

The Pylon Race's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association Since 1965 AMA Affiliated

December 2000



Holiday Greetings

from the NMPRA Officers to the membership and the racers everywhere!

A Word from the President

By the time you read this, Thanksgiving 2000 will be history, but this will be in your hands before Christmas. At this time I would like to wish racers everywhere a Happy and Joyous Holiday season. May the year 2001 be filled the completion of all the personal goals that you will be committing to for the coming year. Our racing is important, but remember we must have a balanced life. Do not forget family and friends. They are the things that will be with you for the rest of your life.

What a great month it has been. The Championship Race in Sepulveda Basin was a very well done event by Barry Leavengood and Crew. Our thanks to them and the Valley Flyers for giving up their flying site for the 3 days. I am not going to report on the race anymore than I have, as you will find a race report else where in this newsletter.

I do want to talk about the 2000 Awards Banquet. It was a fun night and a good time was had by all that attended. Speaking of attendance, there were only 2 of the registered fliers that chose not to go. That is 100% to me. This was the start of getting back to an old tradition of the NMPRA that has been overlooked for many years. It was not overlooked intentionally, but the importance of it was not understood.

The main reason for the NMPRA National Points Awards is to promote local racing and to give recognition to those that do well in their district can be in the running for the top spots. On the NMPRA web page there are the rules of how the National Points are awarded. A very quick explanation is that for all classes, the best 6 races in each class are counted. Three of these races must be earned in your home district. The AMA Nats is a local race for everyone in all districts. Pretty simple, this means that you can race two races in your home district the Nats and 3 out of district and have them counted. Remember, that it is your best races that count.

I can remember when I was living in Billings, Montana and flying mostly local races and at the end of the year in Formula one my name was in the mix with the top racers in the Nation. I was in there with Shadel,

Verano, Bartle, Larson, and so many other big names I cannot remember them all. I was very proud and it gave me local bragging rights. It is a great system that promotes local racing.

The awards this year were very well accepted. We had the awards for both the Quickie and Q40 for 2000 for all of those that attended the Championship race. Jan Laine at Janco did a wonderful job of designing the awards and getting them to California on time for the presentation. She willingly worked some late nights getting them done, and they are beautiful. Those that were not in attendance will receive their awards by mail by the time you receive this Newsletter. The 1999 Q40 awards were also presented at the banquet. Those that received them would like to have had the jackets, vests or shirts.... Me too!<G>

At the banquet, NMPRA Hall of Famer, Ron Schorr made a short presentation. He is willing to sponsor a race of .91 (ducted fan engines) powered Formula One aircraft. The idea behind it is to get national recognition by the general public to our racing events. We all know how impossible it is to videotape our little airplanes traveling at the speeds that they are going. The intent is to make the airplanes larger and slower so that the media, like ESPN can tape them and get us closer to the masses of the public. He was watching the roller bladers and the other extreme sports shows that are on Saturday mornings and feels as many of us do that what we are doing is more interesting and may get us into a position for better sponsorships of these types of events. He is currently having a model designed so that he can experiment with it and see if it will do what is wanted. It is a great idea and hopefully will promote all kinds of our NMPRA/AMA racing. I look forward to the completion of the project.

From the Championship Race, Rhonda and I went to Phoenix to the US Team Trials. The SpeedWorld R/C Club gave full support to make the event a success. Stan Douglas and Jim Allen deserve special recognition for the time spent on the preparation for the event. Thank you SpeedWorld and all of the members for giving up their flying field for the 4 days that the racers were there. Continued on Page 2

President's Message Continued

This was my first experience with these kinds of airplanes and engine combinations. I had heard so many horror stories about how hard it was to run these engines, I was actually afraid that I would not be able to get them to run well for me. With the development of the front intake engines, the stories were wrong. Almost all of the combinations worked very well. This is actually easier to make work and get to go fast than it was with Formula One. The airplanes fly great and the only added expense is a new glowplug every flight. Personally, I prefer racing to timed events. I would like to see these airplanes on our AMA course and head to head racing. It would be a lot of fun for everyone. It would also help others to get the experience to get on the US World Team. Believe me inexperience in this event is a detriment.

This was the first time I have ever flown the airplanes or the course. I did get 3 zeros (200's to you purists.<G>) out of the seven rounds that were flown on Saturday. That made it a good excuse for Rhonda and I to hurry home for an 8:15 surgery appointment the following Tuesday morning... The time I spent before the race and at the Team Trials was fun. It was a learning experience. I think it has made me a better racer for the new knowledge, no matter how limited it is.

Our congratulations go to the 2000 US Team members. We will be well represented by all of them. Returning World Champion: Chip Hyde. Top qualifier at the US Team Trials: Bob Smith. Second qualifier: Stu McAfee. Third qualifier: Henry Bartle. The alternate is Richard Verano. Good Job to all of you, you did well.

While we were in Phoenix, Stan Douglas and I built the light system that is on the website. We made some refinements, thanks to Stan's electronic experience. The relay box will hold the 12 relays that are needed to include the cut lights at one. Stan will be writing a second-generation set of instructions for the system. Most of the parts that we needed came from Radio Shack. We found that NAPA has the pushbuttons for the lights already built. They are the mechanics remote starter switches. Stan will give you the part numbers for the switches and the part number for the wire that we replaced from Radio Shack.

