

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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A Word from the President



The last 2½ years as your President of the NMPRA have been fun. Frustrating at times, but a great experience. Thank you all for allowing me the privilege. If I have accomplished anything, it is getting the 424 racing class promoted across the nation. I do hope that it will continue. It is important for us as racers. This class is the greenhouse for our new racers everywhere. Without the new racers that this class is bringing in, our events will die... Help a new racer. Get him going in the right direction. Suggest that he does not make the mistakes that we all made learning to do what we do. Be a friend.

I also want to thank the VP's that have worked hard in their districts to promote racing. It is not an easy job, and it is sometimes thankless. All appreciate it, but few will tell you so. I urge you to thank your VP and help him to do a better job for your district. Remember, you must support racing in your district to insure that you will have someone to race with in the future.

President elect Stu McAfee is one of the younger group of active racing NMPRA members. He has some new ideas to promote racing in the Nation.

Hopefully, the new guard will put forth the effort to make the NMPRA the racing association that will carry us into the future. Racing in the US deserves it.

The 2003 racing season is under way. The Tangerine followed by the Winterfest are the next two big races of the new season. The 2003 JR Gold Cup series is approved and the races are being scheduled. The first JR Gold Cup race of the New Year will be in Phoenix at SpeedWorld RC. We hope to see you there. We now have some of the best racing that has ever been in the US or in the World. I hope that as many of you participate as you can.



Merry Christmas and A Happy "Racing" New Year to all of you... Darrol

***Have you renewed your
Membership for 2003?***

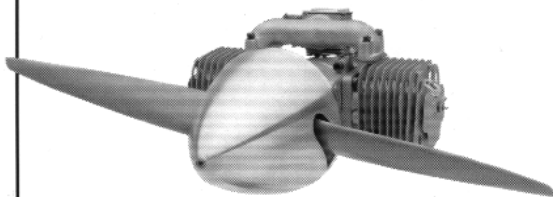
2003 USA F3D Pylon Racing Team

Bruce DeChastel / Linda DeChastel

Richard Verano / Robert Holik

Lyle Larson / Bob Smith

Matthew Van Baren / Rusty Van Baren - Alternates



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JR Gold Cup

JR Gold Cup 2002 Top 20

Place	Name	Total
1	Randy Bridge	396.5
2	Lyle Larson	356.4
3	Travis Flynn	353.0
4	Dub Jett	328.7
5	Darrol Cady	284.7
6	Mike Helsel	269.7
7	Fred Burgdorf	268.1
8	Stu McAfee	230.5
9	Tom Scott	223.2
10	Ray Brown	201.4
11	Gary Freeman, Jr	193.1
12	Tony Lopez	189.4
13	Gino DelPonte	187.7
14	David Doyle	179.9
15	Mathew Van Baren	177.2
16	Jerry Small	167.5
17	Mark Parker	166.7
18	Rusty Van Baren	164.9
19	Rich Beers	162.4
20	Gary Long	162.1

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JR Gold Cup 2003 Season Schedule

Phoenix – Speedworld
February 21-23, 2003

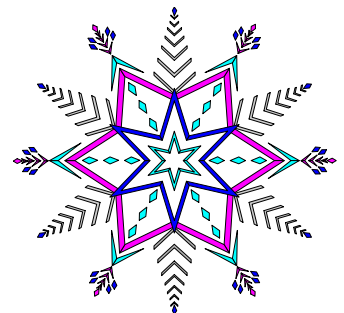
2002 NMPRA 422 Points

Final

1	Randy	Bridge	506.0
2	Travis	Flynn	485.7
3	Rusty	Van Baren	457.1
4	Lyle	Larson	439.4
5	Jim	Allen	426.6
6	Dub	Jett	424.4
7	Fred	Burgdorf	423.3
8	Barry	Leavengood	422.1
9	Stu	McAfee	421.9
10	Mike	Weaver	410.5
11	Mike	Helsel	407.7
12	Tom	Scott	392.2
13	Richard	Beers	388.1
14	Jerry	Small	380.2
15	Dan	Kane JR	372.4
16	Bill	Johanson	371.7
17	Gary	Long	365.9
18	Mark	Lattimore	359.0
19	Terry	Frazer	355.5
20	Craig	Grunkemeyer	347.6
21	Lee	Ulinger	346.9
22	Gino	DelPonte	345.9
23	Bruce	Coffey	333.9
24	Matt	Van Baren	331.3
25	Mark	Parker	322.5
26	Tony	Lopez	301.3
27	Marcus	Blanchard	289.4
28	Chuck	Anderson	287.3
29	Bruce	Richmond	274.7
30	David	Doyle	265.5
31	Ray	Hendriksma	242.4
32	Gary	Freeman JR	230.4
33	Chris	Hoyer	223.0
34	Darrol	Cady	219.8
35	Dave	Hill	219.6
36	Terence	Palaschuk	218.7
37	Doug	Houston	206.9
38	Mike	Condon	199.7
39	Mike	Masi	196.0
40	Gary	Schmidt	194.1
41	Cecil	Graval	191.8
42	Gary	Freeman Sr	186.1
43	Mike	Tallmann	185.6
44	Ray	Brown	178.7
46	Lyle	Baker	171.5
47	Roy	Andrassy	166.8

