

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • April 2012

President's Corner

2012 DUES/AWARDS

First and foremost, I must apologize for not getting this message out sooner. Your dues are now past due. If you do not renew your membership by 4/6/2012, any points earned up to this point will not count for the season point championship. Normally, we accept memberships up to the QM classic in Phoenix. However, in the transition this is something that Lonnie and I overlooked. This is your last reminder.

District VP Change

I would like to welcome Scott Smith as the District VII VP and new SEMPRAs president. Scott brings a new perspective, and I look forward to the future with Scott as VP. In saying this, it is also disappointing that I must say thank you and farewell to Gary Freeman, Jr. as VP. So the next time you see Jr., give him a punch in the arm and say thank you. Tell him DK told you to do it.

2011 AWARDS

T-shirts and Polo Shirts have been shipped out. If you were expecting an award and did not receive one, please let me know. Jan and Guy Lane did their usual excellent job with our polo shirts. If you get a chance, please let them know that their hard work is appreciated.

HISTORY/HALL OF FAME

As everyone gets busy and moves on, part of our past is lost. I would like to preserve our past and provide a means for future generations to learn about what came before them. In doing so, I am looking for any individual willing to head up a Hall of Fame committee to review our procedures and direct us into the future. If you want to be considered for this position, please let me know. Secondly, I have hard copies of old newsletters that I would like to digitally archive. Is anyone willing to help out with this process? If yes, please let me know and we can start ASAP. I can be

reached either by phone or by email, PH: (847)878-4161, EMAIL: kanedjr@hotmail.com.

JUST BECAUSE

Now that the official business is over, I can talk about what is going on out there. I recently attended the "BIG" QM race in Phoenix, and I am always surprised at how well run and attended this race is. We had people from all over the world come join us for what has to be one of the biggest QM races in a long time. Hats off to the Speedworld crew!! Also congratulations to all the winners, especially Ben and Geb Jones from the UK. Ben and his dad are no strangers to pylon racing. However, they have never competed in American style racing. They finished 3rd and impressed everyone all weekend. Great job, guys! It was also nice to see old and new faces. Welcome back, Henry Bartle and Matt Mikko. I expect to see you guys at more than 1 race a year. It was good to see the crew from Canada growing, as well as all the smiles in the team Mexico tent. I have to say that this weekend is why I love this sport so much. I got to hang out with my buddies, catch up on old times, and race model airplanes. Thank you all for making it memorable. The racing season is still a couple of months away here in the Midwest. I guess it is time to start building. Please share photos and racing stories with your district VP. Take care and see you at the races.

Dan Kane

The Speed Creep

The Thunder Tiger .40 Pro for Quickie 500

There have been some improvements made to the TT .40 Pro in the last few years which means that there is less to do to the engine to get it ready for racing. There are a couple of minor changes that should be done to the carb which will help

performance and prevent catastrophic damage to your engine. First remove the barrel spring and leave it out! If the little barrel guide screw ever breaks or backs out when the engine is running, the barrel will slide out, thus sucking the barrel spring into the engine and will cause major damage to the engine. You can use a piece of fuel tubing in place of the spring if you like. This will stop the barrel from rattling around when the engine is running. Just make sure that the tubing is not too big which will cause servo bind. The other carb modification is to remove the idle screw and clean the threads on the screw and the carb of all oil and grease. Then re-install the screw using RED Loctite on the screw. If you turn the screw in 1 & 1/2 turns, that will be sufficient to keep it in place. The only other change you might want to make is adjusting the head clearance. There is an aluminum head shim on the bottom of the head which is hard to detect if you are not looking for it. When this shim is removed, your total head clearance should be 000.000 (zero). I think at one time Performance Specialties used to sell head shims for the TT .40 Pro, and at this time I do not know where to get them. However, I have very carefully ground Nelson head shims so that they would fit the TT. (You have to grind down the OD & ID of a Nelson shim to get it to fit.) I recommend using a .008 head shim. This seems to be the right spacing for optimum performance without hurting the engine. Also make sure that you use a Tetra Bubbleless tank. (4 oz.) is the perfect size. You can also use the 5.25 oz. & 6 oz. version. (The 4 oz. tank will fly around 15 laps which is more than enough to do the job.)

