENGINE:

EDMUNDS ENGINEERING QM40

AIRPLANE:

"NAPIER-HESTON" by Lyle Larson

2ND PLACE:

CHIP HYDE

ENGINE:

EDMUNDS ENGINEERING QM40

AIRPLANE:

"NEMESIS" by Rich Tocci



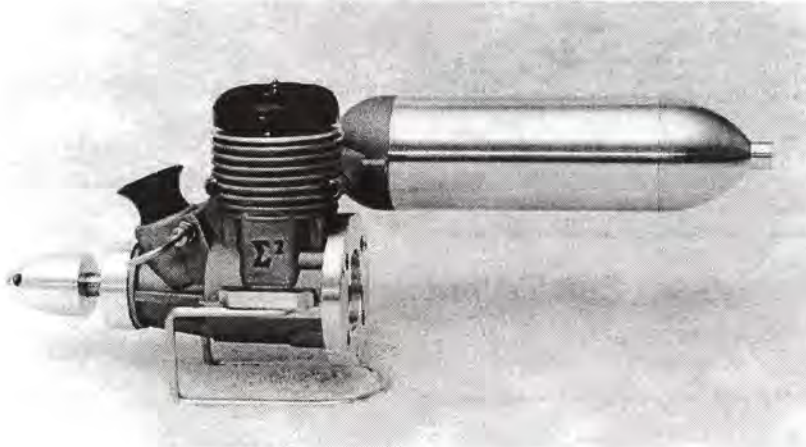
Chip Hyde, Pilot
Greg Edmunds, Engine mfg.

Lyle Larson, Pilot
Stu McAfee, Caller



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District News



to activate it. The DBU requires its own catalyst/reducer. The test samples were sprayed over clean wet sanded substrates and left to dry two days before the test of a few drops of 65%. I'm sorry to report no success, both samples turned to mush. Back to the DCC or the DAU series.

Our last three races of the 1995 season included a QM40 race at Northlake, of which I had the privilege to be the starter both days. The QM's were fast with Mark Parker's 1:08.63 edging out Rich Tocci's 1:08.90 in the same heat as the race of the weekend for the only sub 1:10 times. We had three guests from District IX — Luis Garcia Blake, Jaime De La Vega and Eduardo Abed to help fill the entries. My impressions after starting for two days is that these little QM's are fast, small and difficult to see at times. I would recommend bright contrasting colors and trim those babies to fly straight and less spooky.

Sat Sept 16	Sun Sept 17
1. Mark Parker 1:08.63	1. Nrm Johnson 1:12.27
2. Mike Stokes 1:13.09	2. Mark Parker 1:11.93
3. Jerry Small 1:12.59	3. Mike Stokes 1:19.22

The last weekend of September was at Brazoria where we had F1, Q500 and QM40. We had five record breaking times in AMA 428 on Saturday. With the winds shifting from the north on Sunday, the times were a little slower, but still respectable.

Sat. Sept 30	Sun Oct 1
AMA Q500	
1. Mike Helsel 1:13.23	1. Norm Johnson 1:14.64
2. Jerry Small 1:10.06	2. Jerry Small 1:12.73
3. Ken Howell 1:10.89	3. Higginbotham 1:16.83

District Q500	
1. Mike Hahn 1:37.68	1. Mike Hahn 1:36.82

Formula 1	
1. Drew Jerina 1:15.01	1. Bill Hager 1:08.64

October 14-15 Carl Sharon CD'd the District Q500 Championship at Scobee Field in Houston. Lots of good racing with 30 entries in AMA and district classes.

Gary Roberts finished first in AMA Q500, Mike "The Carpenter" Hammett finished second and Jerry Small finished third.

Richard Beers set the fast time for our district class with a Sport Jett engine with a 1:26 on the long course, which you may remember was fast with a Rossi on the short course.

At the Brazoria race, the District presented me a plaque engraved with a message of appreciation for my last four years as District VP. It's nice to win trophies at a contest, but those are somewhat fleeting

memories. What counts is, what is from the heart. I was very, very touched and honored by their thoughtfulness. I've enjoyed my tenure serving the NMPRA and hope that I've helped to make some positive things happen. Thanks to each of you in District VIII, you are all family!

Congratulations to Fog Tanner on winning the election for VP next year and we should support Fog in his efforts toward a successful 1996 season. See you at the races—

Drew

Quickie 500 - Cliff Telford

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

Thanks to all of you who submitted race reports so that the Q-500 points could be tallied for 1995. Special thanks to Mike Condon, Terry Frazer, and Orv Steinmetz for submitting the missing reports from District 5, and to Jim Allen and Dave Ferrell for reports from District One. Dave also informs me that the District One Q-500 Championship race at Castle AFB is shaping up nicely for November 11-12. This is a money race with \$1780.00 total purse. Entry is restricted to District One NMPRA members. With so many big names in the district this should be a real shoot-out.

The 1995 season has ended and the 1996 season has begun. Nine races have already been reported for the 1996 season. The top 20 winners for 1995 are listed below. Data is current through today, October 23, and the awards have been ordered, so there is no need to send any more race reports for 1995. Last year some late reports were submitted in January although the season ended in September. Please continue to send reports for 1996. Awards will be sent to the District VPs so that they may present them to then winners. A full list of all who earned Q-500 points in 1995 will appear in a later edition of High Performance.

All information presented in this publication is solely the opinion of the authors. The NMPRA is not responsible for any information presented or for any results of actions taken due to information presented.

1995 Q-500 statistics

Q-500 events reported = 187

Flyers who recorded points = 222

Most races reported from one district
District 5 = 45

Most races attended by one flyer
Steve Kovach, District 7 — 27

Top 20 Q500 Winner

Name	Dist#	Races	Points
1. Cliff Telford	7	21	719.6
2. Don Moody	7	13	704.0
3. Tom Rebenklu	6	9	703.9
4. Ray Brown, Jr.	7	19	702.2
5. Gary Freeman, Jr.	7	21	698.1
6. Jason Shulman	7	11	684.5
7. Gary Gau	6	13	682.4
8. Dennis O'Brien	7	9	682.3
9. Lewis Schwab	6	9	679.9
10. Norm Johnson	8	8	673.3
11. Steve Kovach	7	27	667.7
12. Lloyd Burnham	6	10	663.1
13. Craig Grunkemeyer	5	12	652.8
14. Darrol Cady	2	9	647.3
15. Mark Parker	8	12	644.6
16. Charlie Poulton	7	12	644.5
17. Mike Condon	3	18	635.6
18. Harold Sattler	3	7	631.3
19. Gail Jacobson	7	11	631.2
20. Terry Frazer	3	21	628.0

Total points is based on the best 7 races

It is as big a surprise to me as to anyone to find myself in first place at the end of the 1995 racing season. There was a lot of luck, a lot of traveling, and a lot of help from other people involved to reach this point. Five airplanes were demolished during the season (3 mid-air, 1 battery failure, 1 thumb glitch). Thanks to Richard Verano and Futaba Corp. for repairing my radios when I broke them; to Jim Allen for sharing his airplane design (Quick Vee 3 1/2); to Performance Specialties and Jett Engineering for delivering decent engines; to Morgan Fuels for providing all the fuel for races in District 7; to my callers Kevin Clark (1st half of the season) and Gary Freeman, Jr. and Sr. (2nd half of the season)

Cliff

1996 Racing Schedule

District 1 - Lou Rodriguez

2683 Lin Gate Ct, Pleasanton, CA 94566 510.846.6865

2/19	Sepulveda Basin, CA	Q5
4/15-16	Las Vegas, NV	Q5
5/13	Tracy, CA	Q5
	Joe Zimmerman	
5/28	Whittier Narrows, CA	Q5
6/11	Sepulveda Basin, CA	Q5
7/22	Livermore, CA	Q5
	Larry Bickers	
8/6	Lodi, CA	Q5
	Darren Graviet	
8/27	Sacramento, CA	Q5
	Jeff Weiss	
9/16-17	Sepulveda Basin, CA	F1
9/30	Modesto, CA	Q5
	Bruce Coffey	
10/28	Merced, CA	Q5
	Dave Ferrell	
10/28-29	Las Vegas, NV	Q5
11/5	Phoenix, AZ	Q5
11/11-12	Merced, CA	Q5AMA
	District 1 Championship	
	Dave Ferrell	
12/3	Phoenix, AZ	Q5

District 2 - Dan Nalley

17010 17th Ave. Ct., Spanaway, WA 98387
206.537.1477

9/30-10/1	Kent (Q500 Championship)	Q5SE(?)
	Elliot	
11/5	Kent	Q5SE
	Mikko	

District 3 - Randy Smith

13 Hawkford Cr NW Calgary, Alberta, T3G 3G2 Canada
403.547.1156

8/19-20	Prince Albert, SK	Q5,F1
9/2-4	Calgary, AB	Q5,F1

District 4 - Mel Reed

2720 Winslow Ave., Helena, MT 59601
406.227.6075

4/23	Mead, NE	Q5,AMA
5/21	Mead, NE	Q5SAMA
6/11	Mead, NE	Q5SAMA
7/8	Utah Valley Aeromodelers	Q5
7/16	Mead, NE	Q5,AMA
7/22-23	Great Falls, MT	Q5AMA
7/29	UVA, Turf Farm	1/2A
8/5	UVA, club field	Q5
8/20	Mead, NE	Q5,AMA
8/26	UVA, Turf Farm	1/2A
9/9	UVA, club field	Q5
9/10	Mead, NE	Q5SAMA
9/30	UVA, Turf Farm	1/2A
10/7	UVA, club field	Q5
10/28	UVA, Turf Farm	1/2A
11/4	UVA, club field	Q5
11/11	UVA, Turf Farm	1/2A

District 5 - Ken Points Sr.

6472 Todd Dr., Burlington, KY 41005 606.586.9418

6/25	Novi, MI - Midwest RC	Q5(424)
	Glen Wierschke (815) 234-3285	
10/1	Flying Tigers	Q5SE
	John Borton (419) 241-3865	

District 6 - Don McStay

885 Washington St, Franklin, MA 02038 508.528.1381

Q5 events use NEPRO rules unless stated otherwise

7/29	Prince George RC	
	Steve Baker (301) 434-3568	Q5

District 7 - Charlie Poulton

25626 Oaks Blvd, Land O'Lakes, FL 34639 813.973.7030

Q5 use SEMPRA rules unless stated otherwise

10/14-15	Ft. Lauderdale, FL Markham Park	Q5(2)AMA?
	Don Moody (305) 749-8079	
10/21-22	Atlanta, GA Club Field	Q5,AMA (2)
	Rick Landers (404) 389-8720	
10/28-29	Valkaria Airport, FL Championship	Q5(2)
	Tom Bogut (407) 729-6682	
11/4-5	Greenville, S.C.	Q5(2),AMA(2)
	Chris Malik (803) 967-4387	
11/11-12	Tampa, FL TRAC Field	Q5 (2)
	Wayne Smith (813) 621-4051	

SEMPRA SEASON ENDS

12/3	Brandon, FL Club Field	Q5 (1)
	Lucien Miller (813) 991-4710	
12/15-17	Apopka, FL Tangerine	Q5,AMA,QM
	Don Leighton (407) 834-9376	

District 8 - Drew Jerina

3109 Bluffview, Garland, TX 75043 214.240.7725

4/22-23	Wichita Falls	F1
5/6-7	Houston, Space City, Scobee Field	F1
6/24-25	Brazoria, Houston	F1
8/19-20	Alvin, TX	Q5(2)
9/2-3	Dallas RC Club	F1
9/30-10/1	Brazoria, Houston	F1
10/14-15	Houston, Scobee Field	Q5(2)
	Q500 District Championship	

District 9

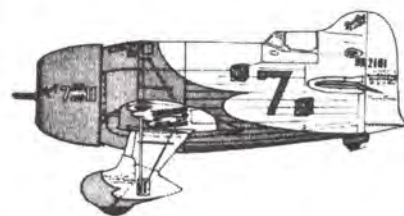
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Guayana Holandesa No 210 Col. Vistahermosa Monterrey, N.L., Mexico

NMPRA Racing Numbers to Expire

Certain areas of the country have over 130 numbers issued yet the actual number of active racers is about 35. Again this fall (95), we will be purging the system of all unused racing numbers in order to make them available for active members. If you know of anyone that has been inactive for more than a year, please let them know that if they do not at least keep a non flying status, they will loose their number.

Past dated events still listed in this schedule indicates the event has not been reported to the Points Coordinators.



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

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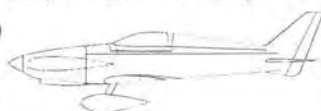
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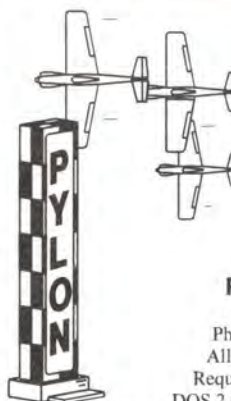
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6.5 X 5.5	3	3.95	8.75 X 7.5	5	3.95	8.75 X 8.0	5	3.95
6.5 X 6.0	3	3.95	8.75 X 7.5W	5	3.95	8.75 X 8.25	5	3.95
6.5 X 6.5	3	3.95	8.75 X 7.75	5	3.95	8.75 X 8.5	5	3.95
7.0 X 6W	4	3.95	8.75 X 7.75W	5	3.95	9.5 X 6.5N	5	3.95
7.25 X 7	4	3.95	8.75 X 8.0W	5	3.95	9.5 X 7.0N	5	3.95
7.50 X 7	4	3.95	8.75 X 8.25W	5	3.95	9.5 X 7.5N	5	3.95
8 X 5	4	1.79	8.75 X 8.5W	5	3.95	9.5 X 8.0N	5	3.95
8.5 X 5	4	3.95	8.75 X 8.75	5	3.95	9.5 X 8.5N	5	3.95
8.5 X 5.5	4	3.95	8.75 X 8.75NN5	5	3.95	9 X 6.5	5	3.95
8.5 X 6.5	5	3.95	8.75 X 8.75W	5	3.95	9 X 7.5	5	3.95
8.5 X 7.0	5	3.95	8.75 X 9.0NN	5	3.95	9 X 8.5	5	3.95
8.5 X 7.25	5	3.95	8.75 X 9.0W	5	3.95	13 X 13N	9	7.95
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North West Model Distributors

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Aircraft Letters / #'s

Vinyl letters / numbers \$0.50 ea
Vinyl stencil (mask) \$0.75 ea
24 styles to choose from

SPECIAL

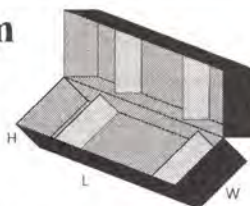
All plane letters -- \$5.00
Buy 4 plane sets

FREE SHIPPING

Wing Bolts: 1/4-20 aluminum
Phillips head 4 - 1.5" / 4 - 0.75"
8/pkg--\$5.00

MANY OTHER ITEMS

Aluminum Travel Box \$400



2--Calif. Speed Pro T-Tail Q500s--\$175ea.
3--long wing composite Kaze's
finished, ready to fly -- \$950.00 ea.
4--used N40FAI eng. w/pipe -- \$300.00 ea.
7--used N40F1 engines -- \$250.00 ea.

SET HEAD SPACING the EASY WAY
Self zeroing depth gauge (0-.400) -- \$39.95

Streamline Wheels

Choice of colors: red, black, blue,
yellow, neutral, wht, red.

Nylon center/rubber thread

6pr-\$20 -- 18pr-\$50

AXLES -- \$1.50/pr.

CHEEK COWL TAPE

5 times longer than 3M tape

1" x 45 feet -- \$2.00

NOW IN STOCK

ReVlution Q500 kit -- \$135.00



\$4.00 Shipping / Handling

NATIONAL BALSA

BALSA WOOD STICKS

3/32	36"	48"
3/32x3/32	.09	.11
3/32x 1/8	.10	.14
3/32x3/16	.11	.16
3/32x1/4	.12	.17
3/32x3/8	.13	.20
3/32x1/2	.17	.22
3/32x3/4	.25	.33
1/8	38"	48"

1/8x1/8	.09	.12
1/8x3/16	.11	.15
1/8x1/4	.12	.17
1/8x3/8	.13	.19
1/8x1/2	.17	.24
1/8x3/4	.27	.36
3/16	36"	48"

3/16x3/16	.12	.18
3/16x1/4	.16	.26
3/16x3/8	.18	.26
3/16x1/2	.22	.31
3/16x3/4	.30	.42
1/4	36"	48"

1/4x1/4	.19	.26
1/4x3/8	.23	.29
1/4x1/2	.25	.35
1/4x3/4	.36	.50
3/8	36"	48"

3/8x3/8	.30	.39
3/8x1/2	.35	.49
3/8x3/4	.46	.58
1/2	36"	48"

1/2x1/2	.42	.55
1/2x3/4	.52	.70
3/4	36"	48"

3/4x3/4	.72	.96
3/4x1	.83	1.04
BALSA WOOD SHEETS		
1 INCH	36"	48"

1/16x1	.29	.39
3/32x1	.32	.43
1x1	.35	.47
3/16x1	.37	.52
1/4x1	.42	.57
3/8x1	.54	.73
1/2x1	.65	.89

3/4x1	.80	1.03
2 INCH	36"	48"
1/16x2	.33	.44
3/32x2	.40	.53
1/8x2	.43	.57
3/16x2	.50	.65
1/4x2	.60	.69
3/8x2	.78	1.05
1/2x2	.95	1.25
3/4x2	1.24	1.62

3 INCH	36"	48"
1/16x3	.39	.53
3/32x3	.47	.60
1/8x3	.57	.75
3/16x3	.68	.90
1/4x3	.85	1.15
3/8x3	1.02	1.50
1/2x3	1.35	2.00
3/4x3	1.95	2.45

4 INCH	36"	48"
1/16x4	.59	.79
3/32x4	.73	.98
1/8x4	.83	1.15
3/16x4	.97	1.35
1/4x4	1.35	1.55
3/8x4	1.85	2.47
1/2x4	2.49	2.90
3/4x4	2.65	3.85

BALSA TRIANGLES 36"		
1/4x1/4	.25	.35
3/8x3/8	.30	.45
1/2x1/2	.35	.55
3/4x3/4	.48	.75
1x1	.60	1.00

BALSA TRAILING EDGE		
36"	48"	
1/8x1/2	.25	.32
3/16x3/4	.30	.43
1/4x1	.35	.58
5/16x1-1/4	.45	.65
3/8x1-1/2	.49	.77
1/2x2	.79	.92

AILERON STOCK		
36"	48"	
1/4x1	.48	.65
1/4x1-1/4	.55	.75
1/4x1-1/2	.62	.87

1/4x2	.68	.95
5/16x1-1/2	.64	.89
5/16x2	.72	.99
3/8x1-1/2	.70	.97
3/8x2	.79	1.10
3/8x2-1/2	.89	1.29
1/2x1-1/2	.90	1.15
1/2x2	.90	1.25

BALSA BLOCKS	
6"	12"

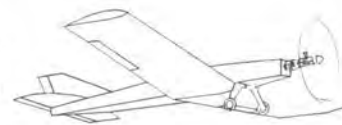
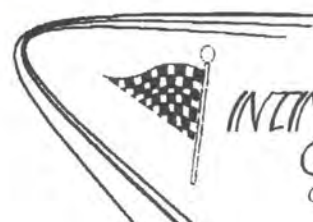
1x2	35	.55
2x2	46	.75
2x3	59	1.10
3x3	93	1.85
BIRCH PLYWOOD		

LITE PLYWOOD		
24"	48"	
1/8x6	.90	1.75
1/8x12	1.75	3.50
1/4x6	1.38	2.75
1/4x12	2.75	5.50

EPOXY 4.5oz	9oz	13oz
5min	4.75	7.00
15min	4.75	7.00
30min	4.75	7.00
2hour	4.75	7.00
20min finish	4.75	9.30

FOAM SAFE CA GLUE		
1/2 oz.	4.00	
1 oz.	7.00	
2 oz.	12.00	

CA GLUE		
1/2 oz.	2.00	
1 oz.	3.50	
2 oz.	6.00	
8 oz.	17.50	



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Tel (401) 739-2653 Fax (401) 438-7620

NEWSLETTER EDITOR/PUBLISHER - Paul Page -
49 Debra Ln., Bristol, CT 06010-2725
Tel (860) 584-9437, Fax (860) 584-1473
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DISTRICT 1 VP - Lou Rodriguez - 2683 Lin Gate Ct
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☐ Check here if you are or ever were an AMA or NMPRA Official
☐ Check here if you are a current CD

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AMA Number _____
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