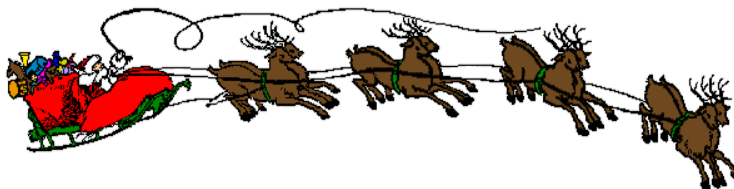
Bottom line is that the system was built from scratch for about \$400 buying all the parts from retail stores. We also completed all the wiring and electrical stuff in about 5 hours each for the two of us. This is the solution for local off-course local racing all over the Nation. It is easier and less expensive to build the off-course equipment than it was to build normal cages for a local club.

What we do not have as of yet is the best system for lap counting. If any of you out there have an effective and inexpensive solution for this, PLEASE share it with us. If we can get a complete system designed that works well and does not cost mega bucks, it will help racing everywhere. We must promote and support local racing or our racing events will not survive. It is time for all of us to do our part to bring back local racing. It is the responsibility of the racers to do this. Take the ideas to your local clubs and get it started. The NMPRA will help with a portion of the dollar out-lay for clubs that will support local racing and we are most interested in the 424 or "Race what you Brung". This is where our new racers will come from.

We are already "hooked". We need to get new racers in our events, or we are on a downhill run. None of us want to see that, but it is up to all of us with the experience and racing knowledge to promote local racing. Please do your part.

Happy Holidays! Hope to see many of you in Phoenix.

Darrol



High Performance Information

High Performance is published 8 times per year.

Information for publication can be forwarded to:

NMPRA Editor, Darrol Cady
10711 NE 37th 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
January 30**

2000



Gold Cup Series

What's Next???

- Apopka, Florida
December 16 and 17, 2000

Contest Director:
Cliff Telford
(407) 359-9958



Sepulveda Results

Los Angeles NMPRA Champ/JR Gold Results

| | | |
|----------------------|----|---------|
| 1. Jim Allen | 26 | 1:06.95 |
| 2. Tim Lime | 25 | 1:03.54 |
| 3. Norm Johnson | 24 | 1:06.34 |
| 4. Richard Verano | 23 | 1:04.61 |
| 5. Richard Beers | 22 | 1:06.45 |
| 6. Lou Rodriguez | 22 | 1:03.36 |
| 7. Rusty Vanbaren | 22 | 1:03.44 |
| 8. Mark Parker | 22 | 1:07.88 |
| 9. Travis Flynn | 20 | 1:03.10 |
| 10. Randy Bridge | 20 | 1:04.87 |
| 11. Dub Jett | 19 | 1:06.13 |
| 12. Darrol Cady | 19 | 1:07.88 |
| 13. Jerry Small | 18 | 1:03.72 |
| 14. Matt Mikko | 18 | 1:04.34 |
| 15. Gary Long | 18 | 1:07.46 |
| 16. David Doyle | 18 | 1:08.31 |
| 17. Drew Telford | 18 | 1:08.32 |
| 18. Mike Helsel | 17 | 1:04.20 |
| 19. Jim Lime | 16 | 1:13.28 |
| 20. Mike Tallman | 15 | 1:06.02 |
| 21. Keith Davidsoh | 15 | 1:06.12 |
| 22. Gary Freeman Jr. | 15 | 1:09.56 |
| 23. Bob Brogden | 15 | 1:10.18 |
| 24. Tim Lawlor | 15 | 1:10.38 |
| 25. Matt Vanbaren | 14 | 1:04.00 |
| 26. Tony Lopez | 14 | 1:04.37 |
| 27. Fred Burgdorf | 14 | 1:09.58 |
| 28. Stu McAfee | 11 | 1:08.56 |
| 29. Bill Maden | 11 | 1:13.26 |
| 30. Richard Tucker | 9 | 1:20.58 |
| 31. Dave Martinelli | 8 | 1:20.76 |
| 32. Mark Lattimore | 7 | 1:12.48 |
| 33. Dave Shadel | 5 | 1:08.31 |
| 34. Gary Schmidt | 4 | 1:02.06 |
| 35. Jeff Carpenter | 4 | 1:14.83 |
| 36. Bruce Coffey | 3 | 1:15.59 |
| 37. Barry Leavegood | 0 | 0:00.00 |

The Leader Board

With 4 races completed

| | |
|-----------------|----------------------|
| 1 Mike Helsel | 11 Tom Scott |
| 2 Randy Bridge | 12 Darrol Cady |
| 3 Tim Lime | 13 Travis Flynn |
| 4 Richard Beers | 14 Craig Grunkemeyer |
| 5 Jim Lime | 15 Lyle Larson |
| 6 Drew Telford | 16 Chuck Anderson |
| 7 Tony Lopez | 17 David Doyle |
| 8 Jerry Small | 18 Norm Johnson |
| 9 Chip Hyde | 19 Rusty Van Baren |
| 10 Dub Jett | 20 Dennis Cranfill |



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Anchor Bond for
their sponsorship of
the prize for the
workers."

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The Crap Trap

By Dub Jett

"Those who save themselves for the big contests will soon find themselves without future travel plans"...Dub 11-30-00

"Every contest is a local contest for somebody"...Dub 11-30-00

In a previous "Crap Trap" I mentioned a group I called "Zealots". I said they make a lot of noise, burn out in a hurry, and we should give them a call in the middle of the night after they quit and say, "WHERE THE HELL ARE YOU?"

When we were in Phoenix last winter everyone was passing around a petition to make sure we didn't change a thing in the rules. That is almost a moot point now, but I might still ask, "WHERE THE HELL ARE YOU?" We have had many races this year where we didn't even have enough to have a decent matrix—all over the country. Yet you say, don't change a thing. If you love it so much, then you better get your ass out to the local contests. Otherwise there will be no Phoenix for you to pass around your petitions.

This is not about the rules. That will shake out and those of us, who love to race, will. Those who are looking for an excuse to quit, will. The Crap I am tired of is seeing clubs and districts working their butts off to put on a contest and half of the flyers are just too tired to make the trip. We had a JR race in Seguin TX. It was scheduled all year. We did not pick the date, nor did we change it at the last minute. You did not come. District VIII did not even support its own race. JR took the hit. YOU WILL FIND YOURSELVES WITHOUT TRAVEL PLANS.

If you take a look at the attendance, save Phoenix, you will find that most of the support comes from fairly close. So, in effect, every race is a local one. If you don't support the local races, then where will the races come from? Can you have a race anywhere without clubs and trained people to run it? Where do they come from? You will not be able to support JR type of racing without a grass roots racing schedule. It does not have to be QM, but it should offer AMA racing and equipment. Otherwise, YOU WILL FIND YOURSELVES WITHOUT TRAVEL PLANS.

One final thought. Your beginners' class will thrive 100-fold if you start flying it. You can have bigger races by including everyone, but you must recognize, help, and reward the beginner and standard flyer. If you do you will have a growing event. Otherwise, YOU WILL FIND YOURSELVES WITHOUT TRAVEL PLANS.

Dub Jett
11-30-00

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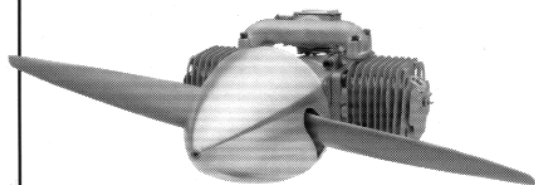
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9th Annual Phoenix Winterfest Q500 Race

January 13th and 14th, 2001

Site: Speedworld R/C Flyers, Speedworld Motorplex, Phoenix, AZ

AMA #428 and APRA Quickie Sport will be flown (2.5 mile course)

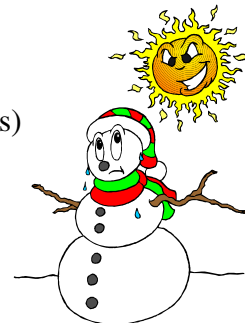
56 total entries will be allowed. Maximum of 4 per frequency!!

Maximum 40 entries in AMA 428 Class

Minimum of at least 16 in APRA Quickie Sport (more if less than 40 in AMA Class)

Entry Fee: \$20 Each Day

You **MUST** pre-enter prior to Jan 12th



Phoenix QM40 Classic

First JR Gold Cup Race for 2001

February 24th and 25th, 2001

Site: Speedworld R/C Flyers, Speedworld Motorplex, Phoenix, AZ

All Entries must be NMPRA Members

ENTRIES LIMITED TO 72 PILOTS!!!

Entry Fees: \$70

Your entry fee must be received for your entry to be confirmed and hold one of the 72 entry positions.

For information contact : Jim Allen, 26764 N. 59th St., Cave Creek, AZ 85333,
Ph: (480)-513-9848, E-Mail: jamesea@uswest.net



Pre Entry Form

(Check A/R): Winterfest Q500 SAT_____SUN_____ JR QM Classic_____

Name_____ AMA #_____

e-mail_____

Address_____

City_____ State _____ Zip_____

Frequency (Q500)_____(QM)_____ NMPRA #_____

Return To: Jim Allen
26764 N. 59th St. (Make checks payable to Speedworld R/C Flyers)
Cave Creek, AZ
85331



District News



USA FAI Team Selection Report - by Jim Allen

The 2000 USA F3D pylon team trial is now history, held on November 11th and 12th near Phoenix, AZ. The host club was the SpeedWorld R/C flyers. Lead by President and CD Stan Douglas, the club hosted this event for the 4th time in a row. Attendance was up from the past few times with 14 entries trying to earn one of the three spots on the US team that will travel to Australia in the summer of 2001. We also had 5 visitors from other countries and the current World Champion, Chip Hyde there for "organized practice". Our guests were Roy Andrassy and Harold Sattler from Canada, Jaime de la Vega and Manuel Martiarena from Mexico, and Nobuyuki Chugo from Japan. These people would fly with Chip in a separate matrix for practice only.

Practice was very busy both Thursday and Friday. Mother Nature was not her usual self for us here in AZ and gave us some pretty cool weather for this time of year, at about 10 to 15 degrees below normal. It was obvious from the performance seen in practice that this would be a very competitive event.

Two plane heats were set up for both of the groups, the guests and the team candidates. The contest started around 10:00 a.m. on Saturday after getting the off-course judging equipment ready. The guests flew first, and then they alternated with the US entries. It would become apparent fairly soon that very few people would finish this contest clean of cuts or zeros. Remember, F3D is scored by total seconds for the duration of the contest, less up to two dropped rounds. Least points wins. A single cut scores your time +10%. A double cut, No finish, etc scores 200 points. If you have to count one of these, it really hurts. You can see from the final totals, with only about 650 points to win, a 200 that counts is usually the end.

I'm not going to go into a blow by blow to keep this fairly short. Almost every pilot in the event had at least a cut time or a zero (200 actually). The final standings are shown below. Suffice it to say that the scores were quite close when you really think about it. It wasn't until the 9th or 10th round that things really started to fall into shape and it wasn't until the last round that things were really decided. Everyone worked very hard. The top three pilots and their callers will represent our country very well. Congratulations to Bob, Stu, and Henry and good

luck.

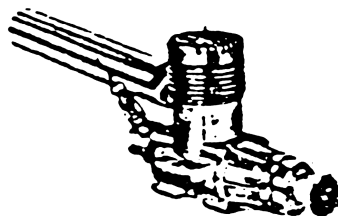
| Place | Name | Total Points | Fast Time |
|-------|-----------------|--------------|------------|
| 1. | Bob Smith | 658.51 | 1:03.03 |
| 2. | Stu McAfee | 659.14 | 1:02.97 |
| 3. | Henry Bartle | 665. | 1:01.22 ** |
| 4. | Richard Verano | 669.43 | 1:03.70 |
| 5. | Ray Brown | 675.92 | 1:04.27 |
| 6. | Lou Rodriguez | 679.21 | 1:04.64 |
| 7. | Rusty Van Baren | 685.16 | 1:05.38 |
| 8. | Jim Allen | 688.05 | 1:03.77 |
| 9. | Drew Telford | 983.33 | 1:07.60 |
| 10. | Gary Schmidt | 1067.28 | 1:02.39 |
| 11. | Lee Von De Hey | 1134.35 | 1:12.27 |
| 12. | Darrol Cady | 1475.96 | 1:06.75 |
| 13. | Duane Gall | 1497.71 | 1:13.04 |
| 14. | Tony Pacini | 1608.05 | 1:15.68 |

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District News



District 1 – Drew Telford

Boy have we been busy here in District 1 the past couple of months! I want to again extend a giant thank you to Dave Ferrell, who has served us as the District 1 VP over many years. He has recently moved a stone's throw outside of our district, and will not be as close to our district action, so I am covering the action on his behalf until the election results are over. I hope we don't have to recount too many times to find out who wins!!!

We had quite a turnout for the NMPRA Q40 Championship Race here in L.A. in October, with many racers coming from the east coast and the great white north to compete, and to top it all off we finally got Richard Verano and Dave Shadel to race again after quite some time! The competition was fierce among the 37 competitors, and in the end our own Jim Allen took 1st place, Tim Lime 2nd, Norm Johnson 3rd. Gary Schmidt set the fast time of 1:02.06. The Awards Banquet bash afterward was great, with many folks getting a chance to unwind and socialize with fellow racers from other parts of our nation. National Points awards were given out to the lucky folks that did well. The awards were special. Jackets, vests, and shirts replaced the plaques. They were nice. My personal favorite highlight was Matt Mikko seeing how hard he could get Norm Johnson to laugh at the dinner table. Additional coverage of this event is provided elsewhere in this newsletter.

Next it was on to Phoenix, AZ, where the SpeedWorld folks hosted the FAI F3D Team Selection in mid November. Fourteen racing addicts turned out to vie for the three spots on the 2001 USA F3D Team. Sadly, Dave Shadel and Gary Hoyer were sudden withdrawals just days prior to the event – hope to see you next time! An invitation was made for any foreign 'guests' to come and fly in a separate matrix. This was a terrific chance for several teams to get some contest-style experience, and teams from Canada, Mexico and Japan took the opportunity. To set the bar for how they were doing, our own returning World Champion Chip Hyde competed in the 'guest' matrix, demonstrating that he can take a brand new airplane and engine combo, and

repeatedly go out and put on world-class heats (somebody had to go after Chujo, who was jokingly accused of using rocket fuel). Twelve rounds were flown in the F3D scoring format, which calls for the discard of the two worst scores. There were some chewed fingernails as the positions swapped all the way to the last round. When the dust settled, Bob Smith, Stu McAfee and Henry Bartle became F3D Team USA 2001, with Richard Verano as alternate.

The Valley Flyers at Sepulveda Basin in L.A. hosted our final district race for the year on November 19th, and we had a VERY nice turnout, with 14 entries in 424, 22 in 428, but only 9 in Q40 – great for a one-day race. Results are shown below. Winterfest Q500 in PHX is Jan 13-14, and JR Q40 #1 in PHX is Feb. 23-25, so get ready! See ya there!

Drew Telford 1B

Los Angeles, Ca Nov. 19, 2000

422/Q40

| Name | Best Time |
|---------------------|-----------|
| 1. Randy Bridge | 1:02.77** |
| 2. Mark Latimore | 1:03.63 |
| 3. Stu McAfee | 1:03.94 |
| 4. Drew Telford | 1:07.00 |
| 5. Scott McAfee | 1:07.66 |
| 6. Barry Leavengood | 1:05.21 |
| 7. Keith Davidson | 1:09.75 |
| 8. Chris Hoyer | 1:11.88 |
| 9. Gary Long | 0:00.00 |

424/APRA

| Name | Best Time |
|--------------------|-----------|
| 1. Kevin Larpsa | 1:35.00** |
| 2. Terry Williams | 1:50.71 |
| 3. Brian Mauianni | 1:48.00 |
| 4. Dan Coe | 1:47.00 |
| 5. Doug Lillebrew | 1:45.28 |
| 6. Gale Enstad | 1:46.17 |
| 7. Dan Masters | 1:52.84 |
| 8. David Curtiss | 1:51.13 |
| 9. Chris Hickock | 1:59.00 |
| 10. Paul Neves | 1:50.47 |
| 11. Tony Solo | 1:54.91 |
| 12. Bill Vargas | 2:04.00 |
| 13. Dustin Gelbard | 1:49.57 |
| 14. Carl Balmer | 1:55.10 |

428/Q500

| | |
|---------------------|------------|
| 1. Fred Burgdorf | 1:11.16 |
| 2. Randy Bridge | 1:05.51 ** |
| 3. Mike Lederer | 1:13.36 |
| 4. Drew Telford | 1:15.80 |
| 5. Ray Davis | 1:10.50 |
| 6. Gary Long | 1:06.57 |
| 7. Barry Leavengood | 1:10.90 |
| 8. Joanne Coffey | 1:24.16 |
| 9. Tim Lawler | 1:13.69 |
| 10. Dave Hill | 1:14.27 |
| 11. Dave Ferrell | 1:18.38 |
| 12. Travis Flynn | 1:06.75 |
| 13. Scott McAfee | 1:15.71 |
| 14. Larry Laulom | 1:18.45 |
| 15. Kin McSpadden | 1:14.28 |
| 16. Brian Buaas | 1:18.09 |
| 17. Chris Hoyer | 1:22.09 |
| 18. Richard Tucker | 1:23.60 |
| 19. Scott Manning | 1:17.81 |
| 20. Rick Marquez | 1:25.62 |
| 21. Bill Malo | 0:00.00 |
| 22. Garret Morrison | 0:00.00 |





District News



District 2 – Dan & Pat

It is a quiet time of the year in the NW. Our Racing will begin at Marymoor in the spring. It is a long time between races for a lot of us, except for those that are fortunate enough to travel out of district to those nice, sunny, warm climates (sniff, sniff, whine, whine!!!). We do look forward to the Puyallup Exposition in February. It is a good time and we get to see all of our modeling friends.

Here are the District 2 yearend totals:

Q-40

1st – Matt Mikko & FT – 1:03.63

2nd – Tom Strom Sr.

3rd – Andrew McIndoe

Quickie 428

1st – Darrol Cady & FT – 1:05.36

2nd – Eric Ide

3rd – Jon Packer

Quickie APRA

1st – JR Fisk

2nd – Stan Davis

3rd – Dick Salter

FT – Bobby Arledge – 1:34.71

Congratulations to everyone! Dan and I are working very hard to get more racers to attend the meetings, and in general participate. If you are not on my email or mail list – get me your info. We also want any information on surrounding races – Idaho, Oregon, Montana, Canada – give us your schedules. We will see that they get posted in the calendars we send out.

Until we get racing again – see you at the meetings! We wish everyone a Happy Holiday Season. We look forward to 2001.

*Blue skies to ya?! Patt & Dan
Nalley Racing Team*

District 3 – Terence Palaschuk

There is very little to report from the “Great White North”, which is exactly what it has become. The crew in Calgary have started their Club 20 racers, as they seem to be fortunate enough not to get any snow yet. The rest of us, have moved into “building room hibernation mode”. For the next few months (until the snow is gone), about the only thing

we'll be able to share are a few good building tips.

On behalf of the racers from District 3 we wish you all a Merry Christmas and a safe and happy holiday season..

Fly Fast....Terence

District 4- Mike Sperry

No Report Submitted

District 5 – Rolland Roberts

Congratulations to District 5 Champions Terry Frazer and Joe Lemley. As it turned out, the District Championship Race hosted by the Signal Seekers was the last race of the season. Had it not been for the weather forecast it may have turned out to be one of the biggest races of the season. Saturday the results for Expert are as follows. Tim Lime 1st with a 1:07.06, Terry Frazer 2nd, and Mike Condon 3rd. Standard class Joe Merlino 1st, Joe Lemley 2nd with a 1:21.55, and Carpenter came in 3rd. Sunday the results were: Expert class Terry Frazer 1st, Jeff Adamisin 2nd and Mike Spencer came in 3rd. Tim Lime again had fast time with a 1:05.81. Standard class finished with Joe Lemley in 1st, Kevin Hicks with 2nd and a fast time of 1:19.97. Dave Carpenter again secured 3rd place.

The NMPRA hats were a hit. The original intention was to give everyone a free hat at registration but the initial costs were too high. \$5 bucks was a deal for these hats. Next year they will be available for \$10 each. Any proceeds will go into a new district fund to be used at the end of the year for the district Championship race.

After witnessing the transition from on course to off-course judging. I wonder why we didn't do this sooner. The results have been positive and our new system has improved racing for everyone concerned. One area I think we can make another giant stride in is identification. The weak link in positive I.D. is now our airplanes themselves. How many times have you been at the line identifying and had an airplane assigned a color that made absolutely no sense? Some times two airplanes are so much alike that the colors are assigned based on some other small difference between them, and at 300 feet those differences tend to be hard to distinguish.

Last year I tried a white airplane. I'm going back to teal or green as it's always called during identification. One thing about teal is everyone calls it green, starters, callers, judges, and concession stand workers. The only time I can recall anyone ever being confused about what color my airplane was once two years ago during identification. The starter identified me as blue; I pointed out to him that my airplane was actually green. He seemed to think I was the one who was colorblind. <G> Turn one preferred green and my ID was changed. The point is, it's up to us to do everything we can to make sure our airplane is easy to identify. The days of trying to make it hard for the Judges to see is over. It is now to our advantage to make sure there is no mistaking who is who during a heat.

While I'm on this subject, Race Officials do not have to be from a model airplane club to judge our events. With the difficulty of getting enough workers to staff a race, I think it makes perfect sense to look elsewhere for our volunteers. The world is full of organizations looking for ways to make a few bucks. Why don't we look for other ways to staff our races besides club members? Things are changing fast in our hobby as evidenced from last year's cage fiasco.

We need to be proactive, not reactive. This is our hobby and nobody cares about it as much as we do. We can no longer afford to sit on our behinds and wait for things to happen. We knew AMA's cage idea was a bad one but we followed along like sheep and it almost cost us. We know staffing races is a problem. We need to find new solutions before it becomes a crisis. We know that we lost more than a couple of contests last year. This may be our next crisis. I believe a little creative thinking will go a long way towards fulfilling our needs in the future. It helps if we take good ideas and then make them work.

The holidays are almost here and I would like to wish all of you a Merry Christmas and a Happy New Year. As always, your comments and suggestions are welcome. *Rolland*

District 6 – John Fike

No Report Submitted



District News



District 7 – Gary Freeman

SEMPRA continues into another season, alive and well. The organization just went through it's annual rule proposal voting and the membership decided it likes the format we have been using and voted in place for at least another season.

The race program for the 2001 season started out in South Florida with a two-day race as Contest Directors Ray Brown and Don Moody put the "off course" judging through the test. This was the first time the Markham Park Pilot's Association used the new judging method, but everything went well and provided all entries with two days of racing fun. In addition to the off course judging, Don Moody and Richie Holt designed a light system for number one pylon. By using 24-volt relays and 110 lights, pylon judges pushed switches operating a 24-volt dc circuit that in turn operates a relay that lights a 110-volt bulb. The system worked flawlessly and by using dc current, was safe for the course workers. Don and I are now working on a system that will provide callers all the information they need at pylon 1. Our plan is it will include, lap number, cut lights, and pylon 1 lights for each lane. I will keep you informed as the work progresses.

Back to the Ft. Lauderdale race. Don Moody was CD for the Saturday race and Ray Brown on Sunday. Both days had perfect weather. The club initiated a "Race what you Brung" event. The entries had a blast. After it was all over, one of the new racers stated "Next time

he will have a quickie airplane and fly the SEMPRA event." At this race, three new people joined SEMPRA and for the first time in awhile, we are seeing new pilots coming into our racing organization. Welcome to all of them.

Racing was fierce and close, as always within the SEMPRA district. Although I do not have a race report from the CD yet, here are some of the some of the highlights. Jacksonville's, Pete Rickard took fast time both days.

Saturday results were:

| Expert: | Standard: |
|---------------------------------|-----------------------------------|
| 1 st - Ray Brown | 1 st - John Sanders |
| 2 nd - Pete Rickard | 2 nd Richard Rosenberg |
| 3 rd - Cliff Telford | 3 rd - Don Willbur |

Crashes were minimal. Dennis O' Brien maintained his ongoing record with a mid air with Ray Brown. Ray's plane only lost a wheel while Dennis's plane suffered major structural damage. Another crash involved Ray Brown and Gary Freeman, Jr. It was the first lap and as always when Ray and Gary race, it had all the makings of a "barn burner" race. Into the first lap, Gary caught some bad air coming off pylon 3 with Ray. Another incident involved Don Willbur and John Sanders on take off.

On to Sunday. Another day of perfect, weather and pilots ready to burn some nitro. The day ended with minimal crashes except for.... You guessed it, Dennis O'Brien. Dennis and Fred Kilian mid aired as they rounded number 1. Again, Dennis lost this one with extensive structural damage to the entire

airplane.

Sunday results:

| Expert: | Standard: |
|----------------------------------|--------------------------------|
| 1 st Gary Freeman, Jr | 1 st Henry Hillcoat |
| 2 nd Cliff Telford | 2 nd John Sanders |
| 3 rd Mario Travesio | 3 rd James Creech |

The next race will be our district championship point's race. The Gateway RC Club in Jacksonville, Florida with Contest Director, Pete Rickard, will host it. To participate for the Championship Trophies, you must be a current NMPRA member. The Championship Trophies (Expert and Standard) will be awarded to the NMPRA member in each class who accumulates the most points total for the two separate races. SEMPRA trophies will be awarded as they are with all our district races.

Gold Cup update. Dennis O' Brien is still on track for hosting the JR Gold Cup race in Orlando/Apopka Florida in December. Cliff Telford will be the registrar for this race and can be reached at CliffRacer@aol.com or 407-359-9958 (between 10:30 AM - 9:00 PM Eastern).

Gary

District 8 - Randy Ritch

No Report Submitted

District 9 – Luis Garcia Blake

No Report Submitted

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Quarter 40- Barry Leavengood

The NMPRA 2000 Championship / JR Gold Q40 race and banquet put on by the San Fernando Valley Flyers is in the can. We had 37 entrants show up to race. The results appear on page 3 within the JR Gold Cup ad. The racing was fast and furious with no slack given by anyone. Unfortunately, carnage was the order of the day with three or four pilots losing 2 aircraft each and a bunch of others in the trashcan. The Phoenix contingent kicked butt. Gary Schmidt set fast time at 1:02.06 in his first heat. He lost his new Ashly in the second heat so had no chance to better his time. Jim Allen won with consistent flying. He ended up with 26 points out of a possible 28. It's like they say, "You've got to be there at the end to win" and Jimmy did a great job. There were no easy heats in this one, seemed like every race had a 1:03 guy in it, as denoted by the points total. We completed seven rounds, and then got blown out. Up until that point the weather was picture perfect. We stopped for lunch on Sunday after seven rounds. I guess the weather gods got mad. The wind went from a gentle breeze to a 30 mph blow in fifteen minutes.

I would like to thank Jerry Small, Dub Jett, Norm Johnson and Mike Helsel for bringing their off-course judging system. It worked very well and contributed big time to getting fast heat turnarounds. I know they have a lot of time and money in their system and it was appreciated. I would also like to thank the Valley Flyers for all the support in this effort. We had plenty experienced Race Officials, which made my job as CD much easier.

The year 2000 NMPRA awards banquet was held at the Air Tel Hotel and was a rousing success. The food and atmosphere was great. Between guests and members we had about 80 attendees. The awards for 2000 were Jackets, Vests and Shirts embroidered with names and logos by Janco (Jan Laine) of Phoenix and they were great. I would like to thank Ron Nelson of the Valley Flyers for making the Awards Banquet arrangements. Great job Ron. I would also like to thank Sally Carpenter and Cindy Bonds for managing to get the awards, which weren't delivered in time, from a closed UPS office. I don't know how they did it

but it worked out great. All in all it was a fantastic weekend and everyone had a good time.

Just a word about the rules for the JR series. Pre-entry and payment is mandatory. The entry fee is non-refundable. We had fifty-one verbal commitments with somewhere in the neighborhood of forty-five paid with thirty-seven showing up to race. We try and make this a professional event and an accurate head count is imperative for hotel room blocks, banquet attendance and so on. It also makes more and better racing. Only three per frequency are allowed. We had several four and five member "teams" who were upset about this. We do this to prevent frequency "ganging".

Till Next Time, Barry

Q-500- Cliff Telford

The 2000 racing season is over and the awards for the Top Twenty have been delivered. This year the awards were in the form of jackets, vests, and shirts instead of the trophies that were awarded in the past. The recipients can thank Darrol and the NMPRA membership for allocating more money to improve the value of the awards. Many thanks to Jan Laine for the artwork and for completing the apparel in time to make the awards at the Championship Race just three weeks after the season was over. GREAT JOB, Jan.

Race reports were filed as follows from the NMPRA Districts. 10 from district 1; 12 from district 2; 5 from district 3; none from district 4; 22 from district 5; 18 from district 6; 8 from district 7; 3 from district 8; 1 from district 9. Points were recorded for 175 different NMPRA members.

Congratulations to Randy Bridge for winning the NMPRA Q-500 National Point Championship. The list below contains the names of everyone who had points recorded. If your name is not on the list and you believe it should be, contact your District VP, but it is too late for corrections to be made. The 2001 season has begun so keep reporting the races and pay dues for next year.

NMPRA Q-500 Points for 2000 (Final Standings for Q40 will appear in the next issue)

| PLACE | NAME | POINTS | 35. | Newton Smith | 396.6 | 71. | Gene Bass | 249.4 | 106. | Warren Gillette | 150.2 | 142. | Henry Hillcoat | 80.0 |
|-------|-------------------|--------|-----|-------------------|-------|------|-------------------|-------|------|-------------------|-------|------|-------------------|------|
| 1. | Randy Bridge | 608.0 | 36. | Mike Spencer | 386.3 | 72. | Rick Moreland | 248.2 | 107. | Larry Drury | 142.4 | 143. | Luis Garcia Blake | 73.8 |
| 2. | Tim Lime | 596.9 | 37. | Mark Parker | 385.2 | 73. | Glen Wierschke | 247.9 | 108. | Chic White | 141.8 | 144. | Norm Johnson | 68.0 |
| 3. | Gary Freeman, Jr. | 575.3 | 38. | Don Moody | 377.9 | 74. | Bill Glode | 237.7 | 109. | Chuck Anderson | 141.2 | 145. | Fred Johanson | 65.7 |
| 4. | Darrol Cady | 572.3 | 39. | Mike Eden | 374.4 | 75. | Mike Tallman | 235.4 | 110. | Brad Clayton | 134.4 | 146. | Gary Schmidt | 60.1 |
| 5. | Craig Grunkemeyer | 552.1 | 40. | Dave Ferrell | 368.6 | 76. | Al Watson | 232.9 | 112. | Stu McAfee | 132.7 | 147. | Dennis Cranfill | 59.1 |
| 6. | Mike Weaver | 541.8 | 41. | Lyle Larson | 361.3 | 77. | Kevin Hicks | 229.9 | 113. | Jim Henderson | 131.7 | 148. | Paul Neves | 58.3 |
| 7. | Dennis O'Brien | 536.1 | 42. | Joe Dodd | 349.2 | 78. | Tom Jenkins | 227.5 | 114. | Loren Moen | 129.4 | 149. | Joel Maxwell | 53.6 |
| 8. | Ray Brown | 530.1 | 43. | Barry Leavengood | 345.1 | 79. | Randy Smith | 224.2 | 115. | David Binger | 127.3 | 150. | Augustin Alva | 53.4 |
| 9. | Joe Lemley | 528.7 | 44. | Lyle Baker | 343.2 | 80. | Ed Poccia | 222.8 | 116. | Ray Hendricksma | 125.6 | 151. | Pat Galarneau | 50.5 |
| 10. | Brian Willbur | 521.5 | 45. | Dave Ellis | 342.0 | 81. | Jim De Meritte | 217.6 | 117. | Rick Marquez | 125.0 | 152. | Regis White | 48.4 |
| 11. | Travis Flynn | 521.1 | 46. | Tom Scott | 339.5 | 82. | Mike Bergen | 215.3 | 118. | Matt Trani | 122.1 | 153. | Kevin Matney | 47.2 |
| 12. | Eric Ide | 519.4 | 47. | Mike Morris | 337.8 | 83. | John Fike | 214.3 | 119. | Dave Martinelli | 120.5 | 154. | Reg Edmund | 43.9 |
| 13. | Gail Jacobson | 512.1 | 48. | Roland Roberts | 335.4 | 84. | Robert Longsdorf | 214.2 | 120. | Chris Fry | 117.6 | 155. | Ray Blake | 43.6 |
| 14. | Terry Frazer | 507.3 | 49. | Pete Reed | 329.1 | 85. | Jack Ellefson | 212.9 | 121. | Mario Travieso | 117.0 | 156. | Mike Walther | 43.2 |
| 15. | Ralph Rinaldi | 504.5 | 51. | Joe Llanos | 324.8 | 86. | Dave Latsha | 208.6 | 122. | Mike Del Ponte | 115.8 | 157. | Irwin Funderburk | 43.0 |
| 16. | John Packer | 498.7 | 52. | Fred Burgdorf | 324.0 | 87. | Wesley Hebert | 207.6 | 123. | Richard Beers | 110.2 | 158. | Bob Arledge | 42.0 |
| 17. | Lloyd Burnham | 487.6 | 53. | Alex Ferguson | 323.7 | 88. | Chip Hyde | 207.3 | 124. | Joanne Coffey | 105.8 | 159. | Stan Davis | 41.4 |
| 18. | Matt Mikko | 482.7 | 54. | Richard Holt | 323.5 | 89. | John Albritton | 204.4 | 125. | Dick Davidson | 104.3 | 160. | Mark Lattimore | 37.9 |
| 19. | Nelson Eddy | 479.2 | 55. | Jonathan Baker | 319.5 | 90. | Tim Crookham | 200.5 | 126. | Manuel Martiarena | 103.2 | 161. | Dave Beazley | 35.3 |
| 20. | Vern Smith | 478.5 | 56. | Harold Sattler | 319.1 | 91. | Charles Eldridge | 200.4 | 127. | Vance Sutton | 102.1 | 162. | Bruce Safriet | 34.4 |
| 21. | Bob Brogdon | 476.4 | 57. | Terence Palaschuk | 313.9 | 92. | Bruce Teel | 193.1 | 128. | Tom Bogut | 98.5 | 163. | Jim Allen | 28.0 |
| 22. | Mike Condon | 475.3 | 58. | Cecil Graval | 313.1 | 93. | Tony Lopez | 188.8 | 129. | Paul Benezra | 97.7 | 164. | Bryan Richmond | 23.2 |
| 23. | Dub Jett | 461.4 | 59. | Ed Smith | 296.9 | 94. | Jim Lime | 188.0 | 130. | Bruce Coffey | 96.2 | 165. | Bill Brando | 22.3 |
| 24. | Roy Andrassy | 452.0 | 60. | Mike Hammett | 295.1 | 95. | Jaime De La Vega | 187.0 | 131. | Bruce Temple | 94.2 | 166. | Gene Sidwell | 19.4 |
| 25. | Drew Telford | 445.9 | 61. | Gay Kasmer | 294.8 | 96. | Cosmo Petrone | 185.9 | 132. | Gino Del Ponte | 90.2 | 167. | Aurelio Castro | 18.6 |
| 26. | Alex Nyere | 444.3 | 62. | Tom Rebenklaus | 284.6 | 97. | Richard Rosenberg | 177.6 | 133. | David Norman | 90.2 | 168. | Dave Torre | 15.9 |
| 27. | Todd Bailey | 444.0 | 63. | Mike Masi | 282.4 | 98. | Jeryl Smith | 175.6 | 134. | Jeff Bristol | 89.8 | 169. | Keith Davidson | 10.5 |
| 28. | Gary Long | 443.6 | 64. | Steve Baker | 274.1 | 99. | Mark Oshita | 173.6 | 135. | Bill Madan | 88.1 | 170. | Mike Parker | 9.2 |
| 29. | Cliff Telford | 440.2 | 65. | Dan Nalley | 271.0 | 100. | Ben Martin | 173.3 | 136. | Red Cranfill | 86.4 | 171. | Jeff Carpenter | 8.5 |
| 30. | Dan Kane, Jr. | 427.5 | 66. | Marcus Blanchard | 269.6 | 101. | Rick Paine | 171.9 | 137. | Guy Laine | 86.3 | 172. | Richard Oliver | 6.0 |
| 31. | Andrew Mc Indoe | 424.1 | 67. | Tom Strom, Sr. | 267.4 | 102. | Michael Watts | 171.7 | 138. | Tom Pownall | 86.3 | 174. | Allen Booth | 2.8 |
| 32. | Gary Freeman, Sr. | 421.8 | 68. | Mike Helsel | 266.9 | 103. | David Doyle | 166.6 | 139. | Rolando Perez | 85.1 | 175. | Wilson Shuptrine | 1.4 |
| 33. | Bobo Sato | 420.1 | 69. | Art Edsall | 266.6 | 104. | Jim Womack | 163.1 | 140. | Dave Hill | 83.8 | | | |
| 34. | Dave Carpenter | 413.3 | 70. | Ed Coker | 265.5 | 105. | Mike Luzzi | 162.3 | 141. | Doug Clancy | 80.6 | | | |



2001 NMPRA Membership Application

Please check all appropriate boxes.

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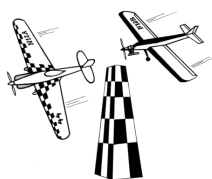


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