Things that should not be done! Do not remove or modify the baffle in the muffler. This is not legal to do and is a form of cheating. Do not cut off the tip of the idle screw in the carb. This is also cheating. Basically you may adjust the head

clearance, replace bearings, and remove the barrel spring. If any more modifications were allowed, then more modifications would follow which would really challenge the intent of having a stock inexpensive event for new and experienced pilots to compete in. Breaking in the TT .40 isn't any different from breaking in any other engine. You should add around 5% to 10% castor oil to your normal 15% nitro fuel to break the engine in. Use a smaller than normal prop (APC 8-5). Run a quart of break-in fuel through it at about 16,000 rpm. Then another quart of break-in fuel at 16,500 rpm. Do not peak the engine just to see what it will do with the break-in prop. Of course, it will tach 18,000 + rpms. You could hurt the engine if you get it too lean at that rpm. So don't even think about it. Now you can fly the engine to finish breaking it in. Use your standard issue APC 9-6 and set the engine around 500 rpm from peak and start flying the engine. It takes a few runs on these engines to get them broken in. I have seen some start out at 16,200 rpms, and after 20 or 30 flights they tach 16,800 rpms. A good performing TT .40 Pro should tach 16,800 rpms to 17,200 rpms with a stock 9-6 APC propeller using 15% nitro fuel.

As far as the glow plug goes, you will have to decide what brand works for you. There are many available to choose from. Just don't get sucked into the "This brand is 500 rpm better" story. If there is a difference, it is undetectable on the TT .40 engine.

Go Fast Turn Left, and Have Fun, The Speed Creep.

District 1. Tom Hegland

Greetings District One! The April District 1 NMPRA Newsletter is always my favorite as I get to report on the premiere Q40 race of the year. This year the 2012 Q40 Classic hosted by the Speedworld R/C Flyers was again a world-class racing venue. This year saw 80

High Performance Information

High Performance is published 6 times per year. Information for publication can be forwarded to:
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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 25th of the month preceding newsletter publication.

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost. Printable are 7.5"x10", lpi=133, halftone permitted. Ads for upcoming issues must be received by no later than the 25th of the month preceding newsletter publication.

Size	Single	Annual
Full Page 7.5"x10"	\$ 50	\$ 275
1/2 Page 7.5"x5"	\$ 35	\$ 180
1/4 Page 7.5"x2.5"	\$ 20	\$ 95
Card Ad 3 5/8"x2 3/8"	\$ 10	\$ 45

Wanted

Interesting photos of planes and events. Send photos by electronic format to the editor.

entries from eight countries including Canada, United Kingdom, Mexico, Guatemala, Venezuela, Netherlands, France, and the United States.



District News



Racers began to arrive at the field Monday led by a strong contingency from team Canada. For me this year's goal was to hit the road after work Wednesday and get some final test flying done Thursday morning. The 11+ hour drive from the San Francisco Bay area seems to get more scenic and shorter each year – NOT. Jacob Raquet and I pulled into Surprise, Arizona sometime Thursday morning. After a couple hours of sleep we were Speedworld bound. After arriving at Speedworld, we were greeted with a packed pit area, however, not the usual 30-40 plane practice lineup. Friday was a different story as shown below.



The race was run with the exceptional precision at which Jim Allen and the Speedworld club excel. There were over 160 heats flown over the two-day event. Special kudos go out to Darrel Cady for performing most (if not all) technical inspections and helping coordinate Saturday night's BBQ.

The racing began promptly at 08:30 Saturday and continued at the typical Speedworld pace through Sunday's fly-offs. The first rounds Saturday morning were flown in perfect weather conditions, and after two rounds it was Gino DelPonte setting the pace with a time of 1:01:11, followed closely by AJ Seaholm with a 1:01:20. Saturday also saw two "veterans" overcome less than desirable early rounds to work their way back up the leader board. Lyle Larson came from a round two 56th place to 9th place, and Dub Jett was making a statement moving up from a round two 32nd place to 5th. When the dust settled Saturday, it was Gary Schmidt with the only "clean" day with AJ Seaholm one point down. Gary and AJ were followed by Tom Scott and Ben Jones each being two points down.

Saturday's carnage was high and personal for me as I was DONE after two round (round 1 bad air and a round 2 midair). Other Saturday bad-air casualties who experienced that post-impact "Arizona Desert Dust Clouds of Death" (ADDCCD) were Mike Tallman in round 3, Roy Andrassy in round 4, and Bill Johanson in round 5. Sorry for bringing up some bad memories.



