



NATIONAL MINIATURE PYLON  
RACING ASSOCIATION

*The Pylon Racer's Official Voice*

## NMPRA HIGH PERFORMANCE

NATIONAL MINIATURE PYLON RACING ASSOCIATION • SINCE 1965 • AMA AFFILIATED • APRIL 2017

### *President's Corner*

by Trey Witte

The racing season has begun! Several areas have had their first competitions of the year, and many are coming up in the next few months. Be sure to check out the race schedule. Practice, Practice, and more Practice. This is what makes you a better racer. I am a great example of what not practicing does for you. Expecting to do well in a competition by just showing up on Friday and getting a few practice flights in and then racing Saturday and Sunday is a stretch. Most of us were not graced with magical thumbs. Get out as soon as you can and get laps in around the poles.

#### **2017 Pylon Nationals**

The AMA has opened the registration process for the Nats. You can use the following link to register:

<http://nats.modelaircraft.org/nats-forms/>

Preparations are well under way. Mike Condon will be the Contest Director this year. I seem to remember that he likes punches in the arm, so when you see him next give him a big Thank You! The big tent will be utilized again this year. Check out the Forum for details and reservations.

#### **2017 F3D Team USA**

Please go to the Team's Facebook page to get information about the great raffle prizes and t-shirts. Let's give these guys all the support we can!

<https://www.facebook.com/groups/1548329158774481/>

#### **2017 Race Schedule**

Please take a moment to review the race schedule below. Be sure to get your race in to Mike Helsel so he can get it on the schedule. All races need to be on the schedule, no matter where you are. People may not always know when/where races are. Get them posted!!

#### **Membership Renewals**

Look at the topic Scott Hartman posts about membership renewals and look at the list of past members. If you see a friend who has not renewed, get them on the right track! Numbers are good, but can always be better.

#### **EF1 National Points Coordinator**

Dan Kane has taken over managing the EF1 points. Please send him all the results. Also, take a moment the next time you see Dan and once more thank him for taking time out of his life to continue to help the NMPRA.

Until next time....

Pull Harder!!

Trey

### *New Members*

The list of new members for 2017:

#### **February 2017**

Huber, Robert  
Bodenheimer, Jim  
Ford, David  
Mollyhorn, Allan  
Berardi, Chris

#### **April 2017**

Campi, Richard





# NMPRA NEWS

## 2017 Warbird Racing at the Nats

by Marty Flood

Once again the Warbird pylon event at the 2017 Nats will be back. Last year we had 39 entries in the 3 classes: Gold, Silver, and Bronze.

This is a break-out time event. Gold is 1:30, Silver is 2:00, and Bronze is 2:30 for 10 laps on a 700' 2-pole course.

Pilots from all over attend warbird racing locally, and once they learned that this event would be at the Nats, many made the trip out to Muncie to get in on the action. The chatter indicates we are looking to see in excess of 50 pilots this year as the dates for this two-day race has been placed immediately after 422 racing. Our days are July 20 -21. This is a two-day single event with both days accumulating total points for the top four places in each class.

Planes must follow a strict set of rules as far as the wing size and allowed engines per that size range. This is a standoff scale type event, and Q40 type planes are not allowed. All engines must meet an idle rule. Please see the rules at our Facebook page:

<https://www.facebook.com/Warbird-Nats-Race-1058030040894122/?ref=bookmarks>

You might have to scroll down to find them.

Any important information as well as tech tips, various class set ups, and helpful ideas will also be communicated through this media site.

Any questions can be directed to Marty Flood at [Mflood3800@aol.com](mailto:Mflood3800@aol.com)

There are four winners in each of the three classes competing for total points. Then the top four finishers of each individual class will be allowed a "Trophy Dash Race" where any one of these four can win the first place trophy. Event sponsors are YS Engines, APC, Ritch's Brew, and Airborne Models.

We are also hoping to have a raffle for a Gold Class ARF from World Models. Your entry is your ticket, and you are automatically entered to win this plane. You must be entered and at the event in order to qualify for this prize. With the high temps and humidity at Muncie in July, the Gold class planes are working as hard as the pilot to get to that break-out time, so don't feel as if it is easily achievable. Come enjoy the event and see what all the new hype is about with these WW2 type warbirds.

## Matrix Software Update

by Chuck Andraka

We have continued to update the NMPRARace Matrix software based on feedback from several races this winter. The newest version, 1.1.9, will be posted online in early April after a little more testing.

After a number of lengthy conversations, we have improved the handling of multiple byes. The original code favored putting all of the byes in one lane. The newest version looks for opportunities to spread multiple byes across lanes, making less of a penalty for those in the bye column. However, it will only spread byes if a matrix can be found in which the byes do not race each other within the allocated rounds. Thanks for input from Dub, Mike Helsel, Jim Allen, and others. Byes are never a great thing, but a necessary part of matrix building.

