



NATIONAL MINIATURE PYLON
RACING ASSOCIATION

The Pylon Racer's Official Voice

NMPRA HIGH PERFORMANCE

NATIONAL MINIATURE PYLON RACING ASSOCIATION • SINCE 1965 • AMA AFFILIATED • APRIL 2014

President's Corner

by Dan Kane

Cliff Telford Memorial Scholarship

Below is the text Dave Doyle wrote and presented to Nancy Telford at the Tangerine race in 2008.

The AMA scholarship fund called "The Charles Hanson Grant Scholarship Fund" was started in 1970. In 1973 Cliff Telford became a member of the Board of that fund and continued in that capacity until his death. The committee at large then established "The Cliff Telford Memorial Scholarship Fund." The AMA is now establishing an endowment fund to keep money permanently and only give out money from income from the endowment. The AMA presently takes \$.30 from each paid membership and places it in the new endowment fund. Over the past several years several thousands of dollars have been distributed to deserving students each year through the generosity of the members and from the work by Cliff. In 2008 Tom Scott took on the honorable task of continuing the support from the pylon racers and has collected over \$1,000 that will be placed directly into the memorial fund through Nancy. When we were at \$698, little Nicole Kane (6 years old) gave \$2.00 to bring the total to \$700. This inspired others to make it a thousand.

Nancy, it pleases us, the friends and fellow pylon racers, to give you this money to donate to Cliff's memorial scholarship fund in his memory and honor.

From 2008 to 2011 Tom and crew raised about \$1000 each year for a one-event activity based purely on how hard they begged for donations. In 2012 and 2013 raffle tickets were sold, and this included real prizes. The prizes were donated by Dennis O'Brien, Pete Bergstrom, and Tom Scott and included a complete ready-to-fly 426 airplane. In 2012 the raffle raised \$4676. This total was later matched by an anonymous benefactor bringing the total to \$9352 for 2012. Gary Schmidt won the airplane and was quick to give a portion of his prize right back to Tom to be used for the 2013 raffle. In 2013, Tom raised \$2780, again matched by the same benefactor for a total of \$5560. Total donations are near \$20,000 for the last 6 years. After the 2013 NMPRA Champ race, the OJA team also donated an additional \$1700 to the scholarship fund.

I recently asked Tom why all of this was important to him and here are his words:

Cliff was always involved in Pylon either as a competitor or an official. He loved all of it. He was a technician and really got into the mechanics of his interests. This was also true of his interest and participation in the AMA Scholarship fund. As I understand it, the Cliff Telford fund has a different set of criteria than the AMA Scholarship fund, meaning it is a bit more difficult to gain this award.

When Cliff passed away suddenly, we all felt the pain of his loss. I guess the light went on one day at the NATS

back in 2008, and with the help of both Taryn and Sally we started collecting on a whim. It seems to have taken on a life of its own now. I know when my father died in 2010 the best tribute to his lifelong modeling legacy was to honor him with donations to the AMA Scholarship fund. Many friends and family chipped in and collected a fair amount of cash. This has turned into a labor of love for some of us, and I have found the members of the NMPRA and the pylon racers all around the world to have very big hearts when it comes to this kind of giving. Hat's off to you all.

Tom has once again distributed raffle tickets around the country. Please take the time to support this cause and honor Cliff.

NMPRA Hall of Fame

Starting in January we will be accepting nominations for the 2014 Hall of Fame class. If you know of someone deserving to be inducted, you must take the time to fill out the nomination forms. The deadline is quickly approaching.

2014 QM Champ Race

Please check the Forum for updates regarding the Champ Race. Tom Strom and crew are working hard to make this a great event. Please take the time to let Tom know if you intend on attending the Champ Race.

Continued on the next page...





NMPRA NEWS

President's Corner Continued...

2014 US Nationals

In 2014 the NATS will consist of 4 events. We will be flying AMA 424, which is a big change for next year. 424 has some restrictions and is conditional based on a minimum number of entries. The restriction is that if you register for AMA 422, you cannot enter 424. We are also requiring that a minimum of 20 paid entries is met by May 15th, 2014. This is the schedule of events: Saturday 7/19 is being listed as an "if needed" day as it has always been. One change is that if this day is not used for any of the scheduled events, Mike Condon and the AMA have agreed to set up the FAI course and let guys fly FAI on this day. Processing for 424 and EF-1 will occur on Sunday 7/13 between 10:00 am and noon on site. IF for some reason we cannot run 424 on Sunday after scale, it will be flown on Monday with EF-1. Processing for the other events will start on Monday as noted. Tuesday morning marks the start of 426.

Final Thoughts

I am struggling to put words to paper this month. However, when I read the passage at the beginning of this article, it only strengthens my beliefs of who we are as a community. Because we are all competitors, sometimes we don't see eye to eye and maybe don't even live in the same Galaxy. However, through all of this diversity we can come together to make a difference; spend some time making a difference this year.

Dan Kane

2014 US Nationals Pylon Schedule

	7/13/2014 SUNDAY	7/14/2014 MONDAY	7/15/2014 TUESDAY	7/16/2014 WEDNESDAY	7/17/2014 THURSDAY	7/18/2014 FRIDAY	7/19/2014 SATURDAY
Processing (Pylon Site)	424 / EF-1 (10:00am - 12:00 pm)	426 / 422 (4:00 pm - 7:00 pm)					
424*	1:00 pm - 8:00 pm	7:45 am - 8:00 pm (IF NEEDED)					
EF-1		7:45 am - 8:00 pm					
426			8:00 am - 8:00 pm	8:00 am - 8:00 pm			
422					8:00 am - 8:00 pm	8:00 am - 8:00 pm	IF NEEDED
BAR-B-Q				7:00 pm - 10:00 pm			

* IF 424 is cancelled due to not meeting the minimum entries, All model processing will occur on Sunday.



NMPRA NEWS

Rules & Proposals

by Jim Allen

It's that time again, time for the RC Pylon Contest Board (CB) to work through the voting process on the rules change proposals that have been submitted for the current two-year cycle. The period to submit proposals has closed as of March 15th. There are 15 proposals currently on the AMA web site, and there is at least one more in the process of being posted. Now is the time for all interested pylon racers to review those proposals and give your input to your district RC Pylon CB member. A list of the members has been provided below on this page.

We have quite a few proposals this year to vote on. Several are addressing some clean-up things that are periodically needed as the sport evolves a bit, things that address issues pertaining to race operation with respect to running a race with an electronic system like Hank Kaufmann's Judgeman systems. An example is where the rules stated that the race is started with a flag by the starter when it needs to allow the use

of a "signal" from the system lights to launch the race. Some have a little more substance to them like deleting the allowance to use wood props in QM 422, a change to allow more engine manufacturers in QM 422, or to delete event 428 from the rulebook. The CB members have reviewed all of these proposals and have had a lot of discussion around some. Some are fairly straight-forward, like correcting the wording for transmitter antennas to clearly allow the antennas on our current 2.4 Ghz radios.

We, as your Contest Board, also submitted an Urgent Proposal to bring the AMA 424 rules more up to date to include an allowance to tie the carburetor wide open and use a fuel shutoff to stop fuel flow to the engine, allowing some racers to use the same plane in both 424 and 426 races. This along with a few other things will get the rules ready for the AMA NATS to host this class for the first time this year.

As I said above, now is the time for each of you to be part of our rules process and contact your contest board member and give them your input. The vote that your particular board member casts doesn't always

agree with your input, but his job is to listen to all input and vote based on what his district feels is the best way to vote. BE a part of the process.