Roy Andrassy's indoctrination into the 2012 ADDCCD club. This is one of my favorite Speedworld "plant--um" spots. Note the wing is still in the air.



Before the heat is even over, Roy paying some last respects. You got to "kiss-um good-by before each race."



While we're on the subject of "ADDCCD," I believe this is Gino going in late Saturday coming back from pylon one.

Saturday's "Save of the Day" goes to Matias Salar who, after a round 3 mid-air with Gabriel Tahhan, managed to stabilize his Sweet Vee inverted and calmly glided it to a perfect "single point" canopy landing on an adjacent access road.

NMPRA Gold Cup Series

2012 Schedule

Ft. Lauderdale April 14-15

Old Julian, NC Sept. 29-30



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District News



Matias's post round 3 mid-air damage. Great save!



Matias promised not to scuff up the canopy next time.

Two "New Faces" to the Q40 racing, Chuck Andraka and United Kingdom's Ben Jones must be congratulated for awesome performances. Chuck was running 1:02's and 1:03's all weekend, and Ben methodically moved up in the standings round after round. Both these guys must have been "jacked up" after each race; I know I would have been. Ben finished a very impressive 3rd and Chuck ended up 8th after a memorable fly-off with Jim Allen that sealed his top ten finish.

After 8 rounds and 160 plus heats, congratulations to Gary Schmidt for staying clean and cruising to first place. AJ kept the pressure on staying only one point down, but Gary displayed nothing but machine-like perfection for all eight rounds. At the conclusion of eight rounds, the top ten final standings were representative of the racing all weekend - extremely competitive. The first round of fly-offs involved

Gino DelPonte, Jim Allen, Lyle Larson, Chuck Andraka, and Tom Scott to determine the finishing order for 7th to 11th place. The first fly-off for 7th place was between Chuck Andraka and Jim Allen, and it was a classic. Chuck and Jim were side by side all 9.75 laps. After 2.4 miles of wingtip-to-wingtip action, Jim's wing had enough and exploded on lap 10 between pylon 2 and 3. Chuck would now move on to the next round of fly-offs between the winner of Gino, Lyle, and Tom Scott. This fly-off turned into a bit of a "cut-fest" with Gino cutting out and Tom Scott picking up one allowing Lyle to back off and take the win. The final fly-off for 7th place between Lyle and Chuck was decided early as Chuck cut pole 3 and Lyle cruised to a 7th place finish. The fly-off for 4th place between Rusty VanBaren and Dan Kane saw Danny taking the checkered flag and finishing the weekend in 4th place.

After the fly-offs the final standings were:

1 st	Gary Schmidt	1:02.75
2 nd	AJ Seaholm	1:01.20
3 rd	Ben Jones	1:03.64
4 th	Dan Kane	1:03.27
5 th	Rusty VanBaren	1:03.57
6 th	Tony Lopez	1:01.68
7 th	Lyle Larson	1:01.96
8 th	Chuck Andraka	1:01.71
9 th	Tom Scott	1:03.75
10 th	Gino DelPonte	1:01.11

Fast time goes to Dub Jett with a 1:01.03. Congratulations, Dub!

Enjoy some photos of our international Q40 competitors:





District News



And some of the USA Q40 Gang:



So I think we'll call Arizona a wrap, Whittier bound.



The Q40 Classic wasn't the only event in District 1. The weekend of March 10th and 11th saw two new events emerge in District 1. The new events are called Electric Quarter Midget (EQM) and California Quickie. These events were the brainchild of Lee Von Der Hey in order to better promote Pylon Racing in Southern California. Lee's plan was to modify the existing EF-1 class to create an EQM class. The first modification is to have the course lengthened to 400'. This will allow us to use the same course for our Q-500 event and the new EQM event. The second modification will allow the same qualification rule that is used in Quarter 40 (422). "If an aircraft was ever raced and it was documented, then that aircraft would qualify for the EQM class." ALL of the aircraft that are to be used in the EQM class shall conform to the EF-1 dimensions and guidelines. A complete



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description of the rules can be found on the NMPRA site under Electric Pylon Racing. The San Gabriel Valley Radio Control League club once again stepped up and did an excellent job pulling off a great weekend of 3-pole pylon racing. Saturday saw 11 competitors in California Quickie and 11 in EQM. After the smoke cleared in EQM (literally), Dave Gavin was on top and Dave Hill was leader of the pack in California Quickie. Sunday had a similar turnout for both events with Troy Peterson bringing home the gold in EQM, and Dave Hill was again on top of California Quickie.