48	Harold	Sattler	165.9
49	Henry	Bartle	161.4
50	Pete	Reed	156.8
51	Jack	Ellefson	151.8
52	Ed	Smith	150.6
53	Ben	Martin	148.5
54	Jonathan	Baker	147.2
55	Peter	Bergstrom	145.1
56	Dave	Ficucell	145.0
57	Robert	Brogdon	144.3
58	Lloyd	Burnham	140.4
59	Dennis	Obrien	139.5
60	Brian	Buaas	131.8
61	Pat	Galameault	129.7
62	Raymond	Blake	124.9
63	Jamie	De La Vega	124.8
64	Mario	Travieso	123.6
65	Tim	Lawlor	122.2
66	Bryan	Richmond	121.1
67	Brett	Rupert	119.0
68	Jeff	Carpenter	117.9
69	Dennis	Cranfill	117.1
70	Mike	Spencer	115.5
71	Red	Cranfill	115.0
72	Dave	Norman	112.3
73	Dan	Coe	110.9
74	Don	Moody	106.5
75	Michael	Walther	101.0
76	Randy	Smith	100.7
77	Mike	Morris	92.7
78	Tim	Lime	91.7
79	Steve	Baker	90.4
80	Jim	Lime	90.3
81	Jim	Lyons	88.8
82	Paolo	Mucedola	85.1
83	Mike	Deneve	81.8
84	Jason	Duda	77.4
85	Scott	Mcafee	72.6
86	Jim	Henderson	72.2
87	Mike	Sperry	69.1
88	Lou	Rodriguez	66.9
89	Brian	Wilber	61.8
90	Ralph	Rinaldi	59.8
91	Paul	Zuiderma	56.6
92	Tony	Pacini	56.1
93	Jack	Ellifson	52.2
94	Richard	Paine	49.2
95	Jake	Jacobson	48.4
96	Joel	Maxwell	48.2

97	Ken	Hulik	47.1
98	Bill	Brandow	43.4
99	Bruce	DeChastel	40.5
100	Drew	Telford	40.4
101	Jeryl	Smith	40.1
102	Ernie	Nikodem	35.9
103	Jerome	Bednark	35.5
104	Chuck	Swaney	35.1
105	Nicholas	Maxwell	33.8
106	Frank	Wong	30.9
107	Geoff	Ferguson	28.8
108	Dave	Carpenter	26.0
109	Eilas	Sopeoglou	24.6
110	Richard	Verano	23.1
111	Jerry	Elert	18.9
112	Pete	Rickard	18.2
113	Allen	Booth	17.5
114	Victor	Diaz	17.4
115	Joe	Llanos	16.3
116	Paul	Benezra	13.2
117	Randy	Etkin	12.5
118	Don	Stegall	11.5
119	David	Binger	9.0
120	Chic	White	6.3
121	Doug	Clancey	5.4
122	Joe	Linsangan	5.2
123	Michael	Hammett	4.6
124	Howie	Wayne	3.3
125	Tom	Dobyns	2.9
126	Bob	Brassell	1.2
127	Gary	Long	1.2
128	Dave	Latsha	1.2
129	Richard	Moreland	1.2
130	Eric	Rambas	1.2





District News



District 1 – Drew Telford

Howdy all! It's time for Santa again, so I hope he'll be good to you this year! The last race at Sepulveda Basin hosted by the Valley Flyers on 11/17 had a great turnout of 43 pilots across 3 events, with a couple new faces trying Q40 where we had about twice the normal number of contestants for this time of year! Results below, congratulations to all who came out for the great weather (most were in shorts), and great fun!

