

*The Pylon Racer's Official Voice*

# NMPRA

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## HIGH PERFORMANCE

National Miniature Pylon Racing Association Since 1965 AMA Affiliated December 2001



## *Holiday Greetings*

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

### **A Word from the President**

The Markham Park Pilots Association hosted the NMPRA National Championship and JR Gold Cup race for 2001. Our sponsors Horizon Hobby Distributors and PowerMaster fuels have really come through for us again. Horizon provides the trophies, race official prizes, and the entry guarantee for the clubs that host these events. PowerMaster provides the fuel. Thank you everyone for the support of this event.

When the JR Gold Cup Series was started, the formula was that there would be at least 20 fliers from the hosting district. Then 20 racers would travel to the events. We have had the travelers, but the hosting district has been a little on the light side. We may have to rethink the guaranteed number of entrants. This is the only part of the preplanning that has not been fulfilled by us, the racers. We only have one JR Gold Cup Race that consistently attracts entries over the 40-entry mark. That race is the JR Gold Cup race in Phoenix in February. It is always well attended. The reasons for this are twofold. The first is the weather in Phoenix is usually perfect for racing. The second is the consistency of this event. Rhonda and I have been attending this event every year since 1986. We have never wondered if it was going to be held. We know that it will be held on the third weekend of February. Everyone can make plans well in advance and know that it they will not change. We are not the only ones that depend on this kind of a schedule. Our Canadian friends and other fliers make their hotel reservations for the next year when they check out.

I have heard incorrect grumbling that the JR Gold Cup Series is hurting local racing. I do not agree with this thinking at all. Some have forgotten that all of the JR Gold Cup Races are local races wherever they are held. Each one of these

races support and promote racing in each district at a local level.

The biggest problem that I see on a local level is first, the promotion of racing and support of the novice classes of racing. There is a real push in most parts of the country to support the class that brings in new 424 racers that will maybe move up to race in the higher classes as their skills progress. This is the way that it should be.

While we are supporting the 424 classes of racing, we have another problem that I have watched in District 2 for the last few years. I also am seeing it all over the Nation as Rhonda and I travel. Promoters are trying to please everyone all the time. While trying to do this, they are hurting their races and racing. The promoters are trying to run too many events at a race. We have two events for the same fliers. When we run an event and offer both 428 and 422, we can only expect a 2/3rds turnout in each event. Most fliers do not like to fly two different events in a day. When this is done expecting the same fliers to fly both events, there is going to be duel disappointment. The host is upset that there are those there that only fly one event. Many of the fliers (read, like me.) will go to an event and only fly the event that is either their favorite or in the one that has the most entries.

..... Continued on Page 2

## President's Message continued....

When District 2 was growing faster and racing more than any other district in the country, it was in the days of Formula One. Our schedule was a great one. We had a winter season that we raced a Novice class of Quickie and 428 Quickie the first Sunday of each month in the winter. During the Summer Season, we then raced the Novice Quickie class and Formula One only. We had great support and high turnout for all the races all year round. We were attracting 20 Formula Ones at the District 2 Championship Race in Arlington.

The winter season was raced at the Boeing Hawk's flying field. Boeing sold the property and that race site was lost. With the winter season gone, the summer season has suffered. This year there were about a dozen 428 fliers and five Q40 racers at the Arlington event... The total of the two classes was about the same as the 20 that were attracted to the one Formula event in the past. Competition for the same level of fliers splits the total entry into two classes.

I think that what is going on across the country is similar to what is happening in District 2. When we have two classes for the same class of fliers (Q40 and 428 Quickie have the same skill requirements). The solution for this is in the hands of the hosting promoters.

Always fly the 424 Class for the Novice racers at every race. Alternate the 428 and the 422 from race to race. Offer one of the classes at one race and the other at the next race. Or 428 on Saturday and 422 on Sunday...

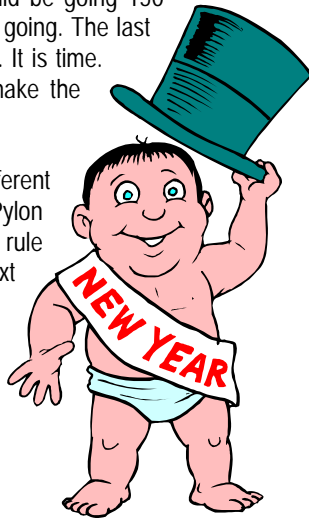
This also leads me to an old subject. It is time to separate our classes of racing. 428 Quickie should not be as fast as it is. Going back to my old words that I still believe to be right, we should have three different classes of racing for three different levels of skill. 424 Quickie is going 125 mph. Q40 is going about 180. 428 Quickie should be going 150 mph maximum, not the 165 to 170 that some are going. The last rule cycle was not the right timing, but this one is. It is time.

The power is in the muffler, and it is time to make the changes.

The muffler rule did not pass last time for different reasons. It is time now to put the rule to the Pylon Contest Board again for the next rule cycle. The rule proposal is written and is being readied for the next cycle. I hope it will pass this time.

Happy Holidays to all of you. 2002 will be a great year.

*Darrol*



# Renew Your Membership for 2002

### High Performance Information

High Performance is published 8 times per year.

Information for publication can be forwarded to:

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**Portland, OR 97293**

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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.

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

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Muncie, IN 47302-1028**

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mail, please contact Darrol

Cady via e-mail at

[dcady@pacifier.com](mailto:dcady@pacifier.com)

Or visit the official NMPRA  
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**Article Due Dates  
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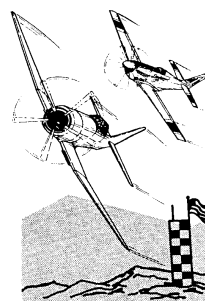
# Gold Cup Series 2001

## Congratulations!



### Final Gold Cup Points 2001

Place	Pilot	Total Points	Ave Pts per Race	Ave Finish Postion	Races Counted (Max 4)
1	Tom Scott	415.2	103.8	1.25	4
2	Craig Grunkemeyer	403.5	100.9	2.25	4
3	Travis Flynn	359.9	90.0	5	4
4	Randy Bridge	350.4	87.6	6	4
5	Dub Jett	330.3	82.6	7.75	4
6	Mike Helsel	325.0	81.3	7.75	4
7	Fred Burgdorf	298.4	74.6	10.5	4
8	Lyle Larson	259.0	64.8	5.25	3
9	Darrol Cady	235.5	58.9	6.25	3
10	Dave Latsha	225.7	56.4	20.25	4
11	Jerry Small	217.3	54.3	16.75	4
12	Stu McAfee	209.5	52.4	8.5	3
13	Dan Kane	207.2	51.8	11.25	3
14	Rusty Van Buren	180.5	45.1	2.25	2
15	Tim Lime	174.5	43.6	11.75	3



*Plan now to attend the 1<sup>st</sup> JR Gold Cup Race of the 2002 Season in Phoenix February 23 & 24, 2002*

*Fuel supplied by*

# POWERMASTER



# District News



## **District 1 – Drew Telford**

Ushering in a new season of points racing, the Valley Flyers hosted a day of racing Sunday, Nov 18, Good weather was enjoyed by all who attended. Turnout was good for this time of year despite a few no-shows that had pre-registered. A giant thank you to the Race Officials and to the Contest Director and staff for running a great race. We cannot forget the pilots for hustling to the line, enabling 5 rounds to be completed in all three events.