In addition, a few bugs were found which impacted printing, especially from the 424 class, as well as some rare matrix building bugs which seemed to impact the smaller races. Since bugs were resolved, we highly recommend using 1.1.9 for races this year, over the 1.1.8 version previously posted. If you are running a race and need a pre-release copy of 1.1.9, please contact Chuck Andraka.

As always, if you run into issues at a race, please copy the offending race file (nmr file) under a new name, and email it to Chuck for diagnostics. I am always open to suggestions and feedback. Over the next year I plan some improvements to the user interface and printing capability based on your feedback.



# DISTRICT NEWS

## District 3: Randy Smith

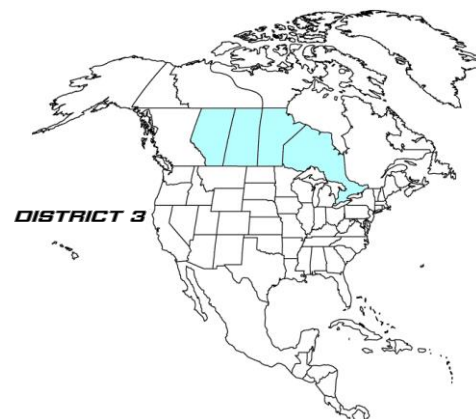
### A Long Cold Winter

This past winter for me was one of the longest and coldest winters in recent memory. I didn't get out to the flying once for a Sunday of sport flying and chit-chat. I suspect there were very few out at the field for the same reason. Thank goodness a bunch of us escaped the cold to attend the Q40 Classic in Phoenix back in February. It was great to spend ten days in the Phoenix sun and light winds. Even better was spending time doing what I love to do with a bunch of great friends who share the same passion. There is

always something to learn at a contest like the Q40 Classic. Thanks to Jim Allen and the Speedworld RC Flyers for hosting the contest. Thanks to Randy Ritch at Ritch's Brew for supplying the fuel for the contest.

### Canadian Racing Schedule

The District 3 has established its contest schedule for summer of 2017. The dates and locations are listed below. There is a resurgence of camping at the field for the contest weekend. Bring your trailer/RV and enjoy a great time with friends around the fire pit after good day of racing.



Date	Host Club	Racing Events
June 3, 4*	Regina Windy Flyers	426, 422
June 24, 25	Edmonton Radio Control Society	426, 422
July 15, 16	Calgary Miniature Pylon Racing Association	422, 422
August 26, 27	Hub City Radio Control Club, Saskatoon	426, 422
September 9, 10	Medicine Hat RC'ers	426, 426

\* The Regina contest is contingent on the Model Tracker signaling system being race-ready.

The District 3 is also part of the Model Aeronautics Association of Canada (MAAC). All races in District 3 generally follow the AMA 426 and 422 rules as set out in the AMA Pylon Rules. Our MAAC rules mirror the AMA rules very closely. However, we have chosen to clarify the rule that applies to who shall be eligible for a re-fly should the original heat run into problems that forces it to be re-flown. The following rule was passed by the members of District 3 and will be incorporated into the MAAC Pylon Rule Book.

### District 3 and MAAC Re-Fly Rule

Whenever a clear-cut decision as to the outcome of the heat cannot be made due to a failure of the lighting/judging/scoring system including course worker error that precludes the Starter from determining the outcome of the heat, the heat shall be declared void and rescheduled for another attempt ("re-fly"). The re-fly shall be held at the earliest convenience of the pilots and officials, preferably by the end of the round

during which the void heat was originally scheduled. All pilots who were originally scheduled to fly in the void heat and were at the starting line with their plane and were ready to fly shall be called up again for a re-fly. None of the prior scores or results from the void heat shall carry over. Note: The following circumstances encountered by a pilot in a heat are normally grounds for ineligibility to participate in a re-fly:

- Unsuccessful takeoff launch
- Voluntarily pulling out of the heat due to radio malfunction or mid-air collision
- Crash during the race
- Obtaining a double cut condition during the race not related to the cause for re-fly

The above situations are not all encompassing. A particular heat can be unique and complex by its circumstances. For this reason, the Starter and/or CD shall make the final determination as to eligibility to participate in the re-fly based on the guidelines above.

### District 3 and MAAC Definition of Ready to Fly

Pilots have a maximum of one (1) minute to start their engines and prepare for takeoff. Once the starting period has elapsed, any pilot who is not prepared for takeoff (defined as facing pylon #1 with both hands on the transmitter and engine running) is disqualified from the heat and shall not be allowed to fly or run his/her engine in the course. In addition, this pilot will not be granted a "re-fly" should the original heat be declared void.

### Model Tracker Update

Hank Kauffmann continues to work on the development of Model Tracker, the worker-less pylon signaling, judging, and timing system. Hank and Tom Dooly of the Speedworld RC Flyers in Phoenix spent a number of weeks prior to and immediately after the Q40 Classic race in February gathering flight data and crunching numbers. The hardware was declared stable enough to release for volume production back in December. Hank and Tom are now tweaking the software side of things.