Sepulveda Basin 11/17/2002
AMA 424 APRA top 3:

1. Dustin Gelbard –Fast Time (9 laps)
2. Tom Hegland – Fast Time (10 laps)
3. Gale Enstad

AMA 428 Q500

1. Travis Flynn
 2. Fred Burgdorf
 3. Drew Telford
- FT – Randy Bridge

AMA 422 Q40

1. Randy Bridge, Fast Time
2. Fred Burgdorf
3. Barry Leavengood

This past month we also had the biennial U.S. Team Selection for F3D hosted by the Markham Park Pilots

Association of Florida, doing a great job. 19 pilots entered to try out for the 3 spots on the team, with 4th place earning the designation of Alternate in case one of the 3 can't make the trip. The 2003 F3D World Championships will be held in Melnik, Czech Republic next summer. Of interest this time out were two new American airplane designs, one by Lee Von Der Hey and manufactured by Keith Davidson, both of California's District 1, and the other by Lyle Larson of South Dakota.

Also notable was the abundance of entries using the MB40 engine made by Rob Metkemeijer of Holland which has been very successful in the European F3D competitions in the last couple years, and campaigned well by Chris Callow (1st place) and Henry Bartle (3rd place) at the 2001 World Championships in Australia. The MB40 is now in regular production. An interesting part of F3D is the variety of aircraft in use which is pleasant to see, and was not lost on the spectators that kept asking 'which one is best?'



Christmas Special:

- Ends December 25th
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- Ship 4 planes to 1 address and I'll pay the shipping.

Congratulations!!!

To all those who flew the Neme-Q's at the NATS.

Special congratulations to Mike Helsel 3rd place & Dubb Jett 6th place.

Your NEME-Q comes painted with two colors on the wing. No additional painting required. No bare glass parts. The NEME-Q's featured above were painted in the molds and shipped as shown in these photos. The V-tail is a jigged bolt on tail, ensuring a perfect alignment every time..

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District News



At the end, it was Jaime De La Vega that was invited to participate but not compete for the US Team, who began each round with a solo run showing how to do it, turning consistent 1:01 times with his new Evolution 2002/MB40 combo built by Bruce DeChastel. First place for the team was Bruce DeChastel flying....you guessed it!....his own Evolution 2002/MB40 combo! Second was veteran World Champ Richard Verano flying his newer (2001) Dago Red Innovation/Nelson FIRE 40 combo. Third was Lyle Larson flying his new Vendetta F3D/MB40 combo. Alternate was Matthew Van Baren flying an Evolution 2002/Nelson FIRE 40 combo. Next round of fun is at the Winterfest for AMA 428 Q500, January 11th and 12th, get your entries in to Jim Allen at jamesea1@earthlink.net, and get building for the season if you need to – I am !!!!



Lee VonDerHey design

Until next time, GFTL
Drew 1B

District 2 – Marty Hoppe

Well, winter is here in the Great North West, it is time to start building for 2003. As we look back at the last season and think...Hmmm what did I do wrong and what can I do to correct it. A little of this, or a little of that, in most cases is all that has to change. Like smoother and tighter flying. We all have the quest for the perfect plane and the perfect flying skill. All that I can say is don't stop trying. This is how the planes improve in design and pilots improve their skill.

In Washington we have a winter season again. It is 424 APRA only and we are flying the short course. So far it is working well and most of the 428 pilots are giving it a chance. It seems that everyone is having lots of fun. APRA is exciting on the short course. Our times are in the 1:20's (close to 428 times). I hope all you fast guys join us at the next race in February.

I don't have much information on the Oregon racers right now. I will have their schedule in the next newsletter along with any information they want me to pass along.

I plan to make it to the Winter Fest race in Arizona, Hope to see some more folks that I have only heard about on the web or in magazines.

MerryMoore, Oct 20th
APRA Expert

John Hillyard	1pl, 93.0pt — 1:29.92
Stan Davis	2pl, 82.8pt — 1:28.41
Jerrold Cangie	3pl, 72.6pt — 1:29.23
Martin Hoppe	4pl, 62.4pt — 1:24.04*
Karl Hibbs	5pl, 52.2pt — 1:33.76
Dick Salter	6pl, 42.0pt — 1:30.67
Dan Nalley	7pl, 31.8pt — 1:36.99
Jon Packer	8pl, 21.6pt — 1:28.38
Bobby Arledge	9pl, 11.4pt — 1:30.48
Tom Martin	10pl, 1.2pt — 1:27.88

APRA Novice

Chris Woods	1pl, 82.0pt-- 1:33.08*
Wayne Ahchan	2pl, 61.8pt— 1:34.59
Gary Airil	3pl, 41.6pt— 1:40.27



District News



District 3 - Chuck Swaney

The Great White North has been rather brown lately. Our autumn was cut short in early October with a significant amount of snow staying on the ground. Even local ski hills opened early. However, now at the end of November, it's back to dry pavement, bare grass, and suitable conditions for racing once again. In fact, yesterday the weather report said Alberta was warmer than Texas and Georgia!