Jim Allen
RC Pylon Contest Board Chair

New Members

Below is the list of new members for 2014.

(February Newsletter)

Hank Diepenbroek
Ken Van Tuyl
Don Stegall
Jack Hinkel Jr.
Conrad Wondolowski

(April Newsletter)

Ron Adams II
Enrique Cobician Palencia
Mike Noble
Ken Points
Tom Prescott
Scotty Smithwick
Jim Wentz
Dirk Zuidam
Bradlie Mennenga

RC Pylon Contest Board (CB) District Members	
District I	Lloyd Burnham 715 Avery Street South Windsor, CT 06074
District II	Ernest Nikodem 407 Willow Street Lockport, NY 14094
District III	Tom Scott 10073 Spring Beauty Lane Cincinnati, OH 45231
District IV	Steve Baker 12215 Malin Lane Bowie, MD 20715
District V	Bob Brogdon 5251 Hermitage Drive Powder Springs, GA 30073
District VI	Dan Kane Jr. 1703 W. Grove Street Arlington Heights, IL 60005

RC Pylon Contest Board (CB) District Members	
District VI	Dan Kane Jr. 1703 W. Grove Street Arlington Heights, IL 60005
District VII	David Norman 300 12th Street SE. Waseca, MN 56093
District VIII	John Shannon 202 Terrace Drive Houston, TX 77007
District IX	AJ Seaholm 5536 Wildwood Drive Rapid City, SD 57702
District X (Chair)	James Allen 817 N. 98th Street Mesa, AZ 85207
District XI	Tom Strom 1230 Overhulse Rd NW. Olympia, WA 98502



DISTRICT NEWS

District 1: Tom Hegland

Greetings District One! Speedworld is back and back with authority after another well-run Phoenix Q-40 Classic. This year the entries settled out at 75 as some last-minute cancellations dropped the total from the targeted 80. This year as in previous years there was plenty of competitive close racing. Jim Allen and the Speedworld crew did a superlative job running another "clockwork" contest. On the international front it's so cool and unique to see the strong participation from Canada, United Kingdom, Mexico, Brazil, Guatemala, Venezuela, and the Netherlands in attendance (Sorry if I missed somebody's nationality). One disappointing note, there was a unfortunate incident involving Tom Scott, Ray Brown, and Dennis O'Brien as their van was burglarized at their hotel Friday night resulting in loss of multiple aircraft and support equipment. That is just plain not right.

I arrived at Speedworld mid-Friday morning and was greeted with the usual packed pits and aircraft staging area.



After getting my primary ride in line there was plenty of time to tune-up my backup.



Typical pit activities

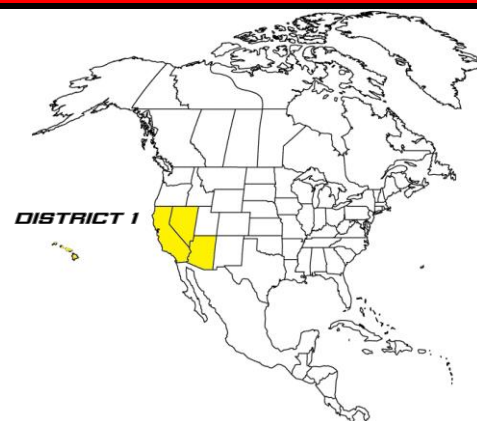


Pilots meeting Saturday morning. CD Jim Allen briefing a couple of changes from previous years. One being that with no other activities going on at Speedworld the pits landing pattern could now be extended beyond the flying field fence.

Let's Race! The racing began promptly at 08:30AM Saturday and continued at the typical Speedworld pace through Sunday's fly-offs. The first rounds Saturday morning were flown in perfect weather conditions. Round 1 was for the most part status quo with the usual cast of talent starting off with wins with the exception of Lee Von Der Hey, who cut out, and Gary Freeman Jr. and Richard Verano, who got tangled up at pylon one. Gary suffered right wing leading-edge damage; however, he was able to land his Sweet 1 inverted just off the main runway.



Freeman Jr. with repaired Sweet 1 from a Round 1 midair. Minor canopy and vertical tail scuffing (from inverted landing) and some aluminum on the right wing leading edge.



Round 2 definitely displayed "good" and "bad" experiences for some of the competition. Unfortunately Terry Frazer was victim of bad air at pylon one, Mario Salazar mid-aired on takeoff, Tom Scott experienced a wing failure after the race was over (as if having your #1 plane stolen the night before wasn't bad enough), and unlucky Randy Smith who while leading his heat caught bad air around pylon 3. He was able to save it miraculously, but shut down his engine. After pulling up and realizing he was still alive, he released the fuel shutoff and the Nelson can back to life. Just wanted to mention Mike Langlois was in 56th place at the end of Round 2 (we'll talk more about this later). Those pretty happy with Round 2 include Gary Schmidt, remaining clean with a fast time of 0:59.93 and Alexandria Russell just one point down.

Round 3 is one Rusty Van Baren would like to forget as he "rubbed" (as I've heard Doug K. refer to it) with Gilles Desgruelles heading to pylon one on lap one. In fact, Dub Jett, Chuck Andraka, and Gary Schmidt all dropped points in Round 3. This left Jim Allen and Doug Killebrew as the only ones clean through three rounds. Round 4 saw Mr. Allen the only one to remain clean, Ben Jones moved into the top 10, and Mike Langlois picked up his second win in a row. This moved him past 33 other pilots into 22nd place.

Continued on the next page...



DISTRICT NEWS

District 1 Continued:

So at the midway point, Jim Allen was alone in 1st; Gary Schmidt, Chuck Andraka, Robert Holik, Matias Salar, and Doug Killebrew were all one point down. Dan Kane, Roy Andrassy, Lyle Larson, and Ben Jones were two points down. Gary Schmidt's morning fast time of 0:59.93 was not threatened. In fact, nobody else even broke the 1:01.00 barrier. After completing 87 heats Saturday was put to rest.



Marcello Carvalho (Team Brazil) heading to the scale after this heat!



Jim Allen was the only one clean through Saturday's heats.



Tom Scott keeping Bill Johanson tight at pylon one.

Completion of Round 5 Sunday morning was a bit ugly. In the fourth heat of the morning, Matias Salar and Dennis Cranfill got together sending both to start prepping their backup planes. A couple of heats later Travis Flynn's hopes for a podium finish were put to rest after an ugly mid-air with Enrique Cobian on the first lap coming around pylon three.



Reminisce of Travis's Nelson after a Round 5 mid-air. This thing was bouncing around in front of my popup. At first I thought it was a Phoenix desert rodent – wrong!

At the end of Round 5, Jim Allen had 20 points; Gary Schmidt, Chuck Andraka, Robert Holik, and Doug Killebrew, all one point down. Dan Kane, Roy Andrassy, Lyle Larson, and Ben Jones well within striking distance two points down.

In Round 6 the competitiveness seemed to ratchet up another notch. If you're making a trophy run, you can't be dropping points now. Jim Allen again cruised to victory with Gary Schmidt, Robert Holik, Ben Jones, Tony Lopez, Gino DelPonte, and Doug Houston keeping pace. Gino's win put him in the top 10 for the first time in this event. After Round 6, Jim Allen 24 points; Gary Schmidt and Robert Holik, one point down; Chuck Andraka and Ben Jones, two points down; Dan Kane, Tony Lopez, and Doug Killebrew, three points down.

Round 7 didn't see much movement as the top 5 kept pace with Jim Allen, except for Chuck Andraka, who picked up a zero putting him 5 points down.