Saturday EQM Results

1 st Dave Gavin	1:24.63
2 nd Larry Stotts	1:20.41
3 rd Scott Manning	1:18.68**

** Fast time

Saturday California Quickie Results

1 st Dave Hill	1:13.17**
2 nd Pietro Palumbo	1:15.01
3 rd Ron Russel	1:17.63

** Fast time

Sunday EQM Results

1 st Troy Peterson	1:16.37**
2 nd Dave Gavin	1:22.34
3 rd Gary Long	1:24.47

** Fast time

Sunday California Quickie Results

1 st Dave Hill	1:19.21
2 nd Robert Holik	1:14.18**
3 rd Rick Marquez	1:17.41

** Fast time

It was great to see so many new competitors (at least to me) including Paul Timpano, Gary Long, Bill Malo, Larry Scotts, Scott Manning, Kip McCleary, Ted Burns, Rick Porter, John Reid, and some

semi-retired competitors including Rick Marquez and Danny Coe. Also Joe Delateur experienced his first 3-pole pylon race.

District 2, Dan Nalley – no article submitted

District 3, Randy Smith

I guess this is the issue of our newsletter where nearly everyone reports on the excitement found at the Phoenix Q40 Classic. With not much else going on in our racing season at this time, I'll throw in my review of this great racing event. Off the top, another big shout out goes to Jim Allen and the Speedworld RC Flyers club for hosting the event. Jim and his volunteer crew did a fantastic job once again. Also a big "Thank You" to Randy Ritch and Ritch's Brew fuel for supplying the fuel used by all the participants during the competition. The weather was full of that fantastic Phoenix sun that we have come to enjoy at the end of February. It tends to take the edge off a long winter.

This year our District 3 in Canada represented nearly 15% of the field. We had eleven pilots registered, and these guys came with associated cheering team, pit mechanics, press photographers, and general groupies. As veterans to the Phoenix Q40 Classic, Roy Andrassy, Delbert Godon, Harold Sattler, Hank Kauffman, Doug Houston, and myself attended. In their second year of pylon fun in the sun were Henry Redekop and Lyle Baker. Rookies to the grand event were Jeff Martin, Alan Umbach, and Kevin Umbach.

Most of the team practiced for five days prior to the big contest. Nearly

80 degrees and light winds greeted us every day as we shook out the winter cobwebs. Primary and backup airplanes were tested and trimmed for the competition.

Gary Schmidt flew eight perfect rounds to take a well-deserved first place. The competition was as fast and furious as ever. The top 15 competitors out of 80 turned ten-lap times of 1:03 or less. Fast time for the competition was Dub Jett with a time of 1:01. That means 14 other pilots were clustered within two seconds of each other. To give you some perspective, that's about 200 feet apart on a 2.5 mile course. Top Canadian was myself finishing in 15th position. Harold Sattler posted the fastest Canadian time with 1:02.41

The Canadian rookies, Jeff, Alan and Kevin, did really well. I have to say the Umbach boys really came on from day 1 in practice all the way to the final heat of the competition. Alan was practicing with his brand new Miss Candace from H&M Racing. The Candace suffered a bit of damage during practice so Alan was forced to use his backup, the trusty Polecat, for competition. Kevin flew his Sweet-V. Jeff Martin showed up about 48 hours before the race and pulled out his "experienced" Miss Candace. The Candace knew its way around the course. Jeff just had to follow.

Back at home, Calgary is hosting a 426 Quickie and Electric Formula One event on the last weekend of May. Contact me for details. The Edmonton boys are hosting their pylon contest one weekend later on June 2, 3rd at the Scott Currie field near Morinville, north of St. Albert, Alberta. Pylon competition then moves to Regina, Saskatchewan at the Windy Flyers field on June 23, 24th.



District News



The season is short. Get out and do some racing. Try to spend as little time as possible in the air... Get it?!



Eleven pilots and team supporters from Canada attended the Q40 Classic pylon race in Phoenix Arizona in February. Photo by Ken Umbach.

District 4. Travis Elbert

Hello fellow NMPRA members, Winter is still holding on here in Montana. The weather breaks just long enough for us to get excited; then it snows. On the plus side our Judgeman system is finished and working; we hope to do some field tests soon. Thank you, Hank and Leonard. Everyone is building like mad to get ready for racing season (yes, it is seasonal here). At last count 7 shoestrings, 2 pogos, 2 tonis, 1 tomcat, 1 wagner, and two polecats (who seem to have lost their way). Ef1 is looking great for this year.