# DISTRICT NEWS

## District 3 Continued:

Hank feels the system should be ready for live field trails this spring. We are planning for a full test and debut of the system at our pylon race in Regina in June. The summer is not far away. I'm excited for another great summer of fast and furious racing.

Keep the wheels down and the shiny side up!

Randy Smith



Seven pilots from Alberta and Saskatchewan participated in the Q40 Classic race in Phoenix, Arizona in February. L-R Standing: Randy Smith, Hank Kauffmann, Henry Redekop, Doug Houston, Alan Umbach. L-R Kneeling: Kevin Moorehouse, Harold Sattler, Roy Andrassy

## High Performance Information

### Information Submittal

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

**Newsletter Editor**  
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5251 Hermitage Drive  
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



## DISTRICT NEWS

### District 5: Jim Nikodem

A good friend reminded me recently to re-read an article that can be found on the NMPRA Web site. It is in the "how to" article section titled "Tactics and Techniques - RC Pylon" by racing legend AJ Seaholm. Although AJ is younger than most of us, he has been around racing for a long time and has done extremely well over the years. His advice is outstanding. One advantage is a consistent team - pilot and caller. I know this is not always possible, but it has great benefits. Even a non-flier can be a great caller, but a long-term team tends to work best. One technique to break in a new caller is to have him just call the light at first and gradually work up to an accurate cadence. It also takes some experience to become aware of everything that is going on and give the pilot that useful information during a race. It's a lot to jump into all at once, so usually it takes some time, and some callers are better at it than others, which leads me into my next topic.

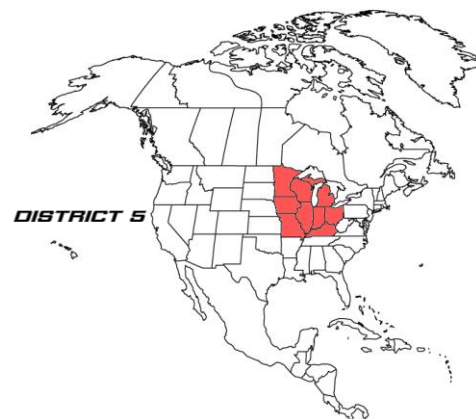
Another key is communication and the ability to debrief things from time to time. We all make mistakes. It may seem that the top guys do not make any, but they do. They are very rarely big mistakes. I have been the beneficiary of a few of these top guys' mistakes and have opened the door for others on occasion by my little mistakes. No one is perfect. I have seen newer racers back off when they are less than a half a lap down on lap 5-6. If I am calling, sometimes I encourage them during the race to "go get 'em," or "you can catch that guy." The point being, you don't necessarily have to pass them. You need to push them into making a mistake. As they stretch the lead out, they will usually become more conservative and less likely to make a mistake. Even the big guys feel the pressure of an airplane right behind them. It is easy to think "I can't beat that guy" even before the heat starts. You are less likely to do well with that mindset. When I fly one of these guys, I try to think, "this is their

chance to make a mistake." One possibility is them cutting, which puts me in the "don't get lapped" mindset.

The same friend summed up one element of pilot- caller teamwork. "I think what a pilot should be looking for (in a caller) is consistency." Then, if he (the pilot) wants to "crank it up a notch," it's his prerogative to jump the call if he desires, but then all bets are off! Again, the key is communication. It's easy to get wrapped up in other things and not talk about improving your teamwork. If you think your caller's cadence is too slow, talk about it. If you want more information on where other airplanes are or cuts or lap numbers, talk about it. I personally like to know what lap I am on, and most callers incorporate that into the cadence.

One last thing about calling. When I call, which can be more exciting (or stressful) than flying, it is nice to keep the pilot informed of pertinent information. I try to say only what is relevant. For example, "the guy right behind you has a cut." Very nice to know. It means, don't be overly aggressive trying to stay ahead of him. Or, "the guy a third of a lap ahead has a cut" (you do not need to pass him) or "you need to pass that guy" (an airplane who is right in front and you have one cut). This awareness of the whole situation takes a while to develop and is much easier with three or fewer airplanes.

I agree with AJ that we need to fly for points. I personally do not go out to set fast time every heat. Also, when I call, if the pilot flies consistently, my job is much easier, because I watch the airplane less and focus on my cadence more. If I am calling for a newer racer, I watch him more and add a smidge here and there to the cadence for anything that varies from a straight line from pylon 3 to 1.



Switching gears, I would like to talk about EF-1 batteries. After being fairly successful in EF-1, I will give you my take on the most important component in an EF-1 racer. It is not the airframe, motor, or speed controller. I personally think they make little difference. In my opinion, the battery is the key. The rules were set up to keep everyone very close on speed no matter what airplane/components they choose. I do not think batteries vary that much between manufacturers. Theoretically you want the highest discharge rate you can get (c rating), but how accurate are these labels? I don't know.

Care and charging of the battery makes a difference. First I use the Nano tech 2700 ma battery 6S-130C discharge from Hobby King. Never found one better or worse than the rest. There may be other batteries just as good; this is just what I stick with. Here is what I think is key. First, I charge on the standard lipo setting on my charger. At the NATS and Phoenix races, up to 16.9 volts is allowed. I am typically 16.75 when the battery is checked. Overcharging in my opinion is bad for the life of the battery.