Round 8 was similar to Round 7 in that all the top pilots produced wins except for Doug Houston who had to survive a 3rd place finish. With Doug dropping two points, it made for three fly-offs to determine 2nd through 10th place. So, at the end of Round 8, Jim Allen clean with 32 points; Gary Schmidt and Robert Holik tied for 2nd; Dan Kane and Ben Jones tied for 4th; Bill Johanson, Tony Lopez, Harold Sattler, and Doug Killebrew tied for 6th; and Matias Salar, Lyle Larson, and Doug Houston tied for 10th.

Let the fly-offs begin. The first fly-off involved Matias Salar, Lyle Larson, and Doug Houston for 10th Place. Matias picked up a cut around lap 5, and this left Lyle and Doug to decide who got that 10th Place trophy. Although Doug kept it close, Lyle's Proud Bird got the checkered flag. The fly-off for 6th Place saw Bill Johanson lead this group followed by Harold Sattler, Doug Killebrew, and Toney Lopez. Next up Dan Kane and Ben Jones for 4th Place. This started out as a close battle; however, Ben picked up a cut and that handed the win to Dan Kane. The final fly-off between Gary Schmidt and Robert Holik for 2nd Place was a quick one. Gary cut out what seemed like within 2-3 laps. Wow! Robert Holik 2nd Place.

Final Standings

1 st	Jim Allen	1:01.83
2 nd	Robert Holik	1:01.98
3 rd	Gary Schmidt	0:59.93
4 th	Dan Kane	1:01.47
5 th	Ben Jones	1:03.82
6 th	Bill Johanson	1:01.18
7 th	Harold Sattler	1:02.64
8 th	Doug Killebrew	1:05.18
9 th	Tony Lopez	1:01.48
10 th	Lyle Larson	1:02.36
Fast Time	Gary Schmidt	0:59.93

Congratulations to all the winners. Great job guys!

I must apologize for not getting the write-up done for the March Whittier Narrows Denis Lyon Memorial Race. This race will be written up in the next NMPRA Newsletter. – Tom Hegland
Continued on the next page...



DISTRICT NEWS

District 1 Continued:

Trophy Presentations



Jim Allen went with a different theme for this year's trophies.



7th Place Harold Sattler



3rd Place Gary Schmidt



10th Place Lyle Larson



6th Place Bill Johanson



2nd Place Robert Holik



9th Place Tony Lopez



5th Place Ben Jones



1st Place Jim Allen



8th Place Doug Killebrew



4th Place Dan Kane



Fast Time Gary Schmidt



DISTRICT NEWS

District 2: Allie Russell

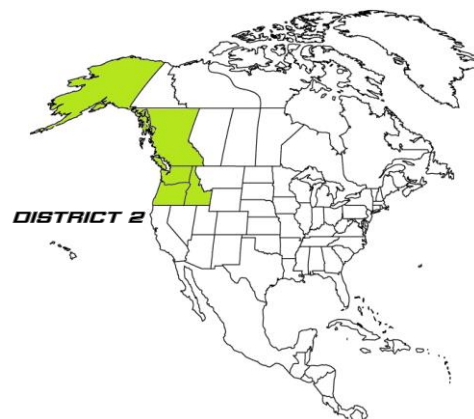
Hi friends and happy (finally!) spring! This quarter has been crazy as usual so I apologize for missing a few months. I am almost finished with school; I get to graduate next December, and I have an awesome internship lined up for this summer with an aviation interior design firm in Kirkland that I am absolutely thrilled to be a part of. We haven't gotten much racing in this winter, although we thoroughly enjoyed going back to Phoenix and so appreciated Jim and the Speedworld crew. It was great to be back. I also have what I believe is a finalized schedule for Northwest racing. We have had some stellar races and are growing numbers rapidly. I believe all dates listed are running 426 under Canadian rules, allowing non-piped 428 motors as well as sport Jetts. We'd love to have you come race with us, especially at our champ race this fall. Let me know if I can answer any questions or you have any thoughts or concerns for me.

Calgary	May 24-25	EF-1 & 426
Billings	June 7-8	EF-1 424 & 426)
Spokane	July 5-6	EF-1 424 & 426
Calgary	July 26-27	426 & Q-40
Shelton	Aug 9-10	EF-1 424 & 426
Helena	Aug 30-31-1	EF-1 & 424
Shelton	Sep 27-28	Champ Race Q-40

I had a few people comment on my calling techniques this summer, so I thought I would give a little intro to calling and some tips I have picked up over the years. First of all, I started calling when I was ten years old. My dad had just gotten back into pylon, and he was relearning how to race as I was learning to call. We worked out a lot of our ideas and techniques together as we went and learned a LOT from our mistakes. Dad and I have developed a very streamlined calling system, and routine helps us know what to expect. A good caller is practiced and aware of what he is doing. Expert pilots may be able to fly

the course mostly by themselves, but knowing what to expect from your caller and having effective and consistent communication makes a difference for every racer. I will start by saying every pilot and caller team is different, and there will be some great advice out there that is very different from my suggestions. I want you to keep in mind that pylon racing is LOUD and it's confusing. There are a million things going on at once: four callers, engine noise, instructions from starters, and innumerable other distractions are always part of a heat race. It's the caller's job to manage all of this information, filter it, and deliver to the pilot exactly the information he needs, no more and no less. A good caller can keep track of the rest of the race so that the pilot doesn't have to. Concise communication and focus are key here.

My dad likes to say there are an infinite number of ways to get a zero, which is absolutely true; but the caller can help eliminate many of those issues. I have had too many airplanes come out of my hands with radios turned off and crash needlessly. We all have our moments, and even when it seems annoying, remember to check for radio wiggle, correct model and dual rate switches in the correct position. Also make sure you know the start order for the heat (I am terrible at this and always need babysitting from the starter). If the airplane isn't starting right, help your pilot check for throttle, fuel shutoff, and glo connection. Bonus caller points here if you can take stock of the planes in the heat. Knowing who goes to which plane and what lane they're in helps you to keep track of cuts and advise your pilot much more efficiently during the race. On the start, don't launch your plane early! It's not worth a cut right off the bat to get a 3' head-start off the line. Just don't do it. Once the planes are in the air, call the first turn. Some pilots like to get a count. My dad usually counts for himself so I just call the light to confirm that he made it to the pylon. Whatever you choose, make it clear to your pilot what's going on; this is one of the most



confusing and exciting parts of the race and if you can lighten the load here, it helps a lot. Know where your pilot is standing and be aware of where you're headed as you run back. As a caller, try to be aware of the physical location of other people on the racecourse too; the first time I raced AJ Seaholm (myself being 12 years old at the time and well shy of 5' tall), Dad had a chore finding a good place to move me where I could see my plane for the entirety of the race. It's just a fact of racing that everyone is going to be in the same place at the same time, but managing the little things really helps the heat flow better, and making sure you're not in the way of other pilots as you move around is just a courteous practice.

After you've managed to get to your pilot and gotten your bearings, the actual work starts. Everyone has a little different counting method, and this depends upon pilot experience and preference. Dad and I developed a system early on based on the way we count music. Numbers are on the beat with &'s on the half beat. So, for APRA on a long course, we use "1, 2, 3, ready, turn"; for fast quickie it is "1, 2 ready, turn"; and for Q-40 "1, &, ready, turn." The key is to pick a point on the course that you start your count and stick with it. As an energetic young caller I was also taught to steady my count by tapping rhythm on my knee as I call; the physical motion helps keep better time and overexcitement leads to hitting your leg harder rather than speeding up the count. Some people punch the air or swing their arms.

Continued on the next page...