We were surprised to get a request from the Thunderbirds in Missoula for plans and foam wing cores for 424. Ron Ramer is spearheading a resurgence in racing in that area and has between six and eight guys lined up. Great job, Ron!! I have not heard from the Billings crew lately; they have the first race

coming up; I am certain that Ed and Earl are up to something. I understand that we have some new NMPRA members in district 4 but have not received all of their names yet. Again I would like to hear from other district 4 members outside of Montana.

Travis A Elbert
District 4

District 5. Jim Nikodem

Below are just a few of the pictures from a CD slide show (set to music by the way) done by Jay Cappis. He sent one to all who flew in the Saturday, September 24th Bloomington, IL race last fall. Way to go above and beyond! Racers drove from Wisconsin, Missouri, and Ohio, with many camping at the field. That makes for fun Friday and Saturday nights as well as fun

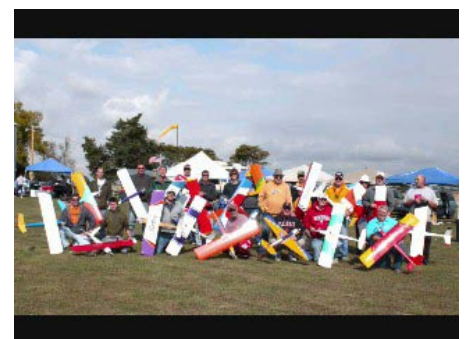
racing. Two hours south of Chicago, Bloomington is on the crossroads of a few major highways that do not go through Chicago (translation smooth sailing). Jay does a great job setting up the race, being CD, and running the matrix. Great job, Jay!



Bernie Vanderleest



EF 1 winners L to R:
Jim Nikodem 3rd,
George Reynolds cameo,
Lonnie Finch 1st,
Darwin Larson 2nd



group shot Bloomington



District News



Jay Cappis (foreground)
Lonnie Finch (background)



Jay Cappis calling for Bernie Vanderleest



Mark Warning calling for George
Reynolds



Rick Hobbs ready for another race



racing action

By the time you get this, we will be finally approaching the first race of the season in Minnesota and Kansas City. Hope everyone has that first flight on that new winning racer. We have a great lineup once again with a whole bunch of 424 and 426 races. That means plenty of chances to get your six best races in for NMPRA points and District 5 points toward the Lead Goose (424) and Caudron (426) Season Trophy. Good luck to everyone!

Jim Nikodem

District 6. Peter Tani

Hello all.

It is with great excitement that I await NEPRO's first 2012 race of the season. We will certainly start off with a bang as the first three races are held rapid-fire every two

weeks with the fourth race only three weeks after that.

Our very first race of the 2012 season will take place on Sunday, May 6, 2012, in Salem, CT. The race will be preceded by an organized Saturday, May 5, 2012, afternoon practice. This will include a workshop with open flying and with a race course and pylons in place and experienced help in attendance. If you are new to pylon racing or have an interest in trying it or know somebody who does, we strongly recommend that you take advantage of this opportunity. It is difficult and even a little terrifying at first without the experience and help from journeymen racers. I invite all of NEPRO and every racer in District 6 to make your best effort to attend whether to assist or to benefit from assistance.

In 2012, we have a huge schedule. In most instances this year we will race both AMA 424 and AMA 426, as well as our Sportsman Class. If I count it right, there will be eleven days of racing and two days of organized practice for a total of twenty-six race matrixes. The second day of organized open flying and workshop will take place one day prior and at our Bridgewater, MA race in late June 2012.

Please visit the NEPRO Website at www.nepro.org for lots of current information especially as we get closer. We have both a Forum and Gallery section, and you never know what you might find.

Local District 6 racing will take a break during NATS competition after which we will start in again in NEPRO at our midseason event in Ellington, CT. On Saturday afternoon of this August 4 and 5 two-day event, we will have our annual cookout and BBQ. All are welcome to attend. A lot of fun and



District News



enjoyment has been had through the years. Bring your trailer, camper, or even your tent. Many do.