## DISTRICT NEWS

### District 5 Continued:

Even though I am a racer, I want the batteries to last. Second, I charge at a maximum of 4 amps and always BALANCE charge instead of just plain charge. Third, I do not run the battery too far down. This means, I want

about 800-1000 ma left in the battery after use. Not a factor in an actual race, but don't get greedy in practice. Lastly, do not store charged batteries. Use the storage setting on the charger, or just don't recharge after a race or flight. That is usually close enough. Using these techniques, your batteries will stay competitive for many flights.

Looking forward to another exciting racing season!

Jim Nikodem  
22v

### District 6: Peter Tani

Hello all

It is a slow time of year in general here at District 6. This is not always a bad thing as I enjoy building at times as much as I do flying, and both activities support each other in general.

I happen to possess the great luxury of being a member of the executive committee and newsletter editor for my local club. Similarly, it was also a slow local month recently, and there was even an over-the-top rare and pre-empted cancellation of a monthly meeting in light of the impending blizzard.

Our local club's marching orders as far back as I can remember has always been "rain-or-shine" and with others, including key leadership, I have attended meetings that built more solidarity than achieved any true goal. Still fun if you are able. Here is a picture of my vehicle that my contemporaries recognize only by my rear view mirror having locally published a lesser photo with the rear quarter panel still entirely visible.



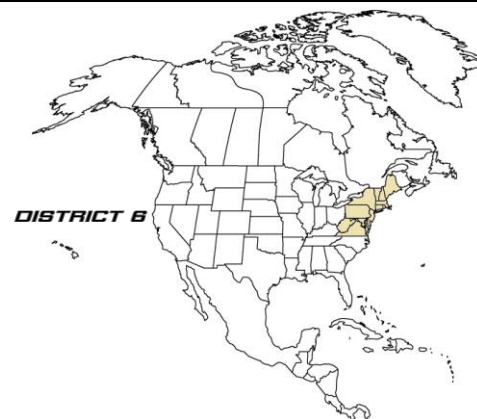
And alas, and on a much more somber note: Two nights ago, on Tuesday, March 21, 2017, I received a late night

telephone call well past my bedtime from former racer Pete Baltrush where I learned of the passing of our past president Bill Jensen on Sunday, March 19, 2017. Pete was Bill's life-long friend and race partner for as long as I can remember. I understand that pylon racing is a two-person sport and think I might understand Pete's loss, partially. Pete and I reflected that it seemed like yesterday when we all three sat around at a NEPRO awards banquet table and told long tales of yore about both full-sized and RC aircraft adventures.

Bill Jensen was the originator of our sportsman "race what you've got within reason" race class. In hindsight, this action has produced several expert class pilots, one ("co-"; . . . read "active") contest director and a multiple standard class champion within our District 6 ranks. You go, Bill!

His dear wife Gerri required no instruction when it came to how to help: Find a task and take responsible charge of it so that others might be relieved of oversight, ensuring that it was done, and that it was done right. To that end Gerri ran our 50/ 50 raffles for decades, and while this might seem to be a small thing, in the greater light of racing it was a major factor in keeping the lights on and doors open within our local organization.

Of Bill, Lloyd Burnham writes: Bill will be forever known for his great enthusiasm and generosity. His tireless efforts to support and forward our sport of RC pylon racing cannot be matched. We are what we are today because of Bill. He was always there



to help and donate time and materials to all. We owe a great big thank you to him and wife Gerri for their never-ending support.

Bill, you will always be remembered as a "Champion."  
Lloyd

It is hard to add much to these words. In general, I wish everyone luck for this season soon to come to the Northeast and Baltimore, the rest of the nation, and to our districts to our north, south and abroad.

For anyone still considering joining NMPRA in District 6 and/or points beyond, do it.

Lastly, thank you in advance to all who toil to get it done, especially to all contest directors on race day itself. Twice as hard as on any other day. Thanks too to all those who step up when this action is an obvious and correct activity when able.

Peter Tani  
NMPRA 23J





# DISTRICT NEWS

## District 7: Scotty Smithwick

### The First Annual Scott Smith Memorial Southern 500

This race was very special as it honored a wonderful young man and a major contributor to our sport. Scott was loved by all, had a smile that melted your heart, and a cigar that turned it upside down :-). He left us suddenly and much too soon! Leaving a family and us to deal with this tragic loss! This race was the first of many to honor his memory and his personal sharing to each of us! Maureen and I are so honored to have been a part of this very special moment!

The saying goes, "We learn from our mistakes." Without question that saying is founded in 2 miles of concrete! With great humility I am now, with the completion of my first contest ever, in a position to "Consider," thinking of myself as a Contest Director ~ Maybe! While I am sure next year will be better, I am eternally grateful for the 360 recuperation days that lie ahead - WOW!