DISTRICT NEWS

District 2 Continued:

This works too and probably leaves you with fewer bruises ("no, my parents don't beat me; I was out pylon racing"). Your count will obviously vary with different courses and classes, but also with motor speeds, winds, and the angle the pilot is flying his straightaway relative to the course. Try to be aware of this. If the pilot is "sweeping" across the course from right to left headed to

the left of pylon 1, he will have to fly longer than usual! If this is happening, we give a count followed by "wait" so "1, 2, ready, WAIT, turn." (This is usually followed by "don't sweep!") Develop a good counting method that is consistent and effective for you and whoever you are calling for and adjust as needed as long as you are communicating and everyone knows what to expect. Helping to build trust and make everyone comfortable will be

a help for you and whoever you're calling for and allow you both to have fun and enjoy being on the course. My next article should have a few more tips about different situations and ideas to try. Let me know if you have any thoughts, questions, or suggestions; as always I would love to hear from you. See you at the races!

~Allie

District 3: Randy Smith

Needless to say we all enjoyed the super weather and the great competition at the Q40 Classic held at the Speedworld RC Flyers club field in Phoenix back in February. Many thanks to Jim Allen and the Speedworld club for putting on the event again this year. It was a wonderful break from the nasty winter that we have had in western Canada. Nine pilots from Alberta and Saskatchewan attended: Harold Sattler, Henry Redekop, and Lyle Baker from Saskatchewan; Roy Andrassy, Doug Houston, Alan Umbach, Kevin Umbach, Kevin Moorehouse, and me from Alberta. Snowbird and part-time local resident, my dad Jim, provided moral support and fatherly guidance for everyone during the races.

Harold Sattler and caller Henry Redekop finished 7th out of 75 pilots. This is a great accomplishment for Harold who has not been quite as active in pylon racing as he used to be. It just proves that the Old Bull in the pasture still has what it takes. Doug Houston finished in 11th position. Doug had a hard time in the practice days preceding the competition. Doug had a wing explode in a high-G turn on one plane and then suffered some un-repairable damage on a takeoff incident with a second model. Doug's third and final model served him well as he left the bad luck behind him. Congrats, Harold and Doug, on your strong showing for Canada. While in the pit area I noticed a nifty little racing tip that Kevin Moorehouse has employed on the aileron torque rods of his Sweet-V Q40. The Sweet-V

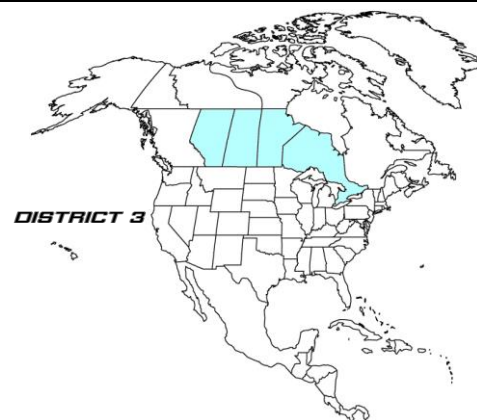
uses thread-on ball links on the top of the torque rods. Under vibration and flight loads, the ball and socket connection can become disconnected on one or both of the aileron torque rods. This doesn't happen often, but I have seen it occur once or twice. Kevin has devised a nifty safety wire technique that makes the connection impossible to come loose. Kevin uses 22 AWG wire to create a safety wire connection clean through the nylon socket and the metal ball.

First connect the nylon socket and metal ball together. Next, select a #70 number drill and chuck it into a high speed rotary tool like a Dremel. Carefully spot the drill at the center of the ball and drill clean through the assembly. Next take a piece of 22 AWG wire about 3/8" long and feed it through the hole you have drilled in the socket and ball assembly. Fold back 90 degrees the ends of the wire that protrude on either side of the assembly. Secure the wire ends in place with a piece of fuel tubing on each assembly.

See photo insert of the finished assembly on Kevin's Sweet-V. I thought this was a great tip for anyone using this type of torque rod connection to his servo.

It's the end of March and the pylon field is STILL covered in snow! We are patiently waiting for the season to begin.

Randy



District 3 (Canada) racers give a loud cheer during the Q40 Classic in Phoenix, AZ. I'm not so sure this cheer was for one of the team in a heat race but rather for another goal scored by Canada's hockey team during the Sochi Olympics. L to R: Roy Andrassy, Henry Redekop, Lyle Baker, Doug Houston, Harold Sattler



Safety wire connection on aileron torque rods. Refer to District 3 column for description.



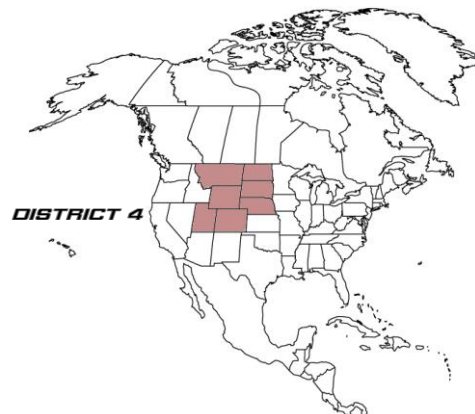
DISTRICT NEWS

District 4: Travis Elbert

Hello fellow NMPRA members. The snow is still falling here in Montana; the wind is blowing and spring seems to have forgotten us, but we are still looking forward to our spring opener in Billings. The Billings race will be held June 6th through the 8th with Friday being a practice day. Ed Alves and Earl Seaholm are hosting the event. 424, EF1, and 426 (if there are at least six registered) will be flown; pre-registration is required by May 27th. You can contact Ed at 406-861-6661 (edalves68@aol.com) or Earl at 406-325-1170.

I have been involved in the RC hobby most of my life, and I enjoy many different aspects of this hobby, racing most of all. Racers are a different breed; adrenaline, speed, and competition are a few things that drive us (having a healthy ego also helps). As a general rule the racers I have met are generous, helpful, and gracious competitors. More recently I have been introduced directly to the politics of our sport and have made a few observations and conclusions.

On a national, regional, and local level we are all working toward the same goals, to grow and enjoy racing. Not all rules fit every situation, which creates regional variances. There can be many reasons for these changes: problems with the flying site, elevation, and the desire to increase participation are a few. In most instances these rule variations are voted upon by the local racers (a true democracy). Everyone is entitled to his opinion and allowed to vote. Regional rules are put in place as an attempt to solve a problem or fulfill a need, although at times this falls short of expectations. As a district VP I have to perform a balancing act: support the NMPRA (who support us) and fulfill the needs of the members in my district. I do not have authoritarian powers as some believe; I am never out to get anyone, although I am less inclined to take one's complaints if they are rude, bullish, or threatening. I spend a great deal of my time working as a mediator and problem solver as do all of the NMPRA officers. All of us volunteer for this because we love racing; there is no glory or power in it.



On a more positive note - with the emergence of all the new arfs and expanded rules, I am looking forward to all the new airframes this summer. Mike Cloninger (District 4) got approval for his new September Fate and it is looking spectacular.