After that the pace and our racing schedule is a little less frenetic with roughly a race a month. We will have another Premier Event - the first ever NEPRO two-day race in Bowie, MD. We will conduct AMA 424, and AMA 426 on both days. A long-standing, strong, and healthy rivalry exists between the local clubs here in the Northeast, Masters and their Apprentices from clubs separated by less than an hour's travel. I look forward to extending this competition to our Maryland neighbors to our south in 2012.

We will close out our NEPRO 2012 season where we opened it in Salem, CT. Our final proposed race in October will also be a two-day race. In years past, we have always scheduled a "unique" non-rules-book event for this race. For example, an almost no-holds-barred race between the top four lowest finishing Expert Class pilots, with a JETT 426 motor going to the winner. Several donated their best 424 craft of the day to their favorite qualifying competitor. It was the first time ever that Lloyd Burnham's aircraft (which incidentally survived) actually spoke to him. After it was piloted to first place by both NMPRA and NEPRO member Keith Palmer, it said to Lloyd: "Don't do that again." (For those who were not in attendance, it was a very bumpy but survivable first-place winning ride.)

District 7, Scott Smith - no article submitted

District 8, Jim McGuinn

NMPRA District 8 News:
Congratulations to all of the district 8 racers who made the trip out west to the Q40 races in Phoenix recently.

We have in the plans for the Waco HOTMAC club to set up a 3-pole short course for practice this year and maybe races next year.

I would like to know who would be willing to come and help get some racers who have been primarily racing two pole indoctrinated into the concept of 3-pole racing.

Please contact me at jimmcguinn@live.com or 254-744-6781



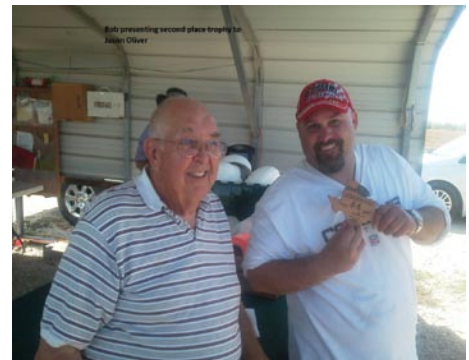
Richard Moll with parts of Tyler King's aircraft, showing a stuck muffler. Wonder how that happened.



Jason Douda with his new caller, Tyler King.



Bob Petrick presenting 1st place trophy to Gary Fisher.



Bob presenting second place trophy to Jason Oliver.



Bob presenting first place trophy to Jason Douda and his caller for the "A" Main Tyler King.



District News



Club-40 Race Scene

Well, the 2012 Club-40 race season is under way. The Alabaster AL club started things off with a great race held March 10th with great weather and a good turnout.

The "A" main finished up with Brad Clayton in first place, Randall Bozworth in second, and Wesley Bishop in forth. Great job, guys; keep it up.

The "B" main ended up with Jim Andrews taking first, followed by Davis Phillips III, Eric Beaver, and David Phillips II.

Sounds as if everyone had a great time and was summed up by this comment from Dave: *"I don't think you can have any more fun flying model airplanes than pylon racing, and C-40 is one of the best!"*

Next up was the long-awaited opening season race here in Texas. On March 24th the Georgetown club hosted the opener; there were 19 pilots signed up. There would have been 20 if yours truly had not tried to run a test flight early and lost it in the sun.

It was still a great day. The weather was perfect, and the competition was fierce with several midair accidents.

Jason Dudda prevailed to take home the first place trophy with a 1:2319 in the "A" main which was also the fast time of the day. Second went to rival Jason Oliver

with a 1:2562, followed by Gary Fisher and Ken Hopson.

Fred French ran a very consistent race with only one second difference between rounds until he was taken out in the fourth round.

The next Club 40 race will be here in Waco, TX, on May 12th. It will be a combined Club 40 and EF-1 race so get your planes built and come join in the fun.

The Q-25 Races will start here in Texas on April 15th at the Richardson club. They will also be running a combined Q-25 and EF-1 format.

So congratulations to all you winners and clubs that have held races this year, and I hope to see more races in the future.