### **Valley Flyers Nov 18<sup>th</sup> 2001 Sepulveda Basin, Los Angeles, CA**

#### **APRAQ500/424**

1. Bill Vargas Fast Time 1:40.51
2. John Buckner
3. Boyd Hunt

#### **AMA Q500/428**

1. Drew Telford
2. Bill Vargas
3. Ray Davis

*Fast Time - Randy Bridge 1:03.96*

*\*\*New National Record\*\**

#### **Q40/422**

1. Travis Flynn
2. Fred Burgdorf
3. Randy Bridge

*Fast Time Dave Ficucell 1:03.??*

The following is a guest editorial from a District 1 APRA competitor, Bill Vargas. He is reporting on the Whittier Narrows Race held on October 21, 2001:

The first District 1 APRA Q500 Race is completed. There were 12 pilots and plenty of good clean action. Saturday was practice for all and there was only one mid-air, Randy Dauer from Phoenix, and Gary, a local Southern California racer. Saturday's practice weather was almost perfect with the exception of the low clouds and haze that's common for this part of the year for California.

Sunday's weather was a carbon copy of Saturday! Perfect! 5 rounds of APRA action filled the day with excitement. Right off the get go, Doug Killebrew set fast time with a 1:38 and would hold till the end. Hats off to Doug! Another racer, Bob Smith set fast time for the

9 lap group and now becomes a 10 lap Racer! Congrats Bob on your achievement!

APRA news- Look for APRA Rule changes on Jan 1, 2002 The composite wings and tails will no longer be allowed in the APRA class. a couple of prospective .40 engines might be added to the engine eligibility list. More to follow on that after engine testing is completed. And last, the bump up times to the next level will be changed, 1:30 for the short course and I'm guessing about a 1:45 for the long course. Once Jim Allen has the final rules changes for APRA, they will be published on the NMPRA website.

Many thanks to all, especially to Stan Shoun-CD and to the San Gabriel Valley Radio Control Club Volunteers made this event possible! Thanks to the 4 Arizona contingents that made the 6-hour drive across the desert to come out and race! Thanks to Mr. Odonnell for supplying the Odonnell Race Fuel! Thanks to Mr. APC, Fred Burgdorf for supplying the APC 9x6 props! And last, thanks to all that came to race!

*Bill Vargas (NMPRA 41C, SSGT/USMC)*

#### **Whittier Narrows Results:**

##### **QM40**

- |                     |               |
|---------------------|---------------|
| 1. Mark Lattimore   | NMPRA No. 50C |
| 2. Jim Allen        | NMPRA No. 17D |
| 3. Bruce Coffey     | NMPRA No. 81B |
| 4. Tim Lawlor       | NMPRA No. 21A |
| 5. John Creagh      |               |
| 6. Brian Buaas      | NMPRA No. 25A |
| 7. Chris Hoyer      | NMPRA 31C     |
| 8. Gary Long        |               |
| 9. Barry Leavengood | NMPRA No. 22C |

##### **AMA 428 Q500**

- |                      |                |
|----------------------|----------------|
| 1. Jim Allen         | NMPRA No. 17D  |
| 2. John Creagh       |                |
| 3. Tim Lawlor        | NMPRA No. 21A  |
| 4. Ray Davis         |                |
| 5. Gary Long         |                |
| 6. Brian Buaas       | NMPRA No. 25A\ |
| 7. Rick Marquez      |                |
| 8. Joanne Coffey     | NMPRA No. 84B  |
| 9. Doug Killebrew    |                |
| 10. Terry Williams   |                |
| 11. Barry Leavengood | NMPRA No. 22C  |
| 12. Chris Hoyer      | NMPRA No. 31C  |

#### **APRA Q500**

- |                    |                |
|--------------------|----------------|
| 1. Doug Killebrew  |                |
| 2. Bill Vargas     | NMPRA No. 41C  |
| 3. Jay Krug        |                |
| 4. Chris Hickok    |                |
| 5. Gale Enstad     | NMPRA No. 33C  |
| 6. Gary Hyde       |                |
| 7. Paul Herman     | NMPRA No. 88D  |
| 8. Bob Smith       | NMPRA No. 19C\ |
| 9. Stan Douglas    | NMPRA No. 73E  |
| 10. Terry Williams |                |
| 11. Paul Ferris    |                |
| 12. Randy Dauer.   |                |

For January in District 1, come out to the Speedworld site in Phoenix, AZ for the Annual Winterfest Q500, January 12<sup>th</sup> and 13<sup>th</sup>, 2002. The following weekend is the AMA tradeshow (formerly IMS) at the Pasadena Convention Center, which is always a good place to browse and shop, January 19<sup>th</sup> and 20<sup>th</sup>. See you racing!

*Drew*

## **District 2 – Dan & Pat Nalley**

*No Report Submitted*

## **District 3 - Harold Sattler**

Well our District will soon be going into Hibernation as the onset of winter is here. The snowflakes will be flying soon and the temperature will soon be minus 25.

Only the harder boys from the Calgary area get enough warm weather these days to get out and do their winter racing with club 20's. I happened to be in their fair city last weekend and witnessed the event. There seems to be more crashes due to low temperatures and the sun being to low in the horizon, even at noon time or just to low of flying. The main thing is I saw they were having FUN!

In my area we are planning an indoor pylon slow flyer event, that's more my speed.

We are all looking forward to next spring but for now our building rooms will have to be our pylon course. I hope to see many of you in Phoenix in February. ALL THE BEST TO EVERYONE IN 2002

*Harold Sattler*



# District News



## District 4- John Sandusky

There were no races in district 4 for me to report results so please indulge me in this bit of creative writing. While the paragraphs below are largely embellished and written with great license by yours truly, the anecdote is based on a true story. Anonymity is guaranteed.

**"I guess we're flying the long, long course!"**

**or**

**"When experts screw up."**

It seems that a certain club within district 4 (which shall remain nameless of course), when conducting the first few races of this past season, recorded heat times in event #428 in the high 1:20s. Heat times in #424 were in the high 2:30s. Average times were even higher.

"Why are the times so slow?" It seems like my plane is really ripping!" one pilot was heard to say.

One thought was that the lap timer/counters were timing eleven laps rather than ten. Was this the case? No, the lap timers/counters confirmed that they were only timing the first ten laps.

"Those course workers don't know what they're talking about!" one racer said under his breath.

"Yeah!" agreed another, "If they really knew what they were doing, they'd be racing!"

"One of those guys doesn't even fly R/C! He's somebody's father for crying out loud!" said another.

Other comments heard were along the lines of "Man, it seems like FOREVER to get to #1."

"I noticed that too. Especially on take-off!"

Then it was thought that because #1 pylon was placed on a slight rise, all planes had to gain more altitude than would be the case if the course were perfectly flat. Could that

account for an increase of ten to fifteen or more seconds overall? Not likely because after take off, most planes are flying well above the pylons anyway so any deviation from a level racecourse would be insignificant after the initial lap.

"My motor must be set really rich. I don't have much fuel left after a heat!"