District 4 VP

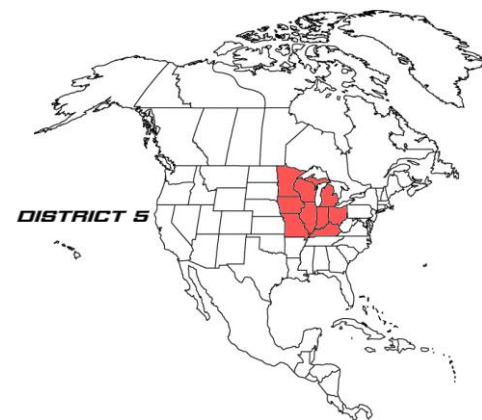
Travis A Elbert

District 5: Jim Nikodem

With 424 coming to the NATS, I would like to provide some Thunder Tiger experience from our CAPS racing group. It's a great value for \$100 and a great motor to sport-fly or race. District 5 has been racing the Thunder Tiger Pro 40 since 2003 with, let's just say, a lot of racing every season for all those years. There are just two things to look out for. First, the weak points are the rear bearing and the muffler. It is a great sport motor, but we push it hard racing it. I personally will not put more than a season and a half on a rear bearing. That is about 75-100 heats if you factor in some practice flying. Trust me, I have found out the hard way more than once. Maybe that is the upper limit for some, but that rear bearing will not go on forever. Unlike other racing motors or sport flying, we race these motors only 300 rpm or so below peak. The motor seems to get better with time, so if you sport-fly at

all, the more running you can do with a Thunder Tiger the better. I do not count sport-flying the Thunder Tiger toward the 75-100 heat limit. This is an arbitrary line, so you might want to change it more frequently. There is nothing worse than a great motor running really well when it sheds a bearing in the middle of a race.

How do you change the rear bearing? You will need one special tool to get off the thrust washer from the front of the motor. I bought a battery post puller from an auto parts store years ago for that purpose. Once the crank is out, heating up the case will loosen the bearing. I use a toaster oven set to 300 degrees or so. It takes about 4-5 minutes to heat up the case. Sometimes the bearing will drop out, and other times I have to persuade it by grabbing it with an oven mitt and tapping it on a piece of wood. Sometimes I have to do more than tap. Where do you get new bearings?



Tower Hobbies is one source under replacement parts.

Continued on the next page...



DISTRICT NEWS

District 5 Continued:

Losing the rear of the muffler during a race is the other problem with the Thunder Tiger. There are bunches of ways to fix this. Here is some advice from an experienced racer:

"I think the key to the TT Pro .40 muffler is not having the screw too tight. The can expands more than the screw when it gets hot putting too much tension on the screw causing it to break. The only problem is that the rubber gasket in there disintegrates and then the tail cone starts to turn around."

Another method is to use some high temperature silicone in place of the stock gasket and use a 6-32 threaded rod with locking nuts in place of the stock screw.

One last note: I know not everyone flies for just the fun of it. If you do, EF-1's work great. I just dial up the aileron throw a bit and have fun doing aerobatics. At the same time you can do a bunch of full-power takeoffs to the first turn at pylon 1. This is a key part of the race and can be done easily without someone holding the airplane.

See you at the races!
Jim Nikodem



A well run Thunder Tiger Pro 40, with at least 65 heats on it since it was last maintained. Note stock muffler and Battery Post puller used to remove the thrust washer.

District 6: Peter Tani

Hello all,
While we have had some nice days here and there, the birds and squirrels must know something I do not as it is still winter here in the Northeast by all measures. For example; here is a recent picture of my local field:



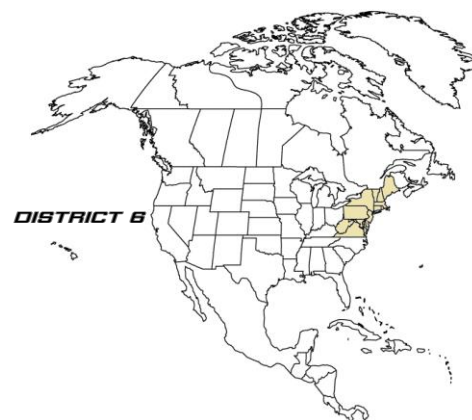
While the rest of us were all freezing up here, I am glad to say that District-6 was well represented by Dino Spadaccini, Mike Masi, and Lloyd Burnham at the Southern 500 hosted by the Imperial RC Club of Mulberry Florida. A great time was had by all. Thank you, SEMPRA, for hosting the first race of your season.

Rest assured that come early May we will start a full season of racing despite the at-times bone-chilling cold. If it is any measure, it even has its own topic on the NEPRO forum.

We have 16 planned events at four local venues for AMA 424 and AMA 426 racing. We will also conduct our "Sportsman" "race what you've got" series where possible and with interest and great support.

Timing for the last newsletter did not allow me to thank recent NMPRA District 6 member Conrad Wondolowski. Conrad joined us at our Nat's tune-up at Westover AFB in 2013, and we appreciate his support of the NMPRA and look forward to his greater presence in 2014. Special thanks go to the new leadership in District 6. At the helm of NEPRO in 2014 is Bob Triggs with Vice-President Mike Masi and Dennis Duplice Treasurer. Thanks to all for your volunteerism and hard work both past and present.

If you haven't already, please join NMPRA for 2014. (a great bargain at \$15 for first-year membership. You just might win a tee shirt.) Here is a link to a "pdf" file of paid-up 2014 NMPRA



membership in case you want to check your 2014 status:

<http://www.nmpraforum.com/download/file.php?id=7904> which is on March 22, 2014 as I write. This link can be found on the third page of the very first topic "New! NMPRA Application with Paypal" located in "General Discussions Q500 & Q40" or click here for the latest and best information: <http://www.nmpraforum.com/viewtopic.php?f=1&t=2593&start=20>

Stay warm and keep building. See you all in May or sooner.

Peter Tani
NMPRA 23J





DISTRICT NEWS

District 7: Scott Smith

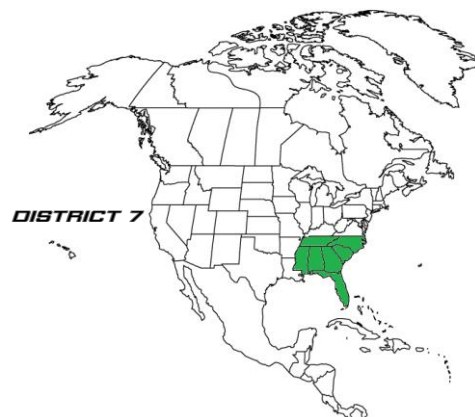
Enormous thanks to Ben Hobbs for the updated newsletter format; I think it looks AWESOME! It is a really nice format and great to see the district news and contact information all in one area. GOOD job!

After a long break since the Tangerine Race in December, we had our first race of 2014 in Mulberry, Florida on March 22-23. This was the 10th annual Southern 500 event, and we were happy to see over 60 entries for the race in 5 classes. This was also the first time SEMPRA has hosted an EF-1 race in Florida, and it was good to see a change of pace in a racing event. As usual, we started out with open practice on Friday for all participants, and it turned out to be the best weather of the entire weekend! Saturday we ran EF-1, 424, and 426, all on the AMA short course. A great day of tight racing and dead tail winds made for some interesting racing with a few midairs, bad landings, and miscalculated altitudes! We got only 4 rounds of competition in, but I think everybody enjoyed the fierce competition and camaraderie of the event. The results are posted in this section.

Sunday's events were 424 and Q40 on the AMA long course. We had the same strong tail winds with the added benefit of mostly cloudy skies. All day we had the threats of rain all around us, but somehow they all went around us, and we were free to race. I was very happy to see that almost everyone had no issues with the downwind takeoffs, as we all know what an issue that can be with Q40's. I'm sorry that I didn't have time to take any pictures, but all the results are listed below, so you can see how everyone did.

A huge thanks to the Imperial RC Club for hosting this, their 22nd race in just over 10 years. We were treated to a KFC chicken lunch each day and all the flying we could handle. I'm grateful to be a part of this wonderful community of racers, and I look forward to each and every event to spend time with all of you. Thanks to all the pilots who traveled so far to spend the weekend with us; I hope you had a great time while you were here. I've listed the next few events in SEMPRA, and I hope some of you will be able to make plans to attend one of our events.