A special thanks to the pilots for their patience and support, the volunteer workers from Imperial RC Club; our starter David Kreitz; my wife Maureen and daughter Stacey for "the actual running of the race" ~ announcing, managing the heats, results data entry, and food; Mr. Randy Bridge for the use of his generator for the computers; and finally Mr. Matthew Fehling for providing his "as needed" assistance throughout the weekend and identifying a critical data entry error which ensured the correct person received the correct trophy - Great Catch!!

Lessons Learned: First - "Correct Name Spelling," goofed that twice, Mr. Brogden (Brogdon). I did get the hard part "gd" right :-). and Mr. Kendzior, pronounced "Kend-Z-Ore"; I swapped the IO. Second - "Turn off" the PA mic when finished announcing stuff! Left it on a couple of times and ended up sharing my personal conversation.

Oops. And third - sell food tickets. Maureen and I will be enjoying Sub sandwiches and Publix chicken for the foreseeable future :-)

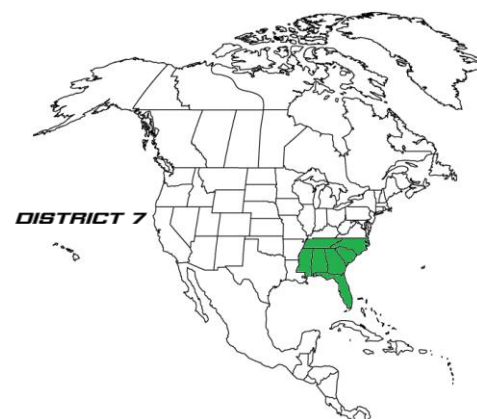
We had a special contestant show up at the race! Coming out of a 2-year retirement was Mr. Dennis O'Brien. Apparently he still has his driver's license? His excellent flying skills remain intact with multiple wins in both 426 & 422! Welcome back, Ole Man, about time! See Dennis & Randy with the Formula One racer of yesterday!

Race weekend was 81 degrees, sunny, winds out of the east at 7! Can you believe that "S&#%", simply perfect! That said, Thursday and Friday test flying winds were 18 mph breezy, gusting to 25, with substantial occasional rain thrown in just for good measure!

The racing was excellent! Multiple sub-minute heats, multiple "per heat" neck & neck laps, sometimes three planes, accompanied with the usual crashes and mid-air's! These guys are good (World Class). I love watching them fly!!

That said, they fly so well that the pylons took a real beating! Freeman Jr. took out number one pylon with his wing tip, and someone destroyed half of the flag at number two. I'm off to Lowes and Maureen to the yardage store!

One Q40 was coming out of one, heading for the planet in a shallow descent. While the attitude correction was in progress, the grass came into contact with the bottom of the wing and the resulting "RAPID" gain in altitude snatched survival from the Jaws of Death and the crowd went WILD!



Results:

### 422

1st Tim Yousey - 59:95  
2nd & Fast Time Randy Bridge - 58:38  
3rd Dub Jett 1; 01;19

### 426

1st Matthew Fehling - 1:01:69  
2nd & Fast Time Rocket 1:01:15  
3rd Marcus Blanchard - 1:02:16

Rocket took fast time during the flyoff for second place! I just know in my heart that Matthew won't let that happen again!  
Go after him Matt :-)

### 424

1st & Fast Time Conrad Wondolowsky 1:30:77  
2nd Randy Kendzior - 1:36:33  
3rd Jack Feeling - 1:34:76  
We need to get Conrad a shorter Last name!

Overall Event Winner ~ We also started a new trend of awarding an "Overall Winner" like at the Nats! Rocket and his wife Anna went to Tiffany's and purchased a really fine china glass mug, only because Scott Smith exemplified "Only the Best!" They then acid etched the mug to commemorate the race. It came out great! That said, Guess who won? You'll never guess. Yup, Rocket!





## DISTRICT NEWS

### District 7 Continued:

Congratulations to all our winners! As Mom always said, Hard work and strong perseverance always pays off!

In closing, I want to thank everyone who renewed or joined SEMPRA! Going into the race we had 11 members, including Scotty. Now we have 21 members, and since it now looks as if we may be able to keep the lights on for another year, let me say that new members are always welcome :-)

Scotty







# AMA-422: Q40 POINTS & STANDINGS

**422 Points: Gary James**

AMA 422 – Q40		
	Location	Date
1	QM Classic	2/25/17 2/26/17
2	Scott Smith Memorial	3/25/17 3/26/17
3	Dennis Lyon Memorial	3/25/17
4	Dennis Lyon Memorial	3/26/17