Even though the weather is quite reasonable, official racing in our district is shutdown for the winter. All we can do now is cycle batteries, check over all the gear, and prepare for the big JR Gold Cup in Phoenix. Roy Andrassy, Harold Sattler, Jim Henderson, Hank Kaufman and myself will be traveling down to Phoenix in February to kick-start the adrenalin and participate in one of the best Q40 races around. No matter how we do in the contest, the break from the mid winter blues will be worth it all.

Until then we look for other ways to keep the racing blood from congealing. This fall, in Calgary, we tried an experiment with electric R/C pylon racing. We started an interest group in the Calgary area for electric models of the Speed 400 class. This is a very inexpensive simple electric R/C model but it

flies with reasonable speed and maneuverability. Don't confuse these models with the term "Park Flyer" you hear about in the popular model magazines. Initially we tried a race in a large school ground but decided that we didn't have enough open space and safety was being compromised. We have since moved to some of the local clubs and golf courses, which, of course, are shutdown for the winter.

The models have about a 24" wing span, 150 sq. inches of area, and average weight is a little over a pound. The motors are simple 6-volt can motors with standard magnets,

brushes, and bushings. The motors are powered by 9.6 volt, 1100mah NiCad batteries. We use a 5 x 5 APC propeller. We race on a very short three-pole course measuring 150' x 75'. We do ten laps and utilize a flying start after 20 seconds of milling time. An average course time is about 1:25 with a group fast time so far of 1:00 flat. The fast time was set by Dave Sawers, former F5D (electric pylon) team member from England. Needless to say, Dave is the standard to beat.

We use one flagman at #1 pylon just to indicate turns as each pilot reaches the pole. Off-course judges count laps, time, and call for the pilots. Remember, this is electric and it's quiet. You can actually hear an off course judge call your name during a race. I still can't get used to the quietness of the race. It's just not the same feeling.

Our little experiment has been overwhelmingly successful. We have ten regular pilots participating every couple of weeks in our "Fun 400 Racing". Emphasis is on fun and learning about techniques in electric R/C pylon. We have another 20 guys who are interested on lookers or sport flyers that just want to be involved and help out. The group is a collection of modelers from various clubs around Calgary and the outlying

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District News



rural areas. It's like a 424 event for electrics. It's a place where the beginner can get involved, ask lots of questions, and give it a try. At our last race, we had three new guys who had never raced before. They put in three rounds and consistently improved their heat times during the afternoon. Needless to say they were really hooked and already have ideas for going faster and tightening up that course. It's really neat to see these new guys get excited about pylon. I think it will actually spill over into a couple of these guys trying our district Quickie pylon in the summer.



Eracing1: District 3 promotes pylon racing with Speed400 electric models. Emphasis on fun not rules.

So that's what's going on this winter up in Prairie. I guess the message here is no matter what you do.... do SOMETHING to promote beginner racing. It all starts with a small spark of enthusiasm from just a couple of guys willing to put themselves out there and share their time, knowledge and love

for the hobby. I would like to acknowledge Chuck Swaney and Gord Gilchrist from our regular group of glow-powered racers for having the insight and enthusiasm to give this a try. I think Gord and Chuck were traveling some eight hours home from a race weekend this summer when they came up with the idea.

Eracing2: Dave Sawers of Calgary, Alberta readies his F5D (FAI) electric racer for a demonstration.)



Randy Smith
For Chuck Swaney

District 4- John Sandusky

Greetings and Happy Holidays from District 4!

Now that we're well into the "building season", people are getting their gear ready for next year's races. I don't have any race results to report from district 4, however, I was recently contacted by two people asking for information on how to get started in Pylon Racing. Here is my response...

Racing is about competition so you need to have someone to race against. Because of this, the best place to begin would be in the AMA 424 (Sport Quickie) class. Some of the classes you may have heard about I.E. Warbird, HOB AT6, T34 Mentor, etc. are not flown in the Denver area so if you were to outfit yourself with a setup for one of these classes, an EZ P51 for example, you would have to travel a great distance to find anyone to race against. Another point to this is that AMA 424 is a rulebook sanctioned event and, as such, is supported by the Academy of Model Aeronautics. The other classes mentioned above are not AMA sanctioned events and are run only at the local level. There is growing support for 424 across the country. There is even a group of NMPRA members that wish to add 424 to the slate of racing events held yearly at the AMA Nationals.

Event 424 offers the beginner the opportunity to compete at a reasonable speed without having to spend a lot of money. I define reasonable speed as fast enough to be fun yet not so fast that the average sport flyer would find it intimidating. If you already have the radio equipment, you'll probably need to purchase only the airplane, the usual hardware (wheels, tank, etc.), and a .40 sized motor. A word to the wise



District News



here... Even though you may already have a .46 sized motor, the rules specifically state that the engine size cannot exceed .403 cubic inches. You MUST use a .40. In addition, there is usually an "engine list" that specifies which engines are allowed. If it's not on the list, it's not allowed. Basically, the intent is to keep the purchase price of the engines below \$100.

If you were to start with AMA 428, you will find the motors and airframes are a lot more expensive. A Jett Q500 engine costs \$275 and a Nelson is \$360. A lot of people use the "composite" (molded fiberglass) airplanes that start at about \$375 on the low end and cost as much as \$600 or more depending upon the level of completion when you receive it. This is a rather high price tag just to begin racing to see if you like it. Even if you feel you are an advanced flyer, I would caution you against eschewing 424 in favor of the faster, more popular 428 class. The speed of a Jett/Nelson powered quickie is well above 150 mph. You may be able to handle this kind of speed while sport flying; it is another matter entirely to be able to fly low to the ground and around yourself on the racecourse. The place to start is AMA 424 Sport Quickie.

AMA 424 uses the standard quickie airframe. Some clubs

(including the Airpark Elite club in Denver) prohibit the use of "composite" airplanes in 424 with the intent to keep the cost down in order to encourage greater participation.

Good 424 airplane choices are the Lanier Predator ARF or if you like to kit build, a Revolution (Del Ponte), Dominator 500 (Lanier), Mad Dog Q500 (Matney) or Limit Q500 (Prescott Products), V Vector Q500 (Morris) just to name a few.

Most people flying 424 agree that the engine of choice is the Thunder Tiger PRO .40. Other motors usually allowed are the Super Tiger GS .40 Ring RC, and the Magnum PRO .40. Questionable motors for this event would be the Leo, ASP, and Tiger Shark 40s.

To participate in a race at the Airpark field you must be an AMA member. If you already belong to the AMA, then you get Model Aviation magazine. You should read Duane Gall's by-monthly Pylon Racing column. Duane is a good friend of mine and also races at Airpark. He is also very willing to help newcomers to racing and is an all around great guy. Duane's

email address is stinger4@earthlink.net.

Here are some URLs that I consider informative:

The official AMA pylon racing rules

<http://www.modelaircraft.org/templates/ama/PDF-files/Rulebook/rc-ylon.pdf>

The NMPRA

<http://www.nmpra.org/> Another good 424 info source

<http://www.q500424.com/>

Airpark Elite (where we fly in Denver)

<http://www.airparkelite.net/> (not always up-to-date)

<http://www.nmpra.org/phpBB2/index.php> Ask lots of questions.

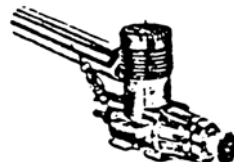
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District News



District 5 – Terry Frazer

No report submitted.

District 6 – Steve Baker

Me bad!

I'd like to correct a statement I made in the last newsletter regarding the likelihood of the NEPRO group regaining access to the Pratt and Whitney site. It seems I put 2 and 2 together and got 7. According to Lloyd Burnham, its not possible. He did, however, allude to the possibility of another site becoming available in New York State, but I will hold off until I know the facts.

Along that vein, I feel it's important to announce that the PGRC site in Bowie, MD is no longer in jeopardy of being turned into Sherwood Forest. A compromise was reached by the landowner (The City of Bowie) and our club to plant a mixture of trees and shrubbery that will not adversely affect our ability to use the field as a model airplane park capable of hosting pylon races and IMAC contests. Of course, while nothing in life is guaranteed, our club plans to work closely with the City of Bowie to remain in good standing. I will keep you posted as the planting program unfolds. Nothing is supposed to happen until next spring at the earliest.

Changing of the Guard within PGRC

PGRC's long-time president Rick Moreland has stepped down after years of serving in this capacity, and I am the new club president (like I got nothing better to do, right?). Rick will continue to serve on the club's board of directors, and promote local racing.

Our club plans to host several 424/428 contests in 2003, as well as a JR Gold Cup Race in the late spring. The next newsletter will feature the official schedule. It would be nice (hint to NEPRO folks) to have a complete District 6 Contest Calendar Schedule available by the next edition.

In closing, I wish everyone a joyous Holiday Season. Don't spend all your cash playing Santa, PAY YOUR 2003 NMPRA DUES!!!

Steve Baker, 15R

District 7 – Cliff Telford

Here in District 7 the Southeastern Miniature Pylon Racing Association (SEMPRA) is restructuring the local rules to place more emphasis on the AMA 424 event. The process began a year ago when the Markham Park Pilots Association (MPPA) held a couple of low-key races for any

sport airplane with a .40 engine. In just one year the event has evolved along the lines of the AMA 424 events flown in other districts except that only novice pilots are allowed to enter and once they post three heat times below 1:25 they had to move up to the SEMPRA class. Entries have ranged from a low of three to a high of 13 at the Sanford, FL race in September. As expected the new flyers don't want to travel far and a central location like Sanford or Apopka will attract the most people.

The district includes Nashville and Miami so driving between the extremes can be a chore. In the 2002 season there were no District 7 races held outside of Florida., but the Decatur, AL club held a 424 race in October so there is hope of renewed interest in that area.

In September the Sanford club hosted its first pylon race and plans another for February 5-6. The Jacksonville club held a 2-day race for SEMPRA and 424 in November. Planning for the 35th Annual Tangerine Pylon Race at Apopka, FL is going well. QM40, AMA 428, SEMPRA, and AMA 424 will be held December 6-8.

The MPPA Club hosted the U.S. FAI F3D Pylon Team Selection Trials November 1-3. Club President Jim Perdue and Ray Brown did all the



District News



preparation work and I was asked to be CD. The weather was great except for a 10 MPH crosswind. Eighteen U.S. pilots and Jaime De La Vega from Mexico participated in the event. Jaime was not competing for a position on the U.S. team and that was fortunate for the Americans. Jaime posted the best total time of anyone, 626.0 seconds for 10 rounds. That is 1:02.6 average for 10 rounds. When it was over, Bruce De Chastel, Richard Verano, and Lyle Larson were selected to represent the U.S.A. at the World Championships in the Czech Republic next year. Matt Van Baren finished 4th and will be the alternate team member. De La Vega, De Chastel, and Larson used the MB engine from Holland. The rest used Nelson engines.

Racing is alive and well in Florida. We want to help it spread to the rest of District 7.

Cliff Telford

District 8 - Ed Coker

No report submitted.

District 9 – Manuel Martiarena

No report submitted.



Q-500- Cliff Telford



Congratulations to Gary Freeman, Jr. who is NMPRA Q-500 National Point Champion for 2002. Gary flew in eleven races and scored 594.5 points

for his best six races, including an eighth place finish at the AMA Nationals in Muncie, IN.

120 race reports were received for 146 members. If you flew in a Q-500 race and your name is not on the list there was no report submitted for the race.

2003 racing season has begun so keep sending the race reports. Ten races have been reported already.

Quarter 40- Barry Leavengood

2002 is just about over except of course for partying, eating, drinking and hangovers. For some areas in the country it's been a good year for racing. Others, however, have continued in a long downward spiral of reduced racing activity. Over the last three years NMPRA members reporting Q40 points have gone from 158 in 2000 to 122 in 2001 and 129 in 2002.

LYLE LARSON, CALIFORNIA SPEED PROS
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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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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



I hope the upward trend, small though it is, continues. The new and returning NMPRA administration will devote its energies to increasing the level of racing around the country. I was at Stu McAfee's, the incoming NMPRA President, yesterday building a Vendetta composite wing, and he mentioned he would like to have a NMPRA booth at the Jan 2003 AMA Pasadena Convention/Show. I think it's a good idea and will be looking into it. Along these lines we will be contacting all NMPRA VP's to see what we can do to help

promote racing in their district. I would like to see us plough substantial resources into each district so if any of you have suggestions or recommendations please forward them to us for consideration. We will also be working closely with the AMA and it's pylon contest board in an attempt to steer racing in the direction racers want and avoid the kind of controversy that popped up this year. Another area I'd like to see improved is dissemination of information via the NMPRA web site. Stan Douglas has done a great job with the web site and is ready and willing to expand it. I would like to see race schedules but also race results (all) as well as running point's standings on the site. How about some pictures and tech articles?

Championship / JR Gold race in Houston Texas. According to the NMPRA web site only 20 racers turned out. So why not run 428 and or 424 as a local event along with 422? The turn out probably would have doubled making it a more exciting event as well as more profitable for the club and less a burden on Horizon. (Editor's note: Barry, This is was a JR Gold Cup/NMPRA National Q40 Championship race. It is a pure race, and has to be that way. Besides, one day was rained out so we only raced 7 of the intended 10 rounds. In the case you are mentioning, it would have ruined the race.)



In closing I would like to thank Darrol Cady along with his wife Ronda for the great job he did as NMPRA President the last couple of years.

Sonia and I would like to wish all of you a very Happy Holiday Season and Prosperous New Year. Let's keep the good times rolling and race till we drop. Barry

High Performance Information

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If possible, please submit information in Microsoft Word format.

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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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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.

Another thing I would like to see addressed in 2003 is encouraging clubs and organizations to run multiple classes at all but the largest races. The days of 75 and 80 entries in a single class, except possibly at the Nats, are long gone so why not bolster event size and encourage other classes by running them. Seems to me that if races had more entries, more clubs would be willing to put on more races.

The way to get more entries is to run more classes. A perfect example was the 2002 NMPRA



District News



Nats - Mike Condon

The Greatest Pylon race in the world for 2003 is set for July 6 Through July 11, 2003 in Muncie Indiana at the AMA site. Processing will be held on Sunday the 6th of July at a prescribed time to be announced. Racing will start on Monday morning the 7th. The race schedule will be the same as last year except we are planning to have 8 qualifying rounds for each class instead of 7. The finals will be 5 rounds.

There will be a new addition to the 2003 Nats that I am very excited about. AMA has offered the large tent for our use on site. We will be having processing right at the racing site at a prescribed time. Now for the cool part. We will be having a fantastic PIG ROAST right after processing under the same tent. The Roast will be hosted by Mike Doll's Catering Service. This will be a great way to kick off the weeks

activities. There will be a



charge of 9 or 10 dollars to cover the cost of the Roast. We will have the Pilots meeting at

this time to shorten the time allowed us on Monday. I am very excited about this addition. I hope that we will have 100% attendance for the pre-activities. It will be really be cool! It will also keep me very happy! It is not good to upset Mama.

Your comments and constructive suggestions would be welcome and appreciated. In Lyle's case it might earn him a test flight!!

Thank You, Mike Condon

JR Gold Cup – Mike Helsel

Congratulations to all the competitors in the JR Gold Cup this year. We had a total of 89 pilots compete, with 35 people making more than one race. The competition was better than ever this year with the winner really determined by the last race of the year. Randy Bridge showed the way this year and is the 2002 Gold Cup Series Champion. I would like to thank all the clubs that hosted races this year including:

Speedworld
Markham Park Pilots
Association
PGRC
SGVRCL
Space City RC

All the races were well run and we appreciate the effort you all

to put on the JR Gold Cup this year.

We are well along with planning the Gold Cup for 2003. We will have 4 races with commitments from:

Speedworld – Phoenix –
February 22 -23
PGRC – Bowie, MD – May
Midwest – Muncie – September

Watch for more information coming soon. We have just about completed all the plans for 2003.

Thanks, Mike

**When corresponding with
the NMPRA, please use this
address:**

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Attention: NMPRA
P.O. Box 3028
Muncie, IN 47302-1028**

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.org

Quickie 500 NMPRA National Points Final

1 Freeman, Gary Jr.	594.5	48 Fike, John	337.9	99 Safriet, Bruce	149.5
2 Frazer, Terry	586.5	49 Wright, Clayton	330.6	100 Vaclav, Stephen	148
3 Coker, Ed	583.3	50 Condon, Mike	326.7	101 Hegland, Tom	141.8
4 Flynn, Travis	574.1	51 Brogdon, Bob	326.4	102 Moen, Loren	141.3
5 Burgdorf, Fred	574	52 Diaz, Victor	324.9	103 Nyere, Alex	138.2
6 Helsel, Mike	566.6	53 Hoyer, Chris	323.5	104 Kane, Dan	137.1
7 Vargas, Bill	561.1	54 Tallman, Mike	318.2	105 Bogut, Tom	136.5
8 Allen, Jim	552.8	55 Long, Gary	317	106 Bergstrom, Pete	136.2
9 Bridge, Randy	546.8	56 Luzzi, Mike	315.2	107 Eads, Chuck	123.1
10 Hammett, Mike	543.8	57 Marquez, Rick	313.4	108 Baker, Lyle	121.4
11 Bass, Gene	540.1	58 DeChastel, Bruce	310.8	109 Lime, Jim	120.3
12 O'Brien, Dennis	535.5	59 Walther, Michael	308.8	110 Martin, Ben	120.3
13 Strom, Tom Sr.	533.2	60 Reed, Pete	303.9	111 DelPonte, Mike	118.4
14 DelPonte, Gino	528.7	61 Lopez, Tony	302.3	112 Moody, Don	117.4
15 Gillette, Warren	522.5	62 Albritton, John	292	113 Bednark, Jerome	114.5
16 Smith, Vern	512.1	63 Spencer, Mike	289.7	114 White, Chic	112.3
17 Burnham, Lloyd	498.9	64 Willbur, Brian	285.5	115 VanBaren, Matt	110
18 Doyle, David	492.7	65 Telford, Drew	281	116 Elert, Jerry	106
19 Weaver, Mike	491.4	66 Graval, Cecil	280.6	117 Houston, Doug	100.9
20 Jett, Dub	491.3	67 Douglas, Stan	277	118 Andrassy, Roy	98.2
21 Brown, Ray	481.3	68 Eddy, Nelson	276.6	119 Henderson, Jim	96.1
22 Telford, Cliff	469.8	69 Masi, Mike	269.1	120 DeLaVega, Jaime`	92.1
23 Cady, Darrol	469	70 Levy, Russ	262.4	121 Smith, Randy	91.4
24 Baker, Jonathan	466.9	71 Nalley, Dan	259.3	122 Johanson, Bill	90.5
25 Eden, Kirk	465.3	72 Richmond, Bruce	258.2	123 Arledge, Bobby	88.9
26 Enstad, Gale	452.2	73 Carpenter, Dave	257.5	124 Smith, Bob 19C	87.9
27 Smith, Jeryl	450.2	74 Rinaldi, Ralph	254.9	125 Funderburk, Irwin	85
28 Davis, Stan	438.1	75 Scott, Tom	248.8	126 Neves, Paul	75.8
29 Baker, Steve	435.4	76 Hicks, Kevin	238.9	127 Paine, Rick	69.7
30 Cranfill, " Red "	435	77 Beers, Richard	238.6	128 Jacobson, Gail	66.8
31 Freeman, Gary Sr.	431.6	78 Smith, Ed	238.1	129 VanBaren, Rusty	66.4
32 Blanchard, Marcus	430.3	79 Williams, Terry	234.1	130 Morris, Mike	63.7
33 Moreland, Rick	428.2	80 Anderson, Chuck	227.4	131 Bartle, Henry	52.4
34 Coffey, Joanne	420.6	81 Leavengood, Barry	227.1	132 Buaas, Brian	52.4
35 Hoppe, Martin	403	82 Holma, Paul	226.5	133 Rupert, Brett	43.9
36 Palaschuk, Terrance	398.2	83 Duda, Jason	223	134 Sattler, Harold	42.1
37 Hendricksma, Ray	394.7	84 Larson, Lyle	217	135 Blake, Ray	39.5
38 Herman, Paul	393.3	85 Donnelly, Frank Jr.	212.9	136 Bristol, Jeff	36.7
39 Edsall, Art	392.7	86 Norman, David	207.6	137 White, Regis	26.1
40 Deneve, Mike	392.4	87 Coe, Dan	202.6	138 Galarneault, Pat	25.5
41 Dobyns, Tom	391.3	88 Ferrell, Dave	201.1	139 Smith, Newton	24.5
42 Pacini, Tony	388.3	89 Parker, Mark	200.8	140 Brandow, Bill	17.9
43 Clayton, Brad	387.7	90 Lyons, Jim	193.6	141 Swaney, Charles	15.4
44 Ellis, Dave	363.3	91 Grunkemeyer, Craig	186.7	142 Booth, Allen	14.8
45 Ulinger, Lee	363	92 Binger, David	183.2	143 Maxwell, Nicholas	10.3
46 Eden, Mike	345.6	93 Ellefson, Jack	183.2	144 Coffey, Bruce	4.6
47 Hickok, Chris	343.9	94 Dauer, Randy	171.1	145 Stegall, Don	4.2
		95 Cranfill, Dennis	168	146 Ficucell, David	1.2
		96 Richmond, Brian	161.4		
		97 Laine, Guy	157.6		
		98 Llanos, Joe	155.3		

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Please check all appropriate boxes.

- ☐ New Member ☐ I am a current Contest Director
- ☐ Renewal ☐ Please donate excess remitted monies to the FAI Team
- ☐ Change Address

Name _____ Phone Home (____) _____

Mail Address _____ Phone Work (____) _____

City _____ State _____ Zip _____ E-mail _____

Date of Birth (MM/DD/YR) _____ AMA number _____

Occupation _____ NMPRA Number _____

I currently fly ☐ Q40 I am purchasing a: ☐ USA. membership with mailed newsletter - \$30.00

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Make Check Payable to: NMPRA .

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Powder Springs, GA 30127
770-421-8838

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