I'll see you all on the flight line soon...



Upcoming SEMPRA District pylon racing events

Julian, NC	May 3-4, 2014	OJA Spring Race	424, 426 & 422
Andersonville, Ga	June 28, 2014	Hodges Hobbies	EF-1, 424
Muncie, In	July 13-19, 2014	The NATS	424, 422, 426 & EF1

Start of 2015 Season

Mulberry, FL	October 17-19, 2014	11 th Annual Mulberry 500	422, 424, 426
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10th Southern 500

Ordered By Points Within Class

After 4 Rounds			
EF-1	Name	Low Time	Points
1	Jim Katz	** 1:24.19	12
2	Ron Adams	1:45.48	10
3	Dean Stone	1:27.91	8
4	Trey Witte	1:44.53	7
5	Mike Langlois	1:35.27	3

10th Southern 500

Ordered By Points Within Class

After 4 Rounds			
424	Name	Low Time	Points
1	Scott Smith	** 1:25.10	12
2	Dale Harwell	1:30.26	11
3	Jack Fehling	1:30.71	10
4	Steve Schuler	1:38.06	8
5	Larry Loucks	1:40.12	6
6	Kurt Beachler	C 1:40.85	6
7	Dirk Van Zuidam	1:44.57	5
8	Randy Etken	0:00.00	0

Continued on the next page...



DISTRICT NEWS

District 7 Continued:

10th Southern 500

Ordered By Points Within Class

After 4 Rounds			
426	Name	Low Time	Points
1	Matt Fehling	C* 1:04.06	F2 12
2	Mike Helsel	1:07.32	F1 12
3	Lloyd Burnham	1:08.75	F0 12
4	Moe Vereecke	1:05.15	10
5	Mike Langlois	1:09.23	9
6	Jimmy Lyons	1:11.36	9
7	Randy Etken	1:11.56	9
8	Tim Yousey	1:10.36	8
9	Dub Jett	1:07.42	7
10	Dean Stone	1:09.32	7
11	Joe Hodgins	1:12.63	7
12	Trey Witte	1:18.78	7
13	Ray Brown	1:07.07	6
14	Bob Brogdon	1:14.32	6
15	Joe Linsangan	1:16.95	6
16	Barry Reade	1:27.46	6
17	Jim Katz	1:11.71	2
18	Gary Freeman Sr.	C 1:20.91	2
19	Dennis O'Brien	C 1:12.55	1
20	Randy Bridge	0:00.00	0

10th Southern 500

Ordered By Points Within Class

After 5 Rounds			
Q40	Name	Low Time	Points
1	Gary Freeman Jr.	1:02.01	F1 15
2	Randy Bridge	** 1:00.43	F0 15
3	Jim Katz	1:02.00	F1 13
4	Lloyd Burnham	1:04.14	F0 13
5	John McDermott	1:03.48	12
6	Gary Freeman Sr.	1:04.01	12
7	Dennis O'Brien	1:03.77	11
8	Dino Spadaccini	1:07.87	11
9	Mike Langlois	1:03.47	10
10	Ray Brown	1:04.78	10
11	Moe Vereecke	1:02.80	9
12	Joe Linsangan	1:07.39	9
13	Bob Brogdon	1:09.29	9
14	Mike Helsel	1:02.08	8
15	Tim Yousey	1:04.15	8
16	Joe Hodgins	1:04.99	8
17	Dub Jett	1:05.29	8
18	Mike Masi	1:05.34	7
19	Trey Witte	1:20.59	7
20	Barry Reade	1:21.74	4
21	Dean Stone	1:02.09	3
22	Matt Fehling	0:00.00	0

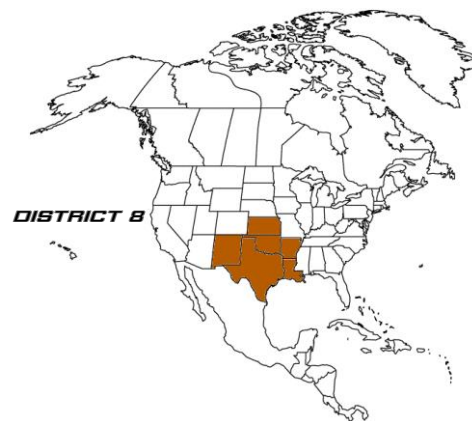
10th Southern 500

Ordered By Points Within Class

After 5 Rounds			
424	Name	Low Time	Points
1	Jack Fehling	** 1:39.48	15
2	Kurt Beachler	1:55.30	11
3	Dirk Van Zuidam	1:47.64	F1 10
4	Dale Harwell	C 1:48.44	F0 10
5	Steve Schuler	1:48.13	7

District 8: Empty Position

No article submitted for publication





DISTRICT NEWS

District 9: Alejandro Vazquez

Hello, sorry for being absent so long.

Well, of course the Q40 Phoenix classic: this time Mexico's racing team was made up of Jose Calderon, Salvador Barrios, two rookies Enrique Cobian (first time at Phoenix), Javier Castellanos (who flew at OJA for the first international race and for a second time in Phoenix), and myself, a total of 5 pilots.

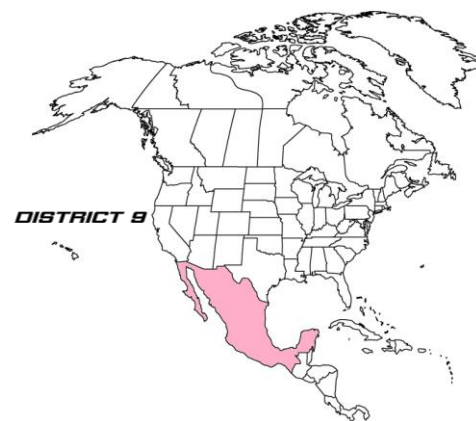


What a great time we had there; thank you and congratulations to Jim Allen and all his crew who made this event as great as the last ones. We were flying well, but the luck wasn't on our side this time, too many mid-air in our team. We were somewhat sad for that but on the other hand, we were very happy to have learned more new

things and earned experience. The best of all was we had the chance to be there again with all our old friends and had the opportunity to meet new friends; thank you very much to all of you. We love being there racing and having a good time at the field (and outside of it too...)



It is not easy for us to be there; it is a long and expensive trip but we try to make it every year, at least Phoenix, because we know it is the most crowded race. We try also to be at NMPRA Champ Race as we did at OJA last year. We hope that we can make it this year to Washington. Now for District 9 news: We are happy to announce that we're going to have our two traditional races this year in Guadalajara, AMA 428 and 422 both, first one on June 28th-29th and the second on September 13th-14th. The Brazilians told us that they will try to join us in September and will race with us; we hope to see you then. There are two new field locations that have been working on racing events. Mr. Juan Jose Guzman is trying to attract new people to racing. This month at his field in Mexico City, they are going to hold a Trainers racing. This is a very fun event; the entries list is 30 pilots so far and is growing. This February 23rd at Puebla State, Juan Carlos De Campo as a CD held a Q500 AMA 428 pylon racing. This is the first time that this field has organized a pylon race, and they did it excellently; there are just some things and details to work on. At this moment they are planning to hold a Q40 race soon. We are happy to have another field involved in pylon racing.