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
19	Andraka, Chuck	11H	1	111.32
20	Parker, Mark	24I	1	109.94
21	Carvalho, Marcello	27Z	1	108.56
22	Allen, Jim	17D	1	103.06
23	Coronado, Oscar	22Y	1	100.31
24	Verano, Richard	22B	1	98.93
25	Bridge, Randy	58B	1	98.31
26	Helsel, Mike	5A	2	97.59
27	Tahhan, Gabriel	22Z	1	97.55
28	Witte, Trey	23R	2	94.67
29	Beers, Richard	22I	1	89.29
30	Batch, Bryan	79E	1	86.54
31	Fehling, Matthew	59S	1	86.17
32	Ulinger, Lee	52D	1	85.16
33	Van Baren, Rusty	7D	1	83.79
34	Barrios, Salvador	26Y	1	81.04
35	Smith, Bob	51C	1	78.28
36	Jop, Sabastian	26Z	1	75.53
37	Blanchard, Marcus	15P	2	72.98
38	Melville, Eddie	40Z	1	72.78
39	Gavin, Dave	27C	2	70.43
40	Langlois, Mike	12R	1	70.02
41	Russell, Matt	5E	1	67.27
42	Johanson, Bill	52P	1	65.89
43	Redekop, Henry	30X	1	64.52
44	Flood, Marty	15D	1	61.76
45	Lucero, Gilbert	16C	3	61.76
46	Van Baren, Matthew	77D	1	59.01
47	Barrie, Darwin	92D	1	57.64
48	Kane, Dan	1V	1	56.26
49	Moorehouse, Kevin	36X	1	54.88
50	Linsagan, Joe	52T	1	53.80
51	Umbach, Al	32X	1	53.51
52	Killebrew, Doug	10C	3	52.14
53	Diepenbroek, Hank	24F	1	50.75
54	Lampe, Tim	16U	1	49.38
55	Freeman Jr., Gary	16S	1	45.71
56	Coffey, Bruce	81B	3	44.98
57	Kaufmann, Hank	12X	1	43.87
58	Brogdon, Bob	1S	1	41.66
59	Burnham, Lloyd	22J	1	37.62
60	Small, Jerry	5H	1	36.99
61	Rau, Robert	19D	1	35.61
62	Jop, Martin	28Z	1	34.24
63	Korsen, Craig	16J	1	33.57
64	Smith, Randy	22X	1	31.48
65	Frazier, Terry	37P	1	29.52
66	Grunkemeyer, Craig	22P	1	25.98
67	Oliver, Richard	26H	1	25.48
68	Duda, Jason	2W	1	21.43
69	Hartman, Scott	30H	1	20.47
70	Thompson, Chuck	28C	1	19.09
71	Farthing, Craig	19F	1	17.72

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
72	Freeman Sr., Gary	20T	1	17.38
73	Coffey, Joanne	83B	1	14.96
74	Richmond, Brian	85S	1	13.59
75	Larson, Lyle	16B	1	12.21
76	Seymore, Anthony	32V	1	10.84
77	DeLateur, Joe	15B	1	9.46
78	Nogy, Kent		1	5.33
79	Jump, Eddie	20G	1	3.95

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
1	Holik, Robert	23A	3	313.50
2	Robinson, Jeff	27B	3	278.56
3	Flynn, Travis	55A	3	256.26
4	Coe, Dan	42C	3	247.47
5	Lopez, Anthony	23B	3	208.72
6	Thordarson, Dan	53C	3	205.15
7	Salazar, Mario	18C	3	199.96
8	Jett, Dub	1I	2	184.93
9	Von Der Hey, Lee	7C	3	157.24
10	Lime, Jim	41D	3	154.92
11	Scott, Tom	26P	2	152.23
12	Brown, Ray	15T	2	142.51
13	Thompson, Taylor	26C	3	134.89
14	Hulen, Duane	12V	2	130.16
15	Andrassy, Roy	31X	3	117.93
16	Cranfill, Dennis	29I	1	116.82
17	Stone, Dean	19R	2	114.82
18	Schmidt, Gary	27D	1	112.69



# AMA-426: SS QUICKIE POINTS & STANDINGS

## 426 Points: Doug Scherrer

AMA 426 – SS Quickie		
	Location	Date
1	Phoenix, AZ	1/14/17
2	Mulberry, FL	3/25/17
3	Whittier, CA	3/25/17
4	Whittier, CA	3/26/17

	NAME	NMPRA #	Races Flown	Total Points Best 6 Races
1	Coe, Dan	42C	3	269.42
2	Lopez, Tony	23B	3	248.67
3	Hulen, Duane	12V	3	206.92
4	Thompson, Taylor	26C	3	199.06
5	Van Baren, Rusty	7D	2	187.70
6	Andrassy, Roy	31X	3	185.00
7	Helsel, Mike	5A	2	168.07
8	Jett, Dub	4I	2	141.11
9	Thompson, Chuck	28C	3	119.74
10	Lime, Jim	41D	3	109.47
11	Allen, Jim	17D	1	105.65
12	Killebrew, Doug	10C	2	104.30
13	Beers, Richard	22I	1	103.28
14	DeLateur, Joe	15B	3	103.14
15	Fehling, Mathew	59S	1	101.63
16	Seaholm, AJ	17V	1	98.53
17	Brown, Ray	15T	1	97.27
18	Causey, Scott	20V	1	96.16
19	Salazar, Mario	18C	2	95.45
20	Blanchard, Marcus	15P	1	92.90
21	Nickodem, Jim	22V	1	91.41
22	Verano, Richard	22B	1	89.03
23	King, Robert	46C	2	88.50
24	Farnsworth, Scott	25W	1	86.66
25	Houston, Doug	14X	1	84.29
26	Blanchard, Bryan	16P	1	84.17
27	Burnham, Lloyd	22J	1	79.80
28	Nenzel, Chris	28D	3	76.66
29	O'Brien, Dennis	2S	1	75.43
30	Yousey, Tim	58S	1	66.70
31	VanTuyt, Ken	25F	1	65.30
32	Andraka, Chuck	11H	1	62.92
33	Scott, Tom	26P	1	62.33
34	Sattler, Harold	59X	1	60.55
35	Lampe, Tim	16U	1	58.17
36	Tucker, Rich	14S	1	57.97
37	Holik, Robert	23A	2	55.63
38	Bridge, Randy	38B	1	53.60
39	Coffey, Joanne	83B	1	53.43
40	Barrie, Darwin	92D	1	51.05
41	Brogdon, Bob	1S	1	49.23
42	Martin, Mark	37G	1	46.30
43	Etken, Randy	20W	1	44.87
44	McDonald, Tony	20A	2	43.99
45	Yost, Dave	34C	1	43.93
46	Van Zuidam, Dirk	32Z	1	41.56
47	Witte, Trey	23R	1	40.50
48	Thordarson, Dan	53C	3	36.92
49	Frazer, Terry	37P	1	36.13
50	Seymore, Tony	32V	1	34.43

	NAME	NMPRA #	Races Flown	Total Points Best 6 Races
51	Martin, Neal	38G	1	32.06
52	Wondolowski, Conrad	33J	1	31.77
53	Freeman Jr, Gary	16S	1	27.40
54	Korsen, Craig	16J	1	23.03
55	Von Der Hey, Lee	7C	1	22.57
56	Oliver, Richard	26H	1	18.67
57	Redig, Pat	23W	1	17.82
58	Wylie Walters	26B	1	15.44
59	Gavin, Dave	27C	2	11.51
60	Dooley, Tom	14D	1	10.70
61	Duda, Jason	2W	1	9.93
62	Adams, Ron	22S	1	5.57
63	Coffey, Bruce	81B	1	1.20
64	Hegland, Tom	37C	1	1.20
65	Stone, Dean	19R	1	1.20



# AMA-424: QUICKIE POINTS & STANDINGS

424 Points: Dave Gavin

AMA 424 – Quickie		
	Location	Date
1	MulberryScott Smith Memorial	3/25/17
2	Denis Lyon Memorial Sat	3/25/17
3	Denis Lyon Memorial Sun	3/26/17

	NAME	Races Flown	Total Points Best 6 Races
1	Stotts, Larry	2	170.35
2	Burns , Ted	2	145.91
3	Palumbo , Pietro	2	118.04
4	Padelt, Jim	2	110.46
5	Elkouby, Benny	2	107.03
6	Wondolowski, Conrad	1	82.00
7	DeLateur , Joe	1	56.95
8	Manning, Scott	1	47.65
9	Kendzair , Randy	1	41.60
10	Powell , John	1	29.07
11	Fehling, Jack	1	21.40
12	Russel , Ron	1	19.78
13	King , Robert	2	11.69
14	Smithwick, Scotty	1	1.20
15	Fisback , Kevin	1	1.20





# NMPRA EF-1 POINTS & STANDINGS

EFI Points: Trey Witte

NMPRA – EF-1		
	Location	Date
1	Winterfest - Sat & Sun	1/14/17

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
1	Mike Helsel	5A	1	98.52
2	Jim Nikodem	22V	1	92.44
3	Dub Jett	4I	1	86.35
4	Roy Adndrassy	31X	1	74.19
5	Tony McDonald	20A	1	68.11
6	Mark Martin	37G	1	62.02
7	Neil Martin	38G	1	55.94
8	Tony Lopez	23B	1	49.86
9	Jacob McDonald	19A	1	37.69
10	Wylie Walters	26B	1	25.53
11	Eric Huffman	25D	1	19.45
12	Allen Mollyhorn	32D	1	7.28



# NMPRA : 2017 RACE SCHEDULE

National Contest Coordinator: Mike Helsel

Please contact Mike Helsel (mhelsel65@gmail.com) for any corrections, changes, additional entries, or schedule conflicts. Thanks

If I don't have your races listed please send me a copy of your schedule and I will get them added to the master schedule.

## 2017 NMPRA Master Race Schedule

03/15/2017

Date	Location	Events	Comments	Contact	Other Info
<b>April</b>					
1st - 2nd					
8th - 9th					
15th - 16th					
22nd - 23rd					
29th	Brooklyn Park, MN	Warbird		Bill Hemple	
29th - 30th	Kansas City, MO	424,426		Duane Hulen	<a href="mailto:drhulen@spcglobal.net">drhulen@spcglobal.net</a>
<b>May</b>					
5th-6th	Muncie, IN	Pylon Practice		Tom Melsheimer	<a href="mailto:tommelsh@gmail.com">tommelsh@gmail.com</a>
6th - 7th	Liberty, NC	424, 426, 422	OJA	Jim katz	
13th	Brooklyn Park, MN	426		Ron Gage	<a href="mailto:thegages8511@comcast.net">thegages8511@comcast.net</a>
20th - 21st	Muncie, IN	EF1,424,426,422	Indy Shootout	Jim Nikodem	<a href="http://www.capsracing.com">www.capsracing.com</a>
20th - 21st	Perris, CA	424,426,422		Dave Gardner	<a href="mailto:rdgarco@yahoo.com">rdgarco@yahoo.com</a>
27th -28th					
<b>June</b>					
3rd - 4th	Moon Shot	EF-1, 424,426,422	Moon Shot	Tom Scott	<a href="mailto:askus@scottmodels.com">askus@scottmodels.com</a>
10th - 11th	Sepelveda Basin	424,426,422	2 one day races	Doug Killebrew	<a href="mailto:douglaskillebrew@att.net">douglaskillebrew@att.net</a>
10th	Brooklyn Park, MN	426		Tim Brockman	<a href="mailto:brockflyer@gmail.com">brockflyer@gmail.com</a>
17th - 18th					
24th	Brooklyn Park, MN	426		Pat Galarneault	<a href="mailto:pkg@cloudnet.com">pkg@cloudnet.com</a>
24th - 25th	Bloomington, IL	424,426,EF1		Jerry Worden	<a href="mailto:jwfly1697@msn.com">jwfly1697@msn.com</a>
24th - 25th	Wichita, KS	424,426,422		Lonnie Finch	<a href="mailto:lfinchcpa@spcglobal.net">lfinchcpa@spcglobal.net</a>
<b>July</b>					
1st - 2nd					
8th	Brooklyn Park, MN	426		Pat Redig	<a href="mailto:redig001@umn.edu">redig001@umn.edu</a>
14th - 21st	NATS	424, EF1,426,422			
22nd - 23rd					
29th - 30th					
<b>August</b>					
5th	Brooklyn Park, MN	426		Ron Gage	<a href="mailto:thegages8511@comcast.net">thegages8511@comcast.net</a>
5th - 6th	Littleton, CO	426,422	2 one day races	Hank Diepenbroek	<a href="mailto:nsdraft@comcast.net">nsdraft@comcast.net</a>
5th - 6th	Baldwin, MI	EF1, 424,426,422		Scott Farnsworth	<a href="mailto:farney18@hotmail.com">farney18@hotmail.com</a>
12th - 13th	Brooklyn Park, MN	426		Jesse Platt	<a href="mailto:jesse.platt@ecolab.com">jesse.platt@ecolab.com</a>
12th - 13th	Bowie, MD	424,426,422		Steve Baker	<a href="mailto:sbaker6827@comcast.net">sbaker6827@comcast.net</a>
19th - 20th	Muncie, IN	EF1, 424,426,422	Ben Martin Classic	Carolyn Martin	<a href="http://www.capsracing.com">www.capsracing.com</a>
26th	Brooklyn Park, MN	426	The Big One	Jerry Elert	<a href="mailto:jerry@conmechservices.com">jerry@conmechservices.com</a>



# NMPRA : 2017 RACE SCHEDULE

National Contest Coordinator: Mike Helsel

## 2017 NMPRA Master Race Schedule

03/15/2017

Date	Location	Events	Comments	Contact	Other Info
<b>September</b>					
2nd - 3rd					
9th	Brooklyn Park, MN	426		Don Luce	<a href="mailto:turbinflyer@msn.com">turbinflyer@msn.com</a>
9th - 10th	Bloomington, IL	424,426,EF1		Jerry Worden	<a href="mailto:iwfly1697@msn.com">iwfly1697@msn.com</a>
16th - 17th					
23rd - 24th					
30th	Randy Etken	426	426 Shoot out	Randy Etken	<a href="mailto:r140racer@msn.com">r140racer@msn.com</a>
<b>October</b>					
30th - 1st	Fort Worth, TX	424,426	Lone Star Shootout	<a href="mailto:gsjames@earthlink.net">gsjames@earthlink.net</a>	30th - 1st
7th	Brooklyn Park, MN	426		Pat Galarneault	7th
14th - 15th	Julian NC	422	NMPRA Champ Race		14th - 15th
21st - 22nd					21st - 22nd
28th - 29th	Whittier, CA	424,426,422	West Coast Series Champ	<a href="mailto:drthord@ca.rr.com">drthord@ca.rr.com</a>	28th - 29th





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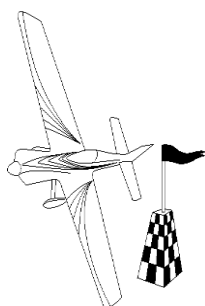
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