Please remember to send me your race results and photos to jimmcguinn@live.com

District 9, Manuel Martiarena

– no article submitted

District 10, Luis Ochoa

– no article submitted



District News



Q40 Points, Doug Killibrew

QM	
Location	Date
Old Julian	10/2/11
Whittier	10/1/11
Whittier	10/2/11
Champ Race Florida	10/23/11
Tangerine	12/11/11
Phoenix Classic	2/25-2/26/12
Mulberry	3/18/12

QM Points Standings

	NAME		Total of Best 6 Races
1	McDermott, John	5	368.11
2	Langlois, Mike	4	307.99
3	Brown, Ray	5	293.02
4	Freeman Jr., Gary	5	291.01
5	Jett, Dub	5	290.86
6	Bridge, Randy	5	286.21
7	Fehling, Matthew	4	231.92
8	Scott, Tom	4	230.56
9	Flynn, Travis	3	225.50
10	Helsel, Mike	3	221.29
11	Schmidt, Gary	2	204.28
12	Allen, Jim	2	202.88
13	Vess, Robert	2	176.50
14	Katz, Jim	3	167.35
15	Yousey, Tim	2	145.82
16	Killebrew, Doug	2	143.35
17	Freeman Sr., Gary	2	142.29
18	Van Baren, Rusty	2	141.75
19	Hodgin, Joe	3	135.22
20	O'Brien, Dennis	4	134.89
21	Salar, Matias	2	133.35
22	Travieso, Mario	3	131.24
23	Von Der Hey, Lee	2	126.17
24	Seaholm, AJ	1	114.30
25	Masi, Mike	2	111.57
26	Kane, Dan	1	111.40
27	Lopez, Tony	1	108.50
28	Larson, Lyle	1	107.05
29	Andraka, Chuck	1	105.60
30	Tahhan, Gabriel	3	103.90
31	Thordarson, Dan	2	98.40
32	Bartle, Henry	1	98.35
33	Beers, Richard	1	96.90
34	Small, Jerry	3	96.55

35	Smith, Randy	1	95.45
36	Verano, Richard	1	92.55
37	Colletto, Ray	2	88.05
38	Sattler, Harold	1	86.75
39	Van Baren, Rusty	1	83.85
40	Doyle, Dave	2	81.00
41	Blanchard, Bryan	1	78.51
42	Pacini, Tanner	1	78.05
43	Grunkemeyer, Craig	1	75.15
44	Baker, Steve	1	73.97
45	Causey, Scott	1	72.25
46	Frazier, Terry	1	69.42
47	Holik, Robert	1	69.35
48	Andrassy, Roy	1	67.90
49	Batch, Bryan	1	66.45
50	Umbach, Al	1	65.00
51	Coffey, Bruce	3	64.75
52	Brogdon, Bob	2	64.44
53	Baker, Lyle	1	63.55
54	Pacini, Anthony	1	62.10
55	Tallman, Mike	1	59.20
56	Vereecke, Maurice	1	57.75
57	Parker, Mark	1	56.30
58	Baez, Juan	1	53.60
59	Houston, Doug	1	53.40
60	Redekop, Henry	1	51.95
61	Moreland, Rick	1	51.23
62	Uthoff, Dave	1	50.50
63	Rau, Robert	2	48.80
64	Latsha, David	1	46.68
65	Russell, Alexandria	1	46.15

424 Points, Dave Gavin

Here is the 424 and 428 Points Report for this month. Notice a lot of you dropped off the list because you haven't renewed your membership. Renew and you get your points back!!

I have no results for the Del Ray Dash. Couldn't find them on the forums.

KCRC Fall	10/1/11
KCRC FallSun	10/2/11
Salemfall	10/1/11
SalemFall	10/2/11
Tangerine	12/11/11
Tangeriene	12/12/11
Mulberry	3/17/12
Mulberry	3/18/12



District News



424

1	Fehling, Jack	3	202.43
2	Witte , Trey	4	189.15
3	Vereecke, Mo		183.44
4	Tallman, Mike		173.41
5	Spadaccini, Dino		170.67
6	Finch, Lonnie	2	169.79
7	Masi, Mike	2	161.57
9	Korsen, Craig	2	161.57
10	Hulen, Duane	2	131.81
11	Hobbs , Ben	2	125.23
12	Doyle, David	2	120.07
13	Casteel, Jesse	2	116.68
14	Tani, Peter		116.10
15	Zisa, Richard		102.22
16	Rinaldi, Ralph		96.70
17	Burnham, Lloyd	1	92.16
18	Vess, robert		91.69
19	Brown, Irl	1	83.06
21	McWilliams, Gordon	1	70.27
22	Gload , Bill	1	69.42
23	Jump, Eddie	1	58.76
24	Reade, Barry	2	48.24
25	James , Gary	1	24.22
26	Spence Adam	2	19.67

27	Meyer , Roy	2	16.04
28	Etkin, Randy	1	15.69
29	Brown, Kelly	1	1.20

428

1	Lopez , Tony	2	175.55
2	Thordarson , Dan	2	156.15
3	Anddraka , Chuck	2	115.20
4	San , Sam	2	90.87
5	Salazar , Mario	2	62.75
6	Tallman, Mike	1	53.00
7	Coffey , Joanne	2	47.62
8	Gavin, Dave	1	24.22
9	Hegland , Tom	2	19.67
10	Lyon , Dennis	1	16.98

Quickie 500 Points, Lonnie Finch

Please welcome the following new members to the NMPRA:

- Adam Spence Olathe, KS
- Ed Weber S. Lake Tahoe, CA
- Stephen Bird Crawford, TX
- Roy Meyer Enfield, CT
- Alan Potter Vacaville, CA
- Bill Glade Starrs, CT
- Barry Finck Anthem, AZ



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- DarrolCady.com

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Take off Straight

Contest Calendar, Mike Hesel

NMRPA 2012 Racing Schedule

	Date	Location	Events	Contact
April	1			
	7			
	8			
	14	Markham Park	424/422	Ray Brown
	15			
	21	Brooklyn Park, MN	426	phzuidema@comcast.net
	22			
	28	Kansas City, MO	424/426	drhulen@sbcglobal.net
	29			
	5	Brooklyn Park, MN	426	phzuidema@comcast.net
	5	Salem, CT	Work Shop/ Open	dduplice@comcast.net
	6		424/426/Sportsman	
	5	Old Julian, NC	426, 422	
	6			
May	12			
	13			
	19	Brooklyn Park, MN	426	phzuidema@comcast.net
	19	Muncie, IN	424, 426, 422	vogelsrf@gmail.com
	20			
	19	Whittier, CA	424, 426, 528, 422	Lee Vonderhey
	20			
	20	Hadley, MA	424	DF.Fogg@verizon.net
	26			
	27			
June	2	Cincinnati, OH	424, 426, 422, EF1	Askus@scottmodels.com
	3			
	3	Farmington, CT	424	ihinze@comcast.net
	9	Brooklyn Park, MN	426	phzuidema@comcast.net
	10			
	16			
	17			
	23	Brooklyn Park, MN	426	phzuidema@comcast.net
	23	Bridgewater, MA	Work Shop/ Open	yanoalex@comcast.net
	24		424, 426	
	23	Bloomington, IL	424, 426	cappis4@msn.com
	24			
July	30			
	1			
	7	Brooklyn Park, MN	426	phzuidema@comcast.net
	8			
	14			
	15	AMA NATS - Muncie, IN	426, EF1, 422	
	21			
	21			
	22	Brooklyn Park, MN	426	phzuidema@comcast.net
	28	Brooklyn Park, MN	426	phzuidema@comcast.net
	29			
	29			
August	4	Brooklyn Park, MN	426	phzuidema@comcast.net
	4	Ellington, CT	424, 426	kmcyr@yahoo.com
	5			
	4	Albuquerque	EF1, 424, 426	Chuck Andraka
	5		AMA Short Course	ceandra@comcast.net
	11			
	12			
	18			
	19			
	25	Brooklyn Park, MN	426	phzuidema@comcast.net
September	25	Muncie, IN	424, 426, 422	Caps
	26			
	1			
	2			
	8			
	9	Bowie, MD	424, 426	Sbaker6827@comcast.net
	8	Brooklyn Park, MN	426	phzuidema@comcast.net
	9			
	15	Reno National Air Races	Full Scale	
	16			
	22	Bloomington, IL	424, 426, EF1?	cappis4@msn.com
	23			
	29	Brooklyn Park, MN	426	phzuidema@comcast.net
	29			
	29	Old Julian, NC	422	
	30			
	30			
October	6	Kansas City, MO	424, 426	drhulen@sbcglobal.net
	7			
	13	Salem, CT	424, 426	dduplice@comcast.net
	14			
	13	Whittier, CA	424, 426, 428, 422	Lee Vonderhey
	14			
	20	Mulberry 500	424/426	
	21		424/422	
	27			

	28			
November	3	NMPRA Champ Race	422	Jim Allen
	4	Phoenix, AZ		
	10			
	11			
	17			
	18			
December	24			
	25			
	1			
	2			
	8			
	9			
	15			
	16			
	22			
	23			

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