FINAL AFTER 5 ROUNDS		
AMA 428	NAME	PTS
1 st	Luis Miguel Sanchez	18 FO
2 nd	Ramon Pingarron	18 FO
3 rd	Mario Aboumrad	16
4 th	Manuel Rico	15
5 th	Marco Vergara	14
6 th	Octavio Izquierdo	14
7 th	Aurelio Castro	12
8 th	Jesus Pedro Marin	12
9 th	Juan Arguello	11
10 th	Cristian Reynoso	9
11 th	Ismael Pastrana	9
12 th	Arnulfo Delgado	6
13 th	Fernando Muñoz	5
14 th	Roberto Alvarez	4
15 th	Marco Reynoso	2
16 th	Juan Carlos De Campo	--

Go fast and have fun!

Alex



DISTRICT NEWS

DISTRICT 10
INTERNATIONAL



District 10: Joe Luxford

No article submitted for publication

High Performance Information

Information Submittal

High Performance is published 6 times per year. Information for publication can be forwarded to:

Newsletter Editor

Linda Brogdon
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Powder Springs, GA 30127
770-421-8838
brogdonlh@comcast.net

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.

Description	Size	Single	Annual
Full Page	7.5" x 10"	\$50	\$275
1/2 Page	7.5" x 5"	\$35	\$180
1/4 Page	7.5" x 2.5"	\$20	\$95
Business Card	3.625"x 2.375"	\$10	\$45



AMA-422: Q40 POINTS & STANDINGS

422 Points: Doug Killibrew

AMA 422 – Q40		
	Location	Date
1	Old Julian	10/5/213
2	Wichita	10/15/13
3	Tangerine	12/8/13
4	Mulberry	10/19/13
5	Phoenix	02/22-0 2/23/14
6	Whittier	03/15/14
7	Whittier	03/16/14
8	Mulberry	03/23/14

	NAME	Races Flown	Total Points Best 6 Races
1	Helsel, Mike	5	398.01
2	Jett, Dub	5	351.76
3	Schmidt, Gary	4	290.25
4	Salar, Matias	3	289.41
5	Bridge, Randy	3	284.19
6	Andraka, Chuck	4	274.72
7	Van Baren, Rusty	3	261.20
8	Brown, Ray	5	259.20
9	Freeman Sr., Gary	3	256.91
10	Killebrew, Doug	3	246.60
11	Vereecke, Maurice	3	234.39
12	McDermott, John	4	230.89
13	Johanson, Billy	2	213.69
14	Allen, Jim	2	212.05
15	O'Brien, Dennis	4	207.78
16	Yousey, Tim	4	204.97
17	Linsangan, Joe	4	201.73
18	Lopez, Tony	3	193.67
19	Blanchard, Marcus	2	192.21
20	Coe, Dan	3	187.20
21	Sattler, Harold	2	184.23
22	Fehling, Matthew	4	172.61
23	Hulen, Duane	2	172.57
24	Katz, Jim	2	170.76
25	Andrassy, Roy	2	159.94
26	Salazar, Mario	3	159.53
27	Burnham, Lloyd	2	154.53
28	Thordarson, Dan	2	151.40
29	Redekop, Henry	2	145.86
30	Lime, Jim	3	140.13
31	Hodgin, Joe	2	137.92
32	Langlois, Mike	2	130.02
33	Beers, Richard	2	127.27
34	Verano, Richard	2	125.47
35	Tahhan, Gabriel	2	116.10

	NAME	Races Flown	Total Points Best 6 Races
36	Von Der Hey, Lee	2	113.74
37	Holik, Robert	1	113.13
38	Smith, Randy	2	111.97
39	Calderon, Jose	2	111.86
40	Kane, Dan	1	110.07
41	Coffey, Bruce	4	107.14
42	Small, Jerry	2	104.41
43	Russell, Matt	2	104.03
44	Seaholm, AJ	1	102.04
45	Larson, Lyle	1	100.87
46	Houston, Doug	1	99.33
47	Blanchard, Bryan	2	94.89
48	Del Ponte, Gino	1	93.20
49	Causey, Scott	1	92.73
50	Flynn, Travis	2	91.95
51	Lewis, Larry	1	89.63
52	Russell, Alexandria	2	88.77
53	Baker, Lyle	2	88.72
54	Baker, Steve	1	86.52
55	Brogdon, Bob	2	85.44
56	Stone, Dean	3	84.34
57	Scott, Tom	3	79.24
58	Vazquez, Alejandro	2	78.18
59	Moorehouse, Kevin	1	77.87
60	Batch, Bryan	2	75.21
61	Carvalho, Marcello	1	74.80
62	Finch, Lonnie	1	69.46
63	Vess, Robert	1	60.15
64	Umbach, Kevin	1	57.93
65	Witte, Trey	2	57.84
66	Frazier, Terry	2	56.61
67	Gavin, Dave	1	56.40
68	Hartman, Scott	2	53.87
69	Umbach, Al	1	53.33
70	Jump, Eddie	1	52.00
71	Desgruelles, Gilles	2	51.99
72	Grim, Adam	3	50.78
73	Hegland, Tom	2	43.00
74	Fuzara, Emanuel	1	42.60
75	Masi, Mike	2	40.00
76	McWilliams, Gordon	1	39.30
77	Strom Jr., Tom	2	33.26
78	Tucker, Richard	2	30.27
79	Rau, Robert	1	27.57
80	Flood, Marty	1	25.73





AMA-426: SS QUICKIE POINTS & STANDINGS

426 Points: Lonnie Finch

AMA 426 – SS Quickie		
	Location	Date
1	Wichita, KS	10/19/13
2	Mulberry, FL	10/19/13
3	Phoenix, AZ	01/18/14
4	Phoenix, AZ	01/18/14

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
1	Jett, Dub	4I	3	274.42
2	Fehling, Mathew	59S	2	157.59
3	Helsel, Mike	5A	2	123.26
4	Grim, Adam	20S	2	119.69
5	Flynn, Travis	55A	1	104.86
6	Yousey, Tim		2	103.81
7	Thordarson, Dan	53C	1	101.72
8	Kane, Dan Jr.	23U	1	95.44
9	O'Brien, Dennis	2S	1	95.07
10	Finch, Lonnie	21V	1	93.00
11	Tallman, Mike	15G	1	92.29
12	Lopez, Tony	23B	1	86.01
13	Smith, Scott	86T	2	85.35
14	San, Sam		1	82.87
15	Brown, Kelly	25G	1	82.80
16	Bridge, Randy	38B	1	81.97
17	Small, Jerry	5H	1	79.73
18	Andraka, Chuck	11H	1	76.59
19	Brown, Ray		1	74.63
20	Coe, Dan	42C	1	73.45
21	Vereecke, Maurice	23V	1	72.60
22	Schelling, Don	56C	1	70.31
23	DelPonte, Gino	42D	1	67.16
24	Tucker, Richard	14S	2	65.90
25	Cady, Darrol	5G	1	64.02
26	Salazar, Mario	18C	1	57.74
27	Nickodem, Jim	22V	1	54.60
28	Stone, Dean		1	52.60
29	Hartman, Scott	30H	1	52.20
30	Hulen, Duane	12V	1	42.00
31	Schmidt, Gary	27D	1	38.89
32	Scott, Tom	26P	1	37.91
33	Coffey, Bruce	81B	1	35.75
34	Linsangan, Joe	52T	2	35.34
35	Witte, Trey	23R	2	32.96

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
36	McWilliams, Gordon	4G	1	31.80
37	Allen, Jim	17D	1	29.47
38	DeLateur, Joe	15B	1	26.33
39	Gall, Duane	23F	1	21.60
40	Hegland, Tom	37C	1	13.76
41	Gavin, Dave	27C	1	7.48
42	DelPonte, Mike	44D	1	4.34
43	Reade, Barry		2	2.40
44	Jump, Eddie	20G	1	1.20



AMA-424: QUICKIE POINTS & STANDINGS

424 Points: Dave Gavin

Here are the results through 3-23-14 for 424 Points. The Sempra boys are in the lead so far!!