"Well, if it's not the lap timers/counters it must be the cut judges on #1 pylon. They must be waiting until the planes are well past before tripping the light switch."

A call down to #1 to remind the cut judges to make sure they activate the "You-made-the-distance" signal exactly when the plane reaches the pylon resulted in no change at all.

One racer cut out on the second lap of a heat.

"What pylons did I cut?" he demanded.

A survey of the cut judges revealed that he cut #1 pylon right after take-off, then he cut #1 again after completing his first lap.

"We never got any lights!" complained his caller. "We should get a re-fly because the lights weren't working!"

A check of the signaling system was made and everything worked fine. More negative comments were heard about the course workers.

Duh! You never made the distance to the pylon Brainiac!

"Then it must be the damn off-course judging!" someone said. "Look at all that wire strewn across the field hither and thither! There must be a half-mile of wire from here to there!" he said. "It's taking the electrons too much time to travel down the wire from the time the cut judge presses the button, until the signal light goes on!"

Get serious! Electrons travel at nearly the speed of light. I know our planes are fast but they are not in the same league as electrons.

"Maybe it's the sun?"

"There must be more bad air at this field."

"What do you think it is?"

The answer, friends, is in the layout of the course. It turns out that the expert racers responsible for setting up the racecourse either misread, or misunderstood the AMA rulebook. Pylon #1 was placed 608 feet beyond the starting line, rather than the normal 508 feet. This made every lap longer by more than 200 feet and multiplied over ten laps, is nearly four tenths of a mile. So rather than a 2.5 mile course, everyone was flying a 2.9 mile course. It is no wonder the heat times were so high. The pilots and planes were flying as fine and as fast as they usually do; they were just flying farther. It is the long, long course.

Okay, you've got to love positive spin. It took only three races for the "experts" to figure out what was wrong. You read correctly. Three races on three different weekends not three heats of one race.

I find this situation funny. What is sad about it is that all the negativity and ill will generated toward the course workers is all too common at our events.

The moral of this story is that we should not be so eager to find fault with the course workers. We should treat every course worker with dignity and respect AT ALL TIMES. Always remember that they have volunteered their time so that we can have fun.

*John*





# District News



## District 5 - Rolland Roberts

The Flying Hillbilly's race In Charleston WV, was held in early October. The Hillbilly's hold regular sport races once a month. This has generated interest and support for pylon racing in the area. It helped fill the matrix with willing and capable pylon racers.

I have been thinking about racing in general and where I fit in the scheme of things. Holding the position of District V.P. is an important responsibility. The VP position should be held by someone that attends most of the races in our district. Especially the NATS. I have decided to step down and allow someone who is capable and has the experience fill the position. Terry Frazer has agreed to become the new District 5 V.P. and nobody had to twist His arm. Terry gets to most if not all the races and he knows almost of the racers. He is the perfect person to represent us. I hope everyone will support Terry, as I will.

I have enjoyed my stint as District V.P. and would like to encourage everyone to become involved more and donate some time to the cause, no matter what it may be. My life is richer for the experience. Thank you for the opportunity.

*Rolland*

The year has come to a close for racing in our district. As most of you know Rolland Roberts resigned and I was appointed by Darrol Cady to fill the position for the rest of 2001 and for

2002. Rolland did a great job and I will do my best to do a good job all of you.

The last contest in the district was in Charleston, West Virginia Oct 6th and 7th, 2001. We had a good turn out and a lot of new racers. The results are as follows:

### Saturday Expert Quickie 500

1st Mike Spencer  
2nd Gary Helton in fly off.  
3rd Terry Frazer.  
Fast Time Mike Deneve 1:11.56

### Saturday Standard Quickie 500

1st Brad Clayton  
2nd Terry Frazer in fly off  
3rd Dave Ellis.  
Fast Time Terry Frazer 1:22.00.

### Sunday Expert Quickie 500

1st Terry Frazer  
2nd Mike Spencer  
3rd Craig Grunkemeyer.  
Fast Time Terry Frazer 1:08.56.

Thanks to all of the Charleston, West Virginia Hillbilly's. You put on a great race. The Hillbillies also did a great thing with the proceeds from this race. They donated \$1000.00 to the 911 Disaster Relief Fund. Community service like this goes a long way in gaining public support for our toy airplanes. Good job Hillbillies!

Now Congratulations to Tom Scott and Craig Grunkemeyer for their 1st and 2nd place in JR Gold Cup/NMPRA Championship Race in

Florida. Great job guys!

Other NMPRA National Points winners from District 5 are:

### Quickie 500

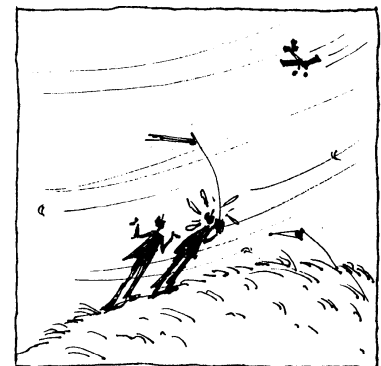
3rd Marcus Blanchard  
4th Terry Frazer  
12th Mike Eden  
16th Brad Clayton  
17th Mike Deneve  
20th Craig Grunkemeyer

### Quarter 40

4th Craig Grunkemeyer  
6th Tom Scott  
20th Danny Kane

Congratulations to all of you for a job well done.

*'Till next time, safe flying.  
S/K Racer Terry*



*Just keep tellin' yourself... "The airplane doesn't know it's windy."*

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### NEW IMPROVED.....DAGO RED AND NAPIER HESTON KITS

QM kits include a fiberglass vertical fin and fiberglass rudder. The wing is a 56 1/2" skinned-hinge wing, 3/8" plywood firewall, elevator horn, fuel shut off, 1/4" balsa stabilizer and elevators that are slotted for 64th plywood. Kit contains wheels, axles, landing gear and wing bolts. These are the most complete kits available!

### BIRD OF PREY Q500

This is an all composite airplane. It comes with a 7 oz. Fiberglass fuselage with firewall, landing gear and the wing is installed to the fuselage for you. It comes with high-tech designed one-piece composite V-tail. The ball links are already installed on the elevator horns. This airplane is pre-built for you! Just attach the V-tail and bolt on the landing gear. Fuselage needs to be painted. No other composite Q500 kit can compare

Quality/Price with my BIRD OF PREY.

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CUSTOM MADE LIGHTENING Q40 PROPS.. \$20.00 – BAG OF 6 HAND PICKED (NO LEMONS) PROPOS .. \$20.00

LL PROP BALANCERS..\$5.00—ON LINE FUEL SHUT OFFS...--\$5.00—PRICES DO NOT INCLUDE SHIPPING

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





# District News



## District 6 – John Fike

The coming of October signified the end of our local racing schedules, but also signified the beginning of the NMPRA 2002 schedule. You should be aware that NMPRA national points are accumulated from October 1, to September 30<sup>th</sup> each year. Therefore, any points accumulated from October 1, 2001 on will be credited as part of the NMPRA 2002 race schedule.

