

The Pylon Race's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association Since 1965 AMA Affiliated October 2000

A Word from the President

What a racing year this has been. We have had some major challenges, and have come through them and have turned the lemons into lemonade... All problems should be resolved with such a good outcome. Off-course race officials is defiantly better officiating. Here is the test. How many complaints did we hear from the fliers saying that they did not cut before the new officiating? How many times did you hear that the officials were missing the cuts that were happening? Not anymore! I have noticed and brought it up to many of the racers, that there is very little concern that the cuts are being called incorrectly. No sour grapes or whining. This is a better system for racing. It is too bad that we did not do it sooner.

There is much development going on in the country for off-course racing equipment. Some have had large budgets and some little ones. I would like those of you that are doing development on equipment to share it with the rest of the Nation. I have requested a schematic and a parts list for the system that we use in the Northwest. It is simple and inexpensive. We did not have any money to invest, and had to find a way to make it work. It is not fancy, but it does do the job. Our lights for the number one are instantaneous and have never failed to operate. They will take a rainstorm and keep working. We have used them for over a year. We used them while we had officials on the course. There is a box with relays in it with extension cords coming out of the ends. The 12 volt battery is at the #1 pylon. The lights plug into the box, and the wires are run to the sideline. There is no delay in the lights. If the lights need to be brighter, we have the option of going from low beam, to high beam and if it is really needed, both can be lighted at the same time.

Our next addition will be to add cut lights to the number one lighting system. All cuts will be radioed to pylon one and will be posted there. It would be nice to know which pylon was cut. But what is the difference? A cut is a cut no matter where it happens. The weakest part of our system is our lap counting cards. They work, but I think that there may be a better affordable system that we can solve that problem with. I hope so.

I have not seen the system that Jerry Small is making for District 8, but from what I have heard it is a work of art. All the information is in front of the pilots, including the turn signals... I am anxious to see it in action. The system that Mike Condon had at the 2000 Nats also is a fine system. These are the pioneers of building racing for the years to come.

We owe them and the unsung others that have worked so hard to develop the new designs for our racing equipment. Thank you innovators and inventors. Your ideas and efforts are appreciated.

This year, we are trying to turn back the clock and bring back some important traditions that have lost some of their importance. The National Points system is the main one. At the NMPRA Championship Race, at Sepulveda Basin, we are going to have an awards banquet. Those that have earned the awards for this year will be honored in front of their peers. The National Points System is a way that the non-traveling racers can also be recognized for their efforts of the year. The rules for the National Points are now on the NMPRA web site and are clear. Also note that the rules are the same for Q40 and Quickie...The winner of the Gold Cup series this year may not win the National Points. The rules that you will find on the site are not new. They used to be in effect when the National Points were honored as something as special as it is. It encourages local racing. You must participate in local races. If there are not enough races, they must be encouraged to have more. If there are local races, you must participate in them to earn local points as well as going to the big national races. You must have local points to be in the hunt, even if you are a traveler. The points awarded have always been weighted to the local smaller contests. A first place with fifteen entries earns 97.3 points. Twenty pilots earn 100 points. A field of thirty earns 107.7. I can remember when I was racing in Montana in the late eighties, I was very proud to make the top 10 in the Nation. I was there in the same group as Dave Shadel, Richard Verano, and many names of the past that were good racers.

I hope that we can again bring the pride back to some of the tradition. It is a great tradition, and I am sorry that it has been treated lightly. I hope that everyone that attends the Championship Race will attend the Awards Banquet and honor their peers that have done well. They deserve it for the effort and skill that they have demonstrated for the last year. The food will be good also...<G>

This was a fun column to write. No politics. No big problems hanging over us... What a good way to bring a racing year to a close. Note that the NMPRA Championship Race is a race counted for 2001. Last years race will be counted for this year's National Points. This race and banquet is a celebration for the year ended, and the starting point for next year. Let us get racing off to a positive start and have even a better season in 2001.

..... Continued on Page 2

President's Message Continued

The nominations for officers in the NMPRA were closed as of September 15th. All the candidates were asked to send a statement for this newsletter as to why they want the office that they are running for. It is nice to know what the motivations are for those that seek to work for the NMPRA. I am happy that there has been an interest for this year's election. Without these willing volunteers, we would not have the NMPRA. Pick the best one and support his efforts in the coming months. It can be a thankless job, but it needs to be done.

We need a sponsoring club to host the 2001 NMPRA Championship race. We can hold it as early as the first weekend in October for those areas that may not have constant sunshine. If you have some ideas, please contact me and we will see if we can put something together to have the race in your area.

Darrol

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2000 District Race Schedule

Unless otherwise indicated, please contact the District VP for further information and race details. DISTRICT VP's are listed on the back inside cover of this publication. The following key applies to all races; (1) one race per race date, (2) separate races each date, (?) tentative, (B) Beginner, (S) Standard, (E) Expert, (AMA) – AMA 428

District 1

Sept. 28 Oct 1, Castle CA, Giant Scale
Oct 21-22 Sepulveda CA, JR Gold 422
Nov. 19 Sepulveda, CA, 428-422-APRA

District 2

Sep 30/1 Arlington, WA Q40/422 Q500 424/428
Oct 14/15 Dist 2 Champs Kent Quickie 424/428
Nov 5 Kent field Q500 424/428

District 3

District 4

Oct. 15 Longmont R/C 424/428/422
Howie Wayne / Steve Barker

District 5

District 5 Continued

Oct 7-8 Hebron, Ky AMA 428 Std/Exp
Brenda Holbrook 513-923-4326

District 6

Oct. 14 PGRC Q-500 – AMA 424 (Morning)
Neil Rehm
Oct. 14 PGRC Q-500 – AMA 428 (Afternoon)
Neil Rehm

District 7 – Q5 is SEMPRA Sport except where indicated

Nov. 4-5 Markham Park, Ft. Lauderdale, FL
Ray Brown (305) 205-9500 (Cell)
Nov. 18-19 Gateway, Jacksonville
District Championship
Pete Pickard (904) 565-9187
Dec. ?? RCACF 428/Q40/SEMPRA
Apopka, Tangerine, FL

District 8

Sept. 30/1 Brazoria, TX.



High Performance Information

High Performance is published 8 times per year.

Information for publication can be forwarded to:

NMPRA Editor, Darrol Cady
10711 NE Ct.,
Vancouver, WA 98686
Phone: (360) 573-0987
E-mail dcady@pacifier.com

If possible, please submit information in Microsoft Word format.

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on first come, and 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 no later than the announced due date.

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost. Printable are 7.5" X 10", lpi=133, half tone permitted. Ads for upcoming issues must be received by the deadlines published below.

Size	Single	Annual
Full Page	7.5 X 10	\$ 100 \$ 700
1/2 Page	7.5 X 5	\$ 70 \$ 490
1/4 Page	7.5 X 2.5	\$ 40 \$ 280
Card Ad	3 5/8 X 2 3/8	\$ 20 \$ 140

Wanted

Interesting photos of races, planes and events. Send photos by hard copy or in electronic format to the Editor.

**To receive an electronic
version of the newsletter via e-
mail, please contact Darrol
Cady via e-mail at
dcady@pacifier.com
Or visit the official NMPRA
website at www.nmpra.net**

**When corresponding with
the NMPRA, please use
this address:
Academy of Model Aeronautics
Attention: NMPRA
P.O. Box 3028
Muncie, IN 47302-1028**

**Article Due Dates
November 5**

2000

JR



Gold Cup Series

What's Next???

The 2000 Series. Starting

- October 21 and 22, 2000
Sepulveda Basin, California
Contest Director:
Barry Leavengood
(818) – 998-4564
e-mail: bl10@aol.com



JR Gold Cup Race Schedule for 2000

Phoenix, Arizona
February 26 and 27, 2000

Bowie, Maryland
May 27 and 28, 2000

Seguin, Texas
September 2 and 3, 2000
(Note the change in dates to Sunday and
Labor Day Monday)

Sepulveda Basin, California
October 21 and 22, 2000

Apopka, Florida
December 16 and 17, 2000

Seguin Results

1. Mike Helsel	1:05.16
2. Dub Jett	1:05.85
3. Richard Beers	1:05.00
4. Randy Bridge	1:06.16
5. Charles Anderson	1:08.93
6. Jesus Marin	1:09.63
7. Brian Wilbur	**1:04.72
8. Jerry Small	1:10.14
9. Jim Lime	1:18.53
10. Tim Lime	1:07.46

**** Fast Time**



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District News



District 1 - David Ferrell

It is with some sadness that this will be my last report for the NMPRA. I am in the process of moving to Klamath Falls, Oregon. That puts me 23 miles out of District one.

We had a great time at the Basin Aug. 20th, except for the last heat where I dumb thumbed my plane into double cuts. Barry and Chris are still working on the off- course equipment. They have lights on pylon one, but there was a time delay with the switches, about 1/2 second. Well friends, 1/2 second at 160 mph equals about 117 feet. If your caller had a good count and had you turning on the pole, your light would not come on until you were half way back to pylon 2. If I remember right, they were using garage door openers to activate the lights. Whatever the problem was, it will be fixed for the next race. You have to remember that Barry and Chris are doing this on their own time without much help. Hang in there guys; we do appreciate your efforts.

The race went well, there were 17 entries in 428, 11 entries in APRA and 5 entries in 422. Five rounds were flown in all classes. Gary Schmidt finally put his Miss Ashley for good. He hit the #3 pylon pole flag for a second time in the same heat. Randy Bridge had fast time with his new Apex Miss Ashley II with a Dub Jett engine (1:06.56). Our Lady, Joanne Coffey (who flew in the Canadian Nat's) posted a respectable 1:17.83, finishing ahead of her husband (we won't say how far ahead), way to go Gal.

Sepulveda Basin, 8/20/00

428

1. Travis Flynn	1:09.45
2. Mike Lederer	1:12.15
3. Ray Davis	1:12.47
4. Randy Bridge	1:04.20*
5. Fred Burgdorf	1:08.27

APRA

1. Carl Balmer	1:42.17
2. Dan Coe	1:45.15
3. Gale Enstad	1:50.50
4. Brian Mariani	1:40.06*
5. David Curtis	1:51.84

422

Dave Ficacell	1:07.07
2. Randy Bridge	1:06.56*
3. Barry Leavengood	1:13.62
4. Jason Somes	1:14.59
5. Gary Schmidt	0:00.00

As most of you know, I have been keeping track of points for all District One pilots (NMPRA members or not) for all races held in District One only (at this time about 10 races). I had hoped to be able to award trophies to the top 5 pilots in each class for their efforts. Being that I am in the process of moving, I do not have the time to contact sponsors for these trophies. If anyone has the time and contacts to get sponsors, it would be appreciated by all. Please, let me know.

Premier Event?

I do not like the term "Premier Event" when discussing a class. It reminds me of a friend of mine that got into Giant Scale Racing. He told me "This is serious modeling". I said, "No, the new pilot with his high wing, flat bottom, \$75 trainer is just as "Serious" as you are with your \$15,000.00 racer". To say that one class is the Premier class is to infer that all the other classes are sub-standard. Anyone saying this ought to be tied to pylon one and have APRA planes flown at him (Just my opinion).
(Editors note: And all men are created equal???)

District One Points (not to be confused with National points), top 10

428 (46 contestants)

1. Randy Bridge	643.0
2. Gary Long	599.6
3. Dave Ferrell	514.6
4. Travis Flynn	428.7
5. Fred Burgdorf	368.1
6. Drew Telford	345.1
7. Tim Lawlor	338.8
8. Ray Davis	320.1
9. Chris Hoyer	227.1
10. Barry Leavengood	218.1

APRA (33 contestants)

1. Paul Neves	417.8
2. Joanne Coffey	281.8
3. Gale Enstad	249.1
4. Carl Balmer	214.4
5. Dave Curtis	204.5
6. Brian Mariani	179.3
7. Dan Coe	167.6
8. Matt Trani	166.6
9. Terry Williams	131.7

422 (23 contestants)

1. Randy Bridge	409.6
2. Barry Leavengood	347.5
3. Drew Telford	329.9
4. Travis Flynn	296.4
5. Tony Lopez	229.6
6. Dave Ficacell	220.4
7. Gary Schmidt	215.1
8. Mark Lattimore	172.9
9. Tom Hart	163.8
10. Bruce Coffey	160.9

I have enjoyed being you District VP for the past 3 years. I have made a lot of new friends, probably a few enemies and a lot of great memories. I will not be getting out of racing, just not writing about it and having to make those deadlines. See you at the races!

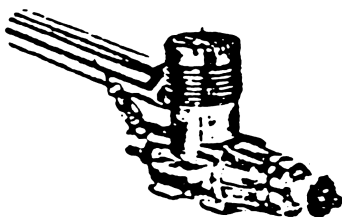
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Dave*



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F3D Participants,

The Team Trials 2001 F3D Team selection will be held on November 11-12, 2000. The event is being hosted by the SpeedWorld R/C Flyers at SpeedWorld Motorplex, Phoenix, Arizona.

To enter the event, you must fill out the enclosed form and return to me at the AMA, postmarked by October 27, 2000. The entry fee is \$50. You must have a current FAI stamp, which is available from AMA for \$35. You may also enter after the deadline of October 27, 2000, but the late fee is \$100 (accepted up to one hour prior to the beginning of the competition.) I have also enclosed a copy of the current program. (This mailing is being sent to those in my database from the past couple of cycles. If you know anyone new to the program, please have them contact me for the information.)

The SpeedWorld R/C Club has notified me of the following information about the contest and the area:

The best airport to fly into is Phoenix.

November 9 & 10, 2000:

Test flying all day, both days. The field will be closed to all except registered contestants. You will not be allowed to test fly until you have checked in and your aircraft have been safety inspected. This will be strictly enforced!! (Official FAI Inspections will be done on Friday at the field.)

November 11, 2000:

*8:00 am: field closed to flying.
8:10 am: pilot's meeting
8:30 am: Competition begins*

November 12, 2000:

*8:00 am field closed to all flying
8:10 am pilot's meeting
8:30 am competition starts*

For information, please contact Stan Douglas at 623-975-1864 or email at Stand@futureone.com. For accommodations, you can contact the following hotels and mention you are with the Speedworld R/C flyers.

*Windmill Inn
12545 W Bell Rd
Surprise, AZ
623-583-0133*

*Quality Inn & Suites
16741 N Greasewood St
Surprise, AZ
623-583-3500*

*Country Inn & Suites
12477 W Bell Rd
Surprise, AZ
623-933-4000*

*Motel 6
11133 N W Grand Ave
Sun City, AZ
623-977-1318*

*Best Western
11202 NW Grand Ave
Sun City, AZ
613-933-8211*

If you need further information, have questions, or want to make payments, please contact me at 765-287-1256 ext 231 or email me at tmckee@modelaircraft.org.

Thank you,

*Teresa McKee,
Administrative Assistant
Competitions Department*



District News



District 2 – Matt Mikko

No Report Submitted

District 3 - Terence Palaschuk

There is lots of race results to reports from District 3. So I won't waste any time. We held three events since my last column including our Annual Meeting and District Championship.

Prince Albert

The weather was great except for about a half an hour of rain delay on Sunday afternoon. The planes were fast and competition was stiff. All in all, the weekend went without a hitch. Special thanks to all whom came to race and helped with the races. Here are the top 5 placings from the event.

Saturday – Q500

1.	Cecil Graval	113.22
2.	Harold Sattler	111.01**
3.	Rod Kelln	112.63
4.	T. Palaschuk	113.11
5.	Roy Andrassy	113.49

Sunday – Q40

1.	Roy Andrassy	110.29**
2.	Cecil Graval	112.40
3.	Russell Bouchard	119.26
4.	Harold Sattler	110.99
5.	T. Palaschuk	112.86

Saskatoon

The Saskatoon event represents our District Championship Race and the venue for our Annual Meeting. At our meeting, we agreed to continue with the same engine rule covering the Webra Q40 engine (Original Equipment Manufacturer only regarding engine and parts) and Nelson/Jett muffler for a period of three years. The race results and overall standings are reported below.

Saturday – Q500

1.	Roy Andrassy	113.09**
2.	Harold Sattler	115.89
3.	Rob Kossatz	116.70
4.	Lyle Baker	120.69
5.	Terry Truelove	116.42

Sunday – Q40

1.	Delbert Godon	110.72
2.	Harold Sattler	108.46
3.	Jack Ellefson	113.83
4.	Hank Kaufmann	112.09
5.	Rod Kelln	113.54

Fast Time: Roy Andrassy 108.09

Overall Q500

Pilot	Points	Fast Time
1. Rob Kossatz	386.80	110.46**
2. Rod Kelln	370.90	112.63
3. Russell Bouchard	349.50	114.27
4. Terry Truelove	272.50	119.33
5. T. Palaschuk	263.70	113.11

Overall Q40

Pilot	Points	Fast Time
1. Cecil Graval	282.50	108.66
2. Delbert Godon	281.70	111.65
3. Lyle Baker	250.50	110.59

Fast Time: Russell Bouchard 106.96

The overall combined winner was Rod Kelln of Regina, Saskatchewan. Congratulations to Rod for making an effort to get to all the races hosted in the District and for keeping your performance at a level that pushes the rest of us just a little bit harder.

Winnipeg – 2 Day Q-500 Event

The two-day Quicke event represented the first race of our 2001 racing season. The weather was excellent. There is something about the "Winnipeg air", that allows all competitors the opportunity to post their personal best times of the year.

Saturday Results

1.	Russell Bouchard	113.92
2.	Steve Landry	108.66
3.	Lyle Baker	112.23
4.	Rob Kossatz	108.72
5.	T. Palaschuk	107.38

Fast Time: Brett Rupert 107.18

Sunday Results

1.	Rob Kossatz	110.84
2.	Steve Landry	108.97**
3.	Lyle Baker	110.54
4.	Rod Kelln	110.76
5.	Russell Bouchard	112.83

At the present time, I am not planning to continue as the District 3 VP, however, we have no replacement to date. When we find one, I will resign and my replacement will be appointed. I would like to focus my efforts on manufacturing the composite Neme-Q.

On a closing note, I would like to share some thoughts that my wife wrote in a recent e-mail to our District members. As members, we were struggling with our awards and how we calculate overall points for the year, within our District. I don't want to go into details and air

our dirty laundry in a public forum. But, I will share some of the comments that may have some significance as to how we all operate. Here is a portion of the e-mail.

"From my perspective, if you can answer the question, "What is the intent of the award?", - you will be in a position to determine the solution. Is the intent to recognize "the best" racer? Or is the intent to recognize the racer who accumulates the most points by virtue of the number of races he participates - that too has merit. Lets not forget the role that some participants play because of the geographic location and their ability to travel to the majority of District events. They are PARTICIPANTS.

Everyone talks about the desire to promote racing.... have more races... and then you turn around and want to introduce rules that may limit participation. If my first 4 races are good ones, what is my motivation to attend the last two events? If you discount race venues, what is my motivation to go to a venue if I can't count my points?

In my mind, the bigger question is, "What is the overall purpose and mandate of this organization?" Maybe you need to think about the behavior that you want to recognize as admirable.

If you want to promote racing and participation - maybe trash the overall awards all together. Consider giving out a "Rookie of the Year Award", an award to the Most Improved Racer, and the Best Senior racer. Award the racer who worked the hardest to bring new racers into the sport, the club who hosted the best event, the racer who pounded the most planes and never gave up, the racer who attended the most races demonstrating his dedication to venues.

Maybe you need to focus on encouraging the new, the developing, the old, those who are truly trying to support the development of the sport, those who are working to make sure you have events to attend...

Something to think about.....

Fly Fast....

Terence



District News



District 4- Mike Sperry

No Report Submitted

District 5 - Rolland Roberts

No Report Submitted

District 6 – John Fike

There has not been much activity in the district since the last newsletter. The only race scheduled in the district was a NEPRO race on August 5th & 6th in Ellington CT. I have not had any information on the outcome of that event and I have not had any articles submitted to me from within the district. I do hope that the CD has forwarded the results to Cliff Telford so that the contestants receive their credits for their efforts.

A couple of announcements: There will be a District Q500 Championship Race held in Bowie, MD on September 22nd & 23rd.

Cheers, John Fike

District 7 – Gary Freeman

No Report Submitted

District 8 - Randy Ritch

No Report Submitted

District 9 – Luis Garcia Blake

No Report Submitted

Racing Matrices & Scoring Program – David Doyle

The Page family has authorized us to distribute, update and use Paul's program for the benefit of racing and the NMPRA. Our past secretary treasurer David Doyle worked with Paul on the field testing of the program and is well versed in the its features. According to David, many of the users are not aware of all of the features of the program. He feels that it is under utilized and has offered to be our source for information and copies of the program.

You may obtain a copy of the latest update or the entire program for the price of a floppy and mailing cost. Mail your \$10.00 check to David Doyle at 450 Warren Ave., East Providence, RI, 02914 and he will mail the program to you. Allow one week for delivery unless you want to pay for Federal Express.

David will answer questions by e-mail at davidandgloria@AOL.COM. He will provide phone help evenings between 8:00 PM and 11:00 PM eastern time.

THE MATRICES CORNER

The program has had about ten significant updates since its inception. The latest update (v1.35) includes a new lane assignment feature that is flawless. If your first heat is in

lane one, the next heat you will be in two, then three, then four, and then back to one. This gives all racers an even chance at the first flag. You must select option 2 in the lane assignment line in the set variables screen. The only time this is changed is when you use the shuffle feature. When the shuffle feature is used, the order will start over when the second or third matrices is used.

Q-500- Cliff Telford

The 2000 racing season for NMPRA will be over by the time you read this. The Top Twenty list below was compiled on September 17th but the list could be changed by the outcome of races held after that date. The final results for the year will appear in the next issue. Races held after October 2nd will be counted in the results for 2001 season.

The Top Twenty (9/17/2000)

1. Randy Bridge	608 Points
2. Gary Freeman,Jr.	575.3
3. Darrol Cady	568.1
4. Mike Weaver	541.8
5. Dennis O'Brien	536.1
6. Ray Brown	530.1
7. Brian Willbur	521.5
8. Travis Flynn	521.1
9. Gail Jacobson	512.1
10. Tim Lime	512.0
11. Joe Lemley	506.4
12. Ralph Rinaldi	504.5
13. Lloyd Burnham	487.6
14. Bob Brogdon	476.4
15. Drew Telford	445.9
16. Todd Bailey	444.0
17. Gary Long	443.8
18. Cliff Telford	440.2
19. Gary Freeman,Sr.	421.8
20. Bobo Sato	420.1

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Kits are also available custom-built, in prime or completely painted. Call for price.



District News



Quarter 40- Barry Leavengood

It's mid September and the NMPRA year is coming to an end. To say it hasn't been a banner year for Q40 would be an understatement. It now appears there will be fewer than half the number of Q40 races this year than last even though the number of entrants is down only slightly. In Calif., for example, we went from 20 races a couple of years ago to 6 this year with only one club currently putting on races in the state, although it looks like we will get Whittier back next year. Some districts have no local Q40 racing at all. It seems obvious to me, if this trend continues there will be a bunch of us all dressed up with no place to race. The causes of this sad situation are numerous but I believe there is one overriding problem, lack of participation by racers in local clubs. It has been our experience in District, that the clubs that put on races have several member racers who promote racing from within and are generally on the board of directors. If for whatever reason these racers leave the club, the club stops racing.

The time when we could get up in the morning, go to a race, pay the fee, race and go home until the next time the urge strikes us is over. We need to get involved in the process of promoting and putting on races. Many more of us should organize and CD races working with our local club. Without local grass roots infrastructure racing will become extinct. So come on guys, let's get with the program and help clubs find fields,

build equipment and put on races.

Enough of the soapbox stuff. The next biggie is the JR Gold / NMPRA Championship race Oct 21 and 22 at Los Angeles. The race is going to be a great one at one of the best fields in the country. We, it's my home field, have a freshly paved 600 x 75 ft. runway, paved pits with shade trees, great food and permanent restroom facilities with running water (Sonia, my wife and ace caller hates porta-potties). There will be a traditional NMPRA banquet at the Air-Tel for year 2000 awards presentation and an all around good time. There is also a fantastic raffle with donations from most of the manufacturers we support. Discounted room rates are provided at the Air-Tel and Best Western hotels. There is a race flyer in this issue so get your entry in early as we are currently at 44 and counting.

Listed below are the top 20 pilots in both the NMPRA Q40 and JR Gold standings. Please note the Q40 standings are not adjusted for best of 6 yet and not all results are accounted for. If any of the VP's have results not yet sent to me please do so by the end of Sept. so they will be counted.

JR Gold standings after 4 races

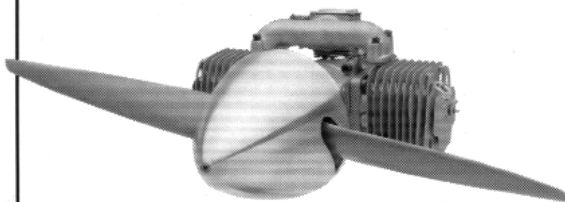
Place	Pilot	Pts
1.	Mike Helsel	397.1
2.	Tom Scott	269.7
3.	Tim Lime	259.6
4.	Craig Grunkemeyer	253.4

5.	Randy Bridge	245.6
6.	Drew Telford	239.1
7.	Darrol Cady	223.9
8.	Jim Lime	221.2
9.	Chuck Anderson	219.1
10.	Lyle Larson	218.8
11.	Chip Hyde	207.1
12.	Jamie De La Vega	196.9
13.	Jerry Small	187.0
14.	Tony Lopez	185.3
15.	Dub Jett	182.4
16.	Richard Beers	180.4
17.	Ray Brown	172.6
18.	Lloyd Burnham	167.3
19.	Trey Farran	149.1
20.	Manuel Martiarena	137.9

NMPRA Year 2000 points

Place	Pilot	Pts
1.	Matt Mikko	629.9
2.	Randy Bridge	597.5
3.	Drew Telfor	550.7
4.	Darrol Cady	513.4
5.	Mike Helsel	507.5
6.	Barry Leavengood	432.8
7.	Tim Lime	429.9
8.	Andrew McIndoe	397.8
9.	Tom Strom	390.2
10.	Travis Flynn	369.1
11.	Tom Scott	354.3
12.	Craig Grunkemeyer	349.9
13.	Lyle Larson	325.2
14.	Norm Johnson	304.8
15.	Jamie De La Vega	301.4
16.	Mark Lattimore	288.0
17.	Tony Lopez	287.9
18.	Dave Ficacell	280.5
19.	Chuck Anderson	260.0

Till next time
Barry



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District News



NMPRA Members,

I am publishing the letter that I sent to the AMA Pylon Contest Board in early September. I know that my feelings and the things that I am encouraging may not be the feelings and wants of all of the membership. I do believe that it is the wants of the majority of the racers.

Whether you agree with me or not is not the question. Please take the time to write to the entire Pylon Contest Board and express your wants to them. Do not expect my letter to them to carry the weight of all racers. If you agree with my points, let them know as well as if you do not agree. They need your input to make the right decision on their vote. It only takes a few minutes and a few stamps and envelopes to be heard. You will find all the names and addresses in the Competition section of any Model Aviation magazine.

If the vote does not come out the way that you think it should, and you have not expressed yourself to the Board, you will lose your right to complain about the outcome. The majority will rule.

Darrol

This letter is concerning the rules proposals that are going to be in front of the Contest Board for your consideration and vote in November 2000. I would like to share my views on each proposal.

RCR02 4 CP1:

This forbids any non-collapsible antennas. I understand the reasoning behind it and agree with the idea, but it is too restrictive. There is merit in not having the long antennas when the racers are standing in such a close proximity.

I would encourage you to vote "NO" on this rule change.

RCR02-9 CP2:

I submitted this rule change after the first rule change to remove the inner-pipes from the mufflers was submitted. It was a simple rule proposal that was an attempt to take the Q40 event to the original intent and not let the proposed muffler rule ruin the event. The idea is good, but the results would not be. It would mean racers spending a lot of

unnecessary money and would not accomplish anything. With an 8.2" wooden propeller, it would not eliminate the high-timed engine. I have not tried it, but I think I can carve wooden props the shorter diameter to allow them to pipe up. This would be a change that would produce no good results and have a good chance of eliminating many participants from the event.

Regardless, slowing the Q40 airplanes down is no longer a safety issue. There is no need to make a rule change that is unnecessary, and could hurt racing more than it could improve it. The speeds of the airplanes have not increased in the last 4 years. Only the flying has gotten better. The event is stable in development now and I do not think that it is in the best interest of racing to change rules and start the development cycle over again.

I urge you to vote "NO" on this rule change, even though I was the one that originally proposed it

RCR02-6 CP3:

This rule removes the inner-pipes from the 428 Quickie class engines.

My personal feelings are that I would like to see the 428 class of Quickie slowed down about 15 miles per hour... This would take them back to the same speed that they were going before the rule change allowing APC propellers. That rule change brought new technology and raised the speeds of the Quickies to 160 to 165, from 145 to 150. Change the rules and it opens the door to more technology changes and speed creep. I would not want to see us start this cycle again. The class is stable now and I can see not real speed increases in the future.

There is a possibility that the same thing could happen again. This may slow the airplanes down the 15 miles per hour, but the price may be too much to pay. If the inner-pipes are removed, the manufacturers will make changes in their engines. They probably will not be able to get all the power back, but they can improve some. Any improvement will mean that we racers will have to have the latest and greatest and that will mean a new engine design.

This is not the time to make this kind of a change. It is not time to unleash a potential rash of new technology that will cost us more money and racers than the rule change will improve racing.

I urge you to vote "NO" on this rule change.

RCR02-4 CP4:

This change will do what the other, more restrictive rule change intended, but it will allow those that choose to use the short antennas and make sure that they are disconnected between their uses.

This rule change should be voted "YES"

I met with the Executive Council at the summer meeting in July at Muncie. After much discussion and answering questions from the Council, they reached a conclusion. We as a pylon group have done what is necessary to satisfy the safety issues that were of concern. The off-course officiating is a good system for the safety issue and it also serves us as racers better than we had before. With safety not being the issue to slowing the airplanes down, then there is no logical reason to do it at this time. The racing community endured many changes in the past two years. Cages and testing... Now, off-course officiating.

We have not solved all the problems that have come up with the off-course racing equipment. Many districts do not have the means or the equipment to put on a race today. By next season, hopefully, there will be many sets around the country.

We have enough changes in our racing without the cloud of rule changes looming. I think it would be in the best interest of racing to let things be and let's keep racing under the rules that we have in place now. The new rulebook was well done, let us not mess it up so soon.

Thank you for your consideration,

Darrol Cady
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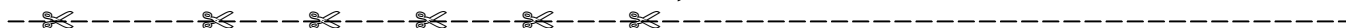
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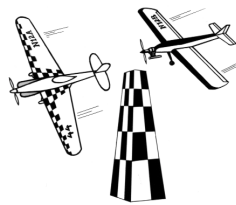


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