AMA 424 – Quickie		
	Location	Date
1	Wichita Fall Sat	10/19/13
2	Wichita Fall Sun	10/20/13
3	Mulberry 500 Sat	10/19/13
4	Mulberry 500 Sun	10/20/13
5	OJA Fall	11/4/13
6	Tangerine Sat	12/7/13
7	Tangerine Sun	12/8/13
8	Whittier Mar Sat	3/15/14
9	Whittier Mar Sun	3/16/14
10	Southern 500 Sat	3/22/14
11	Southern 500 Sun	3/23/14

	NAME	Races Flown	Total Points Best 6 Races
1	Harwell, Dale	9	422.72
2	Fehling, Jack	8	363.88
3	Witte , Trey	5	331.09
4	Reade, Barry	5	289.76
5	Smith, Scott	2	186.21
6	Coe , Dan	2	170.37
7	Loucks , Larry	7	165.34
8	Finch, Lonnie	2	143.69
9	Hartman, Scott	2	122.46
10	Barr, James	2	109.57
11	Nikodem, Jim	1	101.63
12	Baker , Steve	1	97.27
13	Thompson, Taylor	2	95.24
14	Langlois , Mike		92.90
15	Ellis, Dave	1	88.53
16	Thompson, Chuck	2	88.09
17	Spencer, Mike	1	79.80
18	Coffey , Bruce	2	69.31
19	Hulen, Duane	1	69.07
20	Gay, David	3	68.30
21	Melsheimer , Tom		40.50
22	Gavin , Dave	1	25.53
23	Hegland , Tom		19.45
24	Etkin, Randy	3	17.20
25	Scherrer , Doug	2	2.40



NMPRA-EF1: POINTS & STANDINGS

EFI Points: Trey Witte

NMPRA EF1		
	Location	Date
1	No Event Dates Provided	

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
1	Jim Katz	4Q	2	180.52
2	Jim Nikodem	22V	2	168.46
3	Travis Flynn	55A	1	99.04
4	Ron Adams	22S	2	93.41
5	Dub Jett	4I	1	93.29
6	Dan Kane Jr	23U	1	87.53
7	Robert Vess	14R	1	86.35
8	Tony Lopez	23B	1	81.78
9	Mike Langlois	12R	2	75.39
10	Jack Hinkel Jr	31D	1	70.27
11	Larry Lewis	16Q	1	68.11
12	Mike Tallman	15G	1	64.51
13	Steve Baker	15R	1	62.02
14	Hank Diepenbroek	24F	1	58.76
15	Gary Schmidt	27D	1	53.00
16	Mike Spencer	54P	1	49.86
17	Joe Rafalowski	21S	1	43.78
18	Joe DeLateur	15B	1	41.49
19	Barry Reade	14T	1	37.69
20	Gino DelPonte	42D	1	35.73
21	James Barr	21T	1	25.53
22	Mike DelPonte	44D	1	24.22
23	Trey Witte	23R	1	21.40
24	Jim Lime	41D	1	18.47
25	Tom Hegland	37C	1	12.71
26	Jerry Small	5H	1	1.20



NMPRA : 2014 RACE SCHEDULE

National Contest Coordinator: Mike Helsel

Please contact Mike Helsel for any corrections, changes, additional entries or schedule conflicts. Thanks

NMPRA Master Race Schedule 2014

3/14/2014

Date	Location	Events	Comments	Contact	Other Info
April					
5th - 6th					
12th - 13th					
19th	Brooklyn Park, MN	426		Phil Zuidema	phzuidema@comcast.net
19th - 20th	Sepulveda Basin, CA	EF1, 426, 422		Travis Flynn	flynnracer@aol.com
26th - 27th					
May					
3rd - 4th	Old Julian Airport	424, 422	Will add 426 with 15 entries	Jim Katz	mrjrkatz@aol.com
10th - 11th					
17th	Brooklyn Park, MN	426		Phil Zuidema	phzuidema@comcast.net
17th - 18th	Whittier, CA	424, 426, 422		Dave Gavin	dgavin9448@aol.com
17th - 18th	Muncie, IN	424, 426, 422, EF1	CAPS Indy Shoot	Rick Vogelsang	vogelsrf@gmail.com
24th - 25th					
30th - 1st	Kansas Cit, MO	424, 426			moev@ymail.com
June					
7th	Brooklyn Park, MN	426		Phil Zuidema	phzuidema@comcast.net
7th - 8th	Cincinnati, OH	424, 426, 422		Tom Scott	askus@scottmodels.com
7th - 8th	Sepulveda Basin, CA	EF1, 426, 422		Travis Flynn	flynnracer@aol.com
14th - 15th					
21st	Brooklyn Park, MN	426		Phil Zuidema	phzuidema@comcast.net
21st - 22nd					
28th - 29th	Bloomington, IL	424, 426, EF1			cappis4@msn.com
July					
5th	Brooklyn Park, MN	426		Phil Zuidema	phzuidema@comcast.net
5th - 6th					
13th - 19th	Muncie, IN	EF1, 424, 426, 422		NATS	
19th - 20th					
26th - 27th					

Continued on the next page...



NMPRA : 2014 RACE SCHEDULE

Continuing from the previous page...

Aug

2nd	Brooklyn Park, MN	426		Phil Zuidema	phzuidema@comcast.net
2nd - 3rd					-
9th - 10th					-
16th - 17th	Shelton, WA	All Classes		Tom Strong Jr	flyboy23e@aol.com
23rd	Brooklyn Park, MN	426		Phil Zuidema	phzuidema@comcast.net
23rd - 24th	Muncie, IN	424, 426, 422			abbelrents@fuse.net
30th - 31st					-

September

6th	Brooklyn Park, MN	426		Phil Zuidema	phzuidema@comcast.net
6th - 7th	Woodland, CA	422, 426			-
13th - 14th	Bloomington, IL	424, 426, EF1			cappis4@msn.com
20th - 21st	Kansas Cit, MO	424, 426			moev@ymail.com
27th	Brooklyn Park, MN	426		Phil Zuidema	phzuidema@comcast.net
27th - 28th	Shelton, WA	422	NMPRA Champ Race	Tom Strong Jr	flyboy23e@aol.com

October

4th - 5th					-
11th - 12th	Woodland, CA	FAI Qualifier		Robert Holic	info@apcprop.com
18th - 19th					-
25th - 26th	Whittier, CA	424, 426, 422		Dave Gavin	dgavin9448@aol.com
30th - 31st					-

November

1st - 2nd					-
8th - 9th					-
15th - 16th					-
22nd - 23rd					-
29th - 30th					-

December

6th - 7th					-
13th - 14th					-
20th - 21st					-
27th - 28th					-



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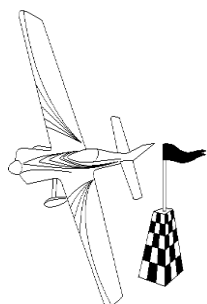
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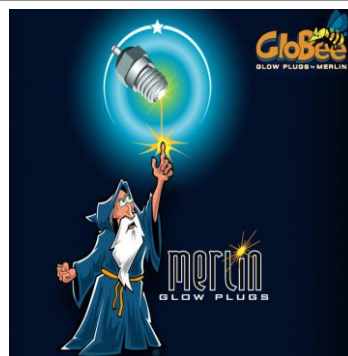
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