As noted in the previous newsletter, PGRC held its last race event of the year on October 13. Holding true to form, we had our Q-500 424 event in the morning and the 428 had at it when lunch was finished. The 424 guys seem to have more and more fun at each event. It is truly amazing to see the new people (or those that have not raced for several years) get back in the saddle and be so competitive. First time racer, Allan Goodman, has the bug. Allan, an accomplished and avid RC combat pilot has been a staple at our races as a course worker over the years. This was Allan's first contest and from the look on his face, he had a great time. We had a hard time keeping him from dive-bombing the other planes trying to cut their streamers though. <G>. Nice job Allan.

New comers..... Keep on comin' We're here to help you.

### October 13<sup>th</sup> Q-500 AMA 424 Results

1. Warren Gillette
2. Alex Nyer
3. Frank Donnelly JR.
4. Jim Waybright
5. Neal Rehm
6. Art Edsall \*\*Fast Time 1:25:47
7. Allan Goodman
8. Frank Donnelly SR
9. Steve Baker
10. Rick Moreland
11. Reggie Sterling
12. Alex Villarreal
13. Farnk Kolongowski
14. Gene Bass
15. Larry Nowland

### October 13<sup>th</sup> Q-500 AMA 428 Results

1. John Fike (Woo Hoo!)
2. Vern Smith Fast Time 1:13:44
3. Warren Gillette
4. Steve Baker
5. Frank Donnelly JR.
6. Alex Nyere
7. Dave Latsha
8. Art Edsal
9. Neal Rehm
10. Rick Moreland
11. Alexis Villarreal

The PGRC Race Schedule will closely follow the dates and format of 2001. The formal schedule will be provided in the next newsletter.

### -----JR Gold CUP Returns to Bowie-----

It is with honor and distinction that we announce that the PGRC group will once again host the North East JR Gold Cup Race. The Date for this race will be Friday, May 17<sup>th</sup>, Saturday, May 18<sup>th</sup> & Sunday, May 19<sup>th</sup>. As usual, the Friday date will be used for practice all day and for registration. KEEP YOUR EYES OPEN FOR THE RACE DETAILS THAT WILL CONTINUE TO BE POSTED IN THIS COLUMN AND ALSO AN INVITATION FLYER CIRCULATED BY RICK MORELAND.

As usual & as some of you found out last year, it is essential to get hotel reservations early. Hotel rooms fill up quickly. Rick's flyer will contain pertinent hotel and travel information.

### HOW TO HELP YOUR CONTEST DIRECTOR RUN A GOOD CONTEST

Here are a few quick tips about our successes at PGRC. Several years ago, we decided to share the duties on race day. No longer would the CD be responsible for all the chores. In November of each year, PGRC holds a meeting with our racers to determine our upcoming race schedule and to assign chores. If you want a lousy chore, then don't attend the meeting. One or more will surely be assigned to you. Some of the chores are, grass cutting, gathering of course workers (fun job), course set up & tear down, Ice, sodas, food, paper products, radios, fuel, trash removal, trophies, computer set up, scoring, etc. etc. etc.

Get the picture?... Lots to be done. Every one is assigned specific duties for the entire race season.

Example: If you are in charge of sodas or food, then you are to bring sufficient sodas and food to each contest to satisfy the attendees. If you forget to bring, or do not show up, then we do not have sodas or food. If you are in charge of fuel, and do not bring the fuel, then guess what, no fuel & no race. We have found that by doing so, we have eliminated many of the stresses from the CD and therefore, find it not so difficult for someone to step up and want to CD a race. It's a team effort.

Well that's it for now, just thought I would pass that little tid bit along.

*Cheers & happy building  
The Fikester*

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# District News



## District 7 – Gary Freeman

After 6 years, it comes with mixed feelings to inform the District 7 membership, I will be stepping aside as NMPRA District Vice President as I had to do with the office of SEMPRA President. Due to increased work responsibilities, I am resigning and Darrol Cady will appoint this position to Gary Freeman, Jr. effective November 1, 2001. The past six years included a lot of interesting times some I will miss, some I will not (just kidding). This change does not mean I will not be racing and calling for Gary Jr. I look forward to seeing all of you at each race. The limited amount of time between traveling and working, I it became extremely difficult to spend quality family time and get airplanes ready for races.

Thanks, again for all the support you showed me as your District VP and I feel confident you will continue to support Gary Jr. in his new position.

*Gary Freeman, Sr.*

So I guess it was finally time for my Dad to take a break from the action. I will do the best I can to fill his shoes in this new position.

OK enough of that One of the things I really want to do for SEMPRA and racing, is get it back to the serious event it once was. One of the biggest keys to this is new blood for the event. We have been taking small steps but now it is time we ALL tried to get some more racers involved. One thing that helped is when Don Moody and crew took all kinds of their own time to get new blood from their local club. They came up with 5-7 racers in a matter of weeks. I think if we all could do this. If a few of us got 1 new guy, that could mean 5-10 more racers. You will see the results of Don's time and effort in the Ft. Lauderdale race below.

If we all went to our own fields, club meetings, and talked about racing more people would show interest. We could even take our models for show and tell and to the field more periodically. Try to get the sport flyer interested. Talk to him about it, answer his questions, and do not make it sound impossible or so expensive no one can afford it. Also try to get your club involved in having

some races, even if it is only one a year. More races mean more publicity. That means more interest.

We are also working on the 424 class for the new guy. Any Q500 except composites and a thunder tiger.40 with an APC 9-6 (furnished by the hosting club). A great way to start for the new guy. He can get into racing for less then 150.00 dollars.

Get yourself ready for the season opener and District Championship race scheduled for Jacksonville Florida. I feel confident that Pete Rickard and his crew will host a great event as they have in the past.

As SEMPRA President, I looked at the breakout time for the Standard to Expert classes we have used for the past several years. As flying skills improve and times get lower, the documented breakout time of 1:18.00 (3 times) is no longer a valid point to advance into the expert class. Review of the times within each class over the past 2 years as well as the declining number of standard flyers, clearly points out the need to adjust the breakout time. As defined in our by laws, the President has the authority to make this adjustment as needed to keep a balance within the two classes, so the new breakout time for standard class flyers to move into the expert class will be to fly a time of 1:14.0 three times. This means if there are members who were advanced to the expert class after flying 3 times of 1:18.0, BUT have not flown three heat times of 1:14.0, then that member has the option to move back to the standard class. This becomes effective at the season opener in Jacksonville and the SEMPRA rules will be updated to reflect this change.

Now on to the Ft. Lauderdale race held September 1<sup>st</sup> and 2<sup>nd</sup>. Guys, if you don't attend these races then you're missing a great time. Markham Park has put on a number of races this year and utilized the new equipment Don Moody designed for us to have fun. Don ran the new 424 class racing for the first time and boy did these new flyers have fun! They would come over and talk with some of the SEMPRA members to "learn a speed secret" or just gain information on how they could move up. The smiles and enthusiasm they had as they went to the line and received

trophies was great. Also a big thanks goes out to the SEMPRA members who helped these new flyers in the pits as well as calling for them. New 424 class rules

One important note during this race was the intense fly-off for 2<sup>nd</sup> and 3<sup>rd</sup> place on Saturday between Ray Brown and Dennis O'Brien. Everyone knew this one had all the makings of a fast / close fly-off and nobody was disappointed. Callers for the two were Ritchie Holt for Ray and Gary Freeman, Sr. for Dennis. The flag dropped and for 10 laps it was wing tip to wing tip. Crossing the finish line, it was Ray with a 1:05.69 and Dennis with a 1:05.87. Great flying and great calling.

The weekend of October 19<sup>th</sup> and 20<sup>th</sup> saw the JR Gold Cup Championship race hosted by the Ft. Lauderdale Markham Park Pilots Association. Ray Brown, Don Moody, and their staff put on a flawless event for the matrix of 26 pilots. We also want to send a special Thank you to **Horizon Hobby Distributors and PowerMaster Fuels** for their continued support of the JR Gold Cup Series. Without their support, the series would not be the way that it is... The Markham Park flying site is part of a county maintained recreational park, which provided some spectacular flying for a large crowd of park spectators. To maintain the highest standard of safety, all spectators watched the races from a designated area and during the lunch break, these spectators walked the pits talking with pilots, asking questions, and loving the opportunity to watch this racing event. Weather...well lets just say rain was in the forecast and rain it did! The rain only allowed 3 rounds on Saturday, but Sunday was a better day and 4 rounds were completed before the rain came again. On Saturday night, the NMPRA banquet was held and nobody went away hungry. If you did, it was your own fault. Darrol discussed NMPRA now and in the future and then presented 1<sup>st</sup> place NMPRA jackets to Q500 Champion Gary Freeman, Jr. and Q40 Champion, Mike Helsel. I will not go into too many details, as I am sure they will be contained elsewhere in this newsletter. A big thanks for a job well done goes to Ray Brown, Don Moody, and the MPPA crew. For those who have not seen the race results, I included them below.

*Continued on Page 9*





# District News



## District 7 – Gary Freeman cont'd

On to the Jacksonville season opener and our NMPRA District Championship race held November 17<sup>th</sup> and 18<sup>th</sup>. Hosted by the Gateway RC club and Contest Director, Pete Rickard, the two-day event was nothing less than spectacular. Pete utilized the new lap counting system designed and constructed by Don Moody. The system, again, worked flawlessly. A big thanks goes to James Creech for transporting the system from Ft. Lauderdale to Jacksonville. The weather was great, with sunshine, blue skies, and a persistent wind that pilots demonstrated was not a problem. This race saw some familiar faces back into racing including Chris Mahnken, Don Miller, Tom Dobyns, and Jim Lyons. On Saturday night, Pete provided a BBQ dinner with ribs, chicken, slaw, baked beans, and drink for \$5.00. Thanks, Pete and compliments to the chef! The District Championship race is split into the two SEMPRA classes. At the end of the two days, the pilot in each class with the most accumulative points wins the NMPRA trophy for their class. A perfect score the two days was 30 and the NMPRA trophy winners were Victor Diaz with 23 points and Gary Freeman, Jr. with 29 points. Congratulations to both. The race results are contained below.

The next race will be the Tangerine race hosted by the Remote Control Association of Central Florida and Contest Director, Gary Freeman, Sr. The schedule is December 7<sup>th</sup> Q40, December 8<sup>th</sup> AMA 428, and December 9<sup>th</sup> SEMPRA. Hope to see everyone there. From the calls received, it sounds like we will have a great turnout and look forward to fun days of racing all classes.

### The results for the Markham Park race:

#### Saturday – September 1, 2001

1. G. Freeman, Jr.	1:07.04
2. R. Brown	1:06.75 ( F/T )
3. D. O'Brien	1:10.37
4. G. Freeman Sr.	1:11.22
5. M. Travieso	1:11.03
6. D. Willbur	1:25.0
7. R. Holt	1:12.06
8. B. Willbur	1:14.87
9. R. Rosenberg	1:28.22

10. T. Dobyns	1:09.82
11. C. Telford	1:11.0
12. J. Bristol	1:11.63
13. S. Smith	NT
14. C. Kline	1:44.5
15. J. Perdue	1:55.5
16. H. Hillcoat	1:36.96
17. T. Bingham	1:59.06

#### Sunday – September 2, 2001

1. G. Freeman	1:06.25 ( FT )
2. C. Telford	1:11.78
3. R. Brown	1:06.77
4. D. O'Brien	1:09.31
5. G. Freeman, Sr.	1:11.35
6. R. Holt	1:07.82
7. B. Willbur	1:09.02
8. J. Bristol	1:13.56
9. M. Travieso	1:20.34
10. J. Creech	1:20.78
11. T. Dobyns	1:08.41
12. R. Rosenberg	1:24.81
13. D. Willbur	1:25.53
14. H. Hillcoat	1:45.59
15. J. Perdue	1:48.63
16. C. Kline	1:57.97

#### JR Gold Cup Results – October 20 - 21:

1 Tom Scott	1:03.87
2 Craig Grunkemeyer	1:03.47 (FT)
3 Mark Parker	1:04.13
4 Travis Flynn	1:05.91
5 Rusty Van Baren	1:05.94
6 Stu McAfee	1:06.82
7 Randy Bridge	1:04.72
8 Matthew Van Baren	1:05.59
9 Dub Jett	1:05.41
10 Mike Helsel	1:06.54
11 Jerry Small	1:07.13
12 Gary Freeman, Jr.	1:05.42
13 Darrol Cady	1:07.71
14 Fred Burgdorf	1:07.93
15 Brian Willbur	1:09.19
16 Gary Freeman, Sr.	1:09.53
17 Dennis O'Brien	1:07.69
18 Don Moody	1:10.25
19 Pat Galarneault	1:07.04
20 Mike Masi	1:12.53
21 Mario Travieso	1:13.13
22 Victor Diaz	1:15.78
23 Jake Jacobson	1:15.54
24 Bob Brogdon	1:14.56
25 Joe Linsangen	0:0 mid air

### The results for the Jacksonville District 7 Championship Race:

#### Saturday – November 17, 2001

1. G. Freeman, Jr.	1:05.28
2. C. Telford	1:09.19
3. D. O'Brien	1:09.03
4. R. Brown	1:08.00
5. G. Freeman Sr.	1:09.31
6. B. Brogdon	1:06.02
7. V. Diaz	1:10.11
8. M. Travieso	1:11.08
9. T. Dobyns	1:13.81
10. D. Willbur	1:28.59
11. D. Miller	1:11.53
12. B. Willbur	1:05.10 (F/T)
13. C. Mahnken	1:14.66
14. J. Lyons	1:23.10
15. G. Jacobson	1:17.31

#### Sunday – November 18, 2001

1. G. Freeman, Jr.	1:06.25 (F/T)
2. V. Diaz	1:05.29
3. B. Brogdon	1:09.12
4. C. Telford	1:09.25
5. B. Willbur	1:05.47
6. R. Brown	1:08.97
7. G. Freeman, Sr.	1:11.78
8. J. Lyons	1:19.22
9. M. Travieso	1:12.87
10. J. Creech	1:25.16
11. D. Willbur	1:15.90
12. C. Mahnken	1:20.18
13. T. Dobyns	1:14.19
14. D. Miller	1:23.38
15. D. O'Brien	N/T

Gary Freeman Jr.  
NMPRA # 16s



Merry  
Christmas



# District News



## District 8 - Ed Coker

The season is over and it seems like we just started. Some of the new guys stepped up and became a force to be dealt with. Long lost friends showed their faces and joined in the fun. We hope their visits fueled their passion and we see a lot more of them.

We would like to thank Randy Ritch for being VP and the Ritch's Brew fuel donations and Jerry Small for loaning us his racing equipment. Many Kudos to the clubs who sponsored our events and hope it's a long lasting relationship.

The last race of the 2001 season is over and the points are final. This year we had a 42% increase in total participation. If we continue to promote our sport and expand the Sport Club racing to other areas outside of Houston, we could well be on our way to having one of the strongest Districts in the nation.

It's up to us as individuals to promote our sport. One person will not make a difference but a team effort will control our future. The core group of racers we now have is strong. We will survive and grow.

## 2001 District Eight Point Total

### SPORTSMAN

1st	Jim Agnew	166.4
2nd	Ricky Cranfill	143.8
3rd	Red Cranfill	143.8
4th	Ed Coker	103.4
5th	Mike Walther	84.4
6th	Chuck Anderson	61.8
7th	Bar-X Team	61.8
8th	Mike Hammett	41.6
9th	Mike Crotts	21.4
10th	Dennis Cranfill	1.2
11th	Jaschke	1.2
12th	Jeff Athey	1.2

### Q500

1st	Mike Helsel	428.1
2nd	Mike Hammett	372.7
3rd	Ed Coker	272
4th	Dub Jett	261.2
5th	Red Cranfill	246.7
6th	Jerry Athey	229.2
7th	Dick Davidson	185.8
8th	Chuck Anderson	168.8
9th	Dennis Cranfill	148.4
10th	Tom Prescott	134.9
11th	Michael Walther	133.8
12th	Robert Brogdon	125

13th	Steve Baggett	95.9
14th	Mark Parker	92.4
15th	Bruce Richmond	88
16th	Bob Miller	86.3
17th	Bruce Temple	75.5
18th	Richard Jones	69.9
19th	Rusty Higgingbotham	64.3
20th	Brian Gates	55.9
21st	Richard Beers	31.1
22nd	Mike Tallman	25.5
23rd	Jim Agnew	19.4
24th	Shuptrine	13.4
25th	Ray Saenz	1.2
26th	Gale Jacobson	1.2
27th	Palacious	1.2

### Q40

1st	Mike Helsel	410.9
2nd	Richard Beers	272.9
3rd	Dennis Cranfill	234
4th	Randy Ritch	205.3
5th	Chuck Anderson	185.1
6th	Jerry Small	170.3
7th	Bob Miller	157.2
8th	Dub Jett	135
9th	Robert Brogdon	104.8
10th	Ed Coker	77.4
11th	Bill Hager	61.9
12th	Bruce Richmond	43.9
13th	Michael Walther	39.3
14th	Gale Jacobson	35.3
15th	Jerry Athey	26.6
16th	Norm Johnson	26.6
17th	Red Cranfill	13.9
18th	Mike Tallman	13.9
19th	Buddy Allen	12.5
20th	Ray Saenz	12.1

With the season over, it was time to start our new racing program. By the time you read this, Alvin RC Club will have hosted the first event. Mike Hammett, Red Cranfill, and I attended two of their club meetings to promote this new event and hosted a seminar for those interested. Approximately ten flyers were interested and are in the process of building or practicing the pylons.

*Continued on Page 11*



*District VIII racers try to figure out which plane is theirs. It was a lot easier before they put the identification stickers on.*



# District News



## District 8 – Ed Coker Cont'd

This event is made up of three classes, Fly what you bring, 424 Sport, and 424 Expert. We raised the weight limit to 3 ¾" lbs. and eliminated composite planes. We allow up to a 46-size engine and instituted a one hundred-dollar engine-claiming rule to keep it honest. Our rules will be strictly enforced with zero tolerance. (Sounds like a law enforcement ad, huh?) Entry fees will be \$8, \$10, and \$12. All money will go back to the club with the exception of half of the Expert entry fee that will go towards an Expert purse payout.

I have color posters to display in Hobby shops and club posting boards. I'm in the process of obtaining club rosters for a mass mailing.

Remember that our future comes from new interested people and this event is designed to attract them. It's not the racing that attracts; it's the racers.

**Many thanks** to the Dallas R/C Club and Scott Kalmus for having our final race of the year on September 22<sup>nd</sup> and 23<sup>rd</sup>. We had great weather and a good turn out. Competition was furious both days.

Here are the final standings:

### Q-500

- |     |                |
|-----|----------------|
| 1st | Mike Helsel    |
| 2nd | Mark Parker    |
| 3rd | Ed Coker       |
| 4th | Chuck Anderson |

- |      |                 |
|------|-----------------|
| 5th  | Red Cranfill    |
| 6th  | Dick Davidson   |
| 7th  | Mike Hammett    |
| 8th  | Brian Gates     |
| 9th  | Dennis Cranfill |
| 10th | Richard Jones   |
| 11th | Michael Walther |
| 12th | Tom Prescott    |
| 13th | Mike Tallman    |
| 14th | Jim Agnew       |
| 15th | Shuptrine       |
| 16th | Jerry Athey     |
| 17th | Palacious       |

### Q40

- |     |                 |
|-----|-----------------|
| 1st | Mike Helsel     |
| 2nd | Chuck Anderson  |
| 3rd | Jerry Small     |
| 4th | Richard Beers   |
| 5th | Michael Walther |
| 6th | Norm Johnson    |
| 7th | Mike Tallman    |
| 8th | Dennis Cranfill |

Until next time, fly every race like it's your last and avoid the 180-MPH landings.

*Ed Coker*

## District 9 – Manuel Martiarena

*No Report Submittd*

## WHAT'S WRONG WITH THE NMPRA?

A few years ago in my area we had as many as eleven races in a season, now there are none, zero. The closest races now are five hundred miles away. All across the country attendance at races is down and the NMPRA is losing members. Many of the members are trying to bring in new members and interest new racers. Nice try but the NMPRA needs a lot more if racing is to continue.

The NMPRA has a marketing problem. Trying to sell expensive, fast racing to amateur weekend flyers is not working! In my area all of the pylon racers are still here, racing ARF warbirds, flying aerobatics, and helicopters. Many of them just got tired of the expense without having a chance to win.

The last time anyone from my area made the trip to a race they came back saying that that they were a lap behind the fast planes in every heat. They put their planes away and aren't going back to race anymore.

I know it has been said many times before and no one wants to hear it but the planes are going too fast. The pilots that are flying now like the speed and don't want to change but without new pilots coming to the races and moving up there won't be any racing in a few years.

The 422 planes are too fast, too loud, and hard to land at small fields. They need a thicker airfoil but it's too late, any change would destroy the class and what's left of racing. 428 needs to be a step up from the beginner class. Pick a spec prop that limits the speed. 424/APRA may seem like a slow class to experienced pilots but is still intimidating to new pilots. Maybe a different prop would be the answer. The idea is to have a class that is fun for new pilots not a class for

Some time ago Dave Shadel proposed a racing system where qualifying rounds were flown and then four plane main events were flown with planes grouped by

Fast-times. I see some thing like this was used at the Dash for Cash in District 4. Use it for 424/APRA racing so that the new pilots will get to fly a close exciting race and have something to come back for at the next race. Take it one step farther and give each pilot a handicap time to use for making up the heats at the next race. The honor system will work because it's only used for the first heat and points don't count. Use the times from each round to make the next round. This will be an easy job for someone to go through the scorecards and put them in order of times.

The NMPRA has to change. A lot of people have worked very hard to make the Gold Cup Series what it is but 422 is in about the same place that F-1 was 8 to 10 years back, if that doesn't tell you something then pylon racing is in big trouble.

Pete Bowen  
Livermore, California



*District 8 racers at Sept. Dallas RC Club race.*



# District News



## Q-500- Cliff Telford

Final Standings for Q500.

NAME Dist. #races Points(best6)

1. Gary Freeman, Jr.	7	13	594.6
2. Randy Bridge	1	10	586.9
3. Marcus Blanchard	5	6	571.1
4. Terry Frazer	5	9	564.4
5. Cliff Telford	7	13	546.9
6. Fred Burgdorf	1	8	546.1
7. Drew Telford	1	7	517.1
8. Paul Neves	1	17	512.9
9. Stephen Vaclav	7	6	510.9
10. Darrol Cady	2	8	507.2
11. Gary Freeman Sr.	7	11	503.5
12. Mike Helsel	8	6	501
13. David Doyle	6	7	498.8
14. Mike Eden	5	6	484.2
15. Ed Coker	8	10	478.2
16. Jon Packer	2	7	471.8
17. Travis Flynn	1	7	463.4
18. Brad Clayton	5	8	453.3
19. Mike Masi	6	8	451.5
20. Mike Deneve	5	7	446.7
21. Mike Hammet t	8	9	442.4
22. Smith,Vern	6	7	438.6
23. Craig Grunkemeyer	5	7	438.4
24. Harold Sattler	3	5	437.5
25. Danny Kane	5	7	437.2
26. Nelson Eddy	2	6	436.6
27. Jonathan Baker	6	9	430.9
28. "Red" Cranfill	8	7	423.3
29. Warren Gillette	6	8	418.9
30. Dave Ferrell	2	8	415.7
31. Alex Nyere	6	8	415.6
32. Rick Moreland	6	9	413.6
33. Tim Lime	5	5	410.2
34. Dennis O'Brien	7	8	398.9
35. Mario Travieso	7	9	388.9
36. Tom Scott	5	4	388.7
37. Joanne Coffey	1	9	377.8
38. Dave Latsha	6	7	368.5
39. Mike Parker	5	6	365.7
40. Glen Wierschke	5	5	364.3
41. Mike Weaver	5	6	357.3
42. Bobby Arledge	2	8	353.9
43. Mike Condon	5	6	352.8
44. Joe Llanos	7	6	346.2
45. Steve Baker	6	7	345.8
46. Dub Jett	8	5	345.5
47. Lyle Baker	3	6	334
48. Eric Ide	2	7	331.3
49. Don Moody	7	6	329.7
50. David Binger	6	4	328.1
51. Joe Linsangan	7	4	326
52. Barry Leavengoody	1	8	322.7
53. Richard Rosenberg	7	12	319.2
54. Bill Vargas	1	4	317
55. Neal Rehm	6	7	312.8
56. Dave Ellis	5	7	310.1

57. Gary Long	1	5	309.2
58. Cecil Graval	3	4	304.6
59. Gale Enstad	1	6	303.3
60. Gene Bass	6	9	293.8
61. Brian Willbur	7	8	291.8
62. Tom Jenkins	7	6	282.6
63. Pete Rickard	7	4	282
64. Jack Ellefson	3	4	280.2
65. Dave Carpenter	5	7	278.3
66. Terry Williams	1	9	268.6
67. Mike Morris	5	6	264
68. Lyle Larson	4	3	262.4
69. Joe Dodd	5	5	240.6
70. Kevin Hicks	5	5	240.2
71. Rick Marquez	1	6	237.1
72. Chuck Eads	2	3	232.7
73. Chuck Anderson	8	4	230.6
74. Rolland Roberts	5	9	230.2
75. Jerry Athey	8	5	229.2
76. Jeff Bristol	7	7	228.9
77. Jim Allen	1	3	227.2
78. Art Edsall	6	7	222.7
79. Matt Van Baren	1	5	222.1
80. Gino DelPonte	2	5	221
81. Andrew McIndoe	2	4	220.1
82. Brian Buas	1	4	215.6
83. Jaime De La Vega	9	3	215.2
84. Ray Hendricksma	5	4	213.7
85. Bruce Richmond	7	3	213.5
86. Jim Lime	1	3	212.2
87. Dave Beazley	6	4	210.4
88. Michael Walther	8	7	201.2
89. Bruce DeChastel	2	3	197.2
90. Roy Andrassy	3	3	194.5
91. Newton Smith	7	7	188.8
92. Pedro Mari Lugo	9	2	188.1
93. Dick Davidson	8	4	185.8
94. Gail Jacobson	7	4	181.1
95. Tom Strom Sr.	2	2	181
96. Tony Lopez	1	2	179.3
97. John Albritton	6	5	175.2
98. Terence Palaschuk	3	4	171.3
99. Ed Smith	5	5	170.9
100. David Norman	5	3	166.9
101. Chip Hyde	1	2	161.8
102. Tony Huber	2	2	161
103. Dave Martinelli	1	2	161
104. Mike Luzzi	6	4	158.4
105. Pete Reed	6	4	157.1
106. Jose Calderon	9	2	150.8
107. Manuel Martiarena	9	2	150.7
108. Rolando Perez	7	2	147.1
109. Wesley Hebert	6	4	146.3
110. Loren Moen	3	4	145.6
111. Gary Kasmer	5	4	145.3
112. Doug Houston	3	4	144.7
113. John Fike	6	3	140.1
114. Stan Davis	2	8	136.1
115. Jim Henderson	3	2	135.2
116. Randy Smith	3	2	130.4
117. Bob Brogdon	7	3	126.5

118. Bruce Safriet	5	5	125.9
119. Tom Dobyns	7	3	124.1
120. Lloyd Burnham	6	2	120.8
121. Steve Kovach	7	2	120
122. Bill Johanson	5	2	118.3
123. Henry Hillcoat	7	6	113.6
124. Mike Tallman	8	4	112.6
125. Tim Crookham	5	2	112.1
126. Steve Baggett	8	4	95.9
127. Bob Smith	1	3	95
128. Ben Martin	5	4	93.8
129. Frank Donnelly Jr.	6	1	88.6
130. Bobo Sato	5	1	87.6
131. David Ficucell	1	1	79.2
132. Paul Benezra	7	1	76.1
133. Bruce Temple	8	6	75.5
134. Dam Nalley	2	3	74.8
135. Henry Bartle	2	1	74.6
136. Vance Sutton	6	2	74
137. Bill Brandowl	5	3	71
138. Alex Ferguson	6	4	68
139. Bob Brassell	5	1	66.3
140. Victor Diaz	7	1	65.9
141. Mike DelPonte	2	2	64.4
142. Russ Levy	6	1	62.4
143. Regis White	6	4	57.3
144. Chris Hickok	1	2	47.4
145. Doug Clancy	1	2	46.3
146. Tom Bogut	7	1	43.5
147. Rick Paine	5	2	41.2
148. Chuck Bridge	1	1	38.4
149. Fred Johanson	5	1	34.4
150. Rick Landers	7	3	33.3
151. Rich Beers	8	2	31.1
152. Irwin Funderburk	7	1	30.5
153. Rusty VanBaren	1	1	26.8
154. Tom Degroodt	5	2	25
155. Allen Booth	5	1	20.2
156. Antonio Rios	9	2	18.9
157. Nicholas Maxwell	5	2	17.8
158. Keith Davidson	1	1	15.9
159. Ray Blake	5	1	15.4
160. Mark Oshita	5	1	14.1
161. Wilson Shuptrine	8	1	13.4
162. Antonio Villareal	6	1	12.1
163. Chris Hoyer	1	1	11.4
164. Mike Spenser	5	1	5.9
165. Bill Madan	1	1	4.6
166. Aurelio Castro	9	1	1.2
167. Pat Galarneault	5	1	1.2
168. Ray Saenz	8	1	1.2

Cliff





# District News



## JR Gold Cup 2000 - Mike Helsel

The JR Gold Cup for 2001 is over. We held a total of 5 races this year in the following locations: Phoenix, Las Vegas, Bowie, Toledo and Ft. Lauderdale. We had a total of 87 different entrants in the 5 events with at least 8 people making all 5 races. The competition was tough, but the class of the field this year came from Ohio – Tom Scott and Craig Grunkemeyer. The final results count only 4 of the 4 races and the points are weighted on the number of entries in each race. The largest race was in Phoenix at the end of February, the smallest was the last race in Ft. Lauderdale. Considering the Ft. Lauderdale race was after the 9/11 tragedy we are grateful to all that attended.

### Final Gold Cup Points 2001

Pilot	Total Points	Ave Pts per Race	Average Finish Position	Races Counted (Max 4)
1 Tom Scott	415.2	103.8	1.25	4
2 Craig Grunkemeyer	403.5	100.9	2.25	4
3 Travis Flynn	359.9	90.0	5	4
4 Randy Bridge	350.4	87.6	6	4
5 Dub Jett	330.3	82.6	7.75	4
6 Mike Helsel	325.0	81.3	7.75	4
7 Fred Burgdorf	298.4	74.6	10.5	4
8 Lyle Larson	259.0	64.8	5.25	3
9 Darrol Cady	235.5	58.9	6.25	3
10 Dave Latsha	225.7	56.4	20.25	4
11 Jerry Small	217.3	54.3	16.75	4
12 Stu McAfee	209.5	52.4	8.5	3
13 Dan Kane	207.2	51.8	11.25	3
14 Rusty Van Baren	180.5	45.1	2.25	2
15 Tim Lime	174.5	43.6	11.75	3

The first Race of the 2002 season will be in Phoenix, February 23 & 24. Hope to see you all there.

Mike

## Soapbox-Pete Reed

I would like to add my voice to that of Darrol and Pete Bergstrom in last High Performance. I sure agree that if we don't have a god farm team system we won't have a big league. Our big league is suffering.

As some of you may know NEPRO, the Northeast group, has been flying pylon since the last 50's when it was two poles, 10 laps, against the clock and we survived that! Not without some ups and downs so we have made most of the mistakes.

You have to have a mentoring attitude. The 15 guys in a club here in NH didn't know where Muncie was and were terrified by Q500 with Thunder Tiger Stik and 9X6.

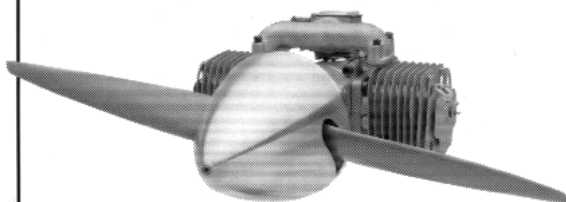
A club I spoke to a few weeks ago in Andover Mass had no idea what a pylon race was like and had never seen a Quickie. Go find a club that needs a meeting speaker and show your stuff.

When people say it isn't about the money you can be sure it is about the money. If you have a couple of rug rats and a wife who wants a bedroom set you will never get into racing if the ticket to see if you like it starts with a \$250 to 350 investment in an engine not good for much else. For that reason NEPRO doesn't allow composite wing models in our 424 events.

We also have a one-engine rule in 424. Sometime back when ST was the engine of choice we found ourselves chasing the manufacturer's engine of the month, carb changes were regular. Even if the change didn't mean anything if someone won with it a percentage of the contestants felt they didn't have a competitive engine. Even when we had K&B as the one engine the difference between the best and the worst examples was too great. We chose the Thunder Tiger Pro 40 and that has turned out to be the best decision we ever made. The engines are completely stock, no filed down Nelson head shims, and now Ralph Rinaldi doesn't always have fast time and both the expert and standard times are more closely grouped so the racing is more fun. Bob Wallace and I stock engines and parts and will sell to anyone for \$65.00 plus postage.

Keep it inexpensive, tell people about it and help those who are interested. Drop by when the weather gets warmer again and bring your suit or your floatplane!

Pete Reed, 416 Gilmore Pond Road, Jaffrey, NH 03452  
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# District News



## Quarter 40- Barry Leavengood

It's near the end of the year with snow on the ground in some areas. We have one race left out here but if I need a fix I may go to the Tangerine. Ray Brown and the Markham Park Pilots Association did a great job on the Championship/JR Gold Cup Race in Florida. Tom Scott and Craig Grunkemeyer were the class of the field. I didn't attend as there was a local race at Whittier Narrows but I understand the racing was tight. The event was rain delayed several times but the race still got run. The final results for the JR Gold Cup Series should be published elsewhere in this issue.

All in all it hasn't, in my opinion, been a good year for pylon racing and Q40 racing in particular. As I stated in the last article the numbers, both racers and races are down. I've harped on the negative things enough and am now going to pitch some positive things happening in pylon. First, as Darrol inserted in my last article, the Phoenix SpeedWorld Club is holding monthly club APRA races. These are informal and primarily held for fun and to infuse new interest in that area. Next the Kingman, AZ Desert Hawks club are running Slo-Quickie races on a two-pole course. While these two clubs are not necessarily adhering to standard rules they are accomplishing a very important thing. Several of them have moved into APRA and are attending the So-Cal races. We expect to have in the neighborhood of 20 APRA racers at the Basin race this weekend. Good job guys! We

are now considering adding Slo-Quickie to our club racing circuit to encourage the new guys. Next up, Whittier Narrows is back in the fold and will hold at least 4 races next year. It looks like one JR Gold Cup Race will be run there. They requested the Championship race but I don't think they got it, so it will probably be April. In any case it's good news. Another thing that seems to be happening is FAI. It looks like there will be some FAI racing, other than the trials, next year. We will probably run it on the standard course but its racing, none the less, and a fun, though difficult, event. I'm looking forward to getting my feet wet in this style racing.

There is some controversy, isn't there always, about the emergency rules proposal to permit APC carbon fiber Q40 props in 2002. There are pro and cons to this. Therefore, you should let your contest board member know how you want the vote to go.

In my rush to get the National NMPRA Point standings calculated before the Championship Race in Florida, I missed one of Mike Helsel's races. Including that race in the point standings moved him to 1<sup>st</sup> place. Congratulations Mike and I apologize for the error.

That's about it for now.

*'Till Next Time and Happy Holiday's to all.  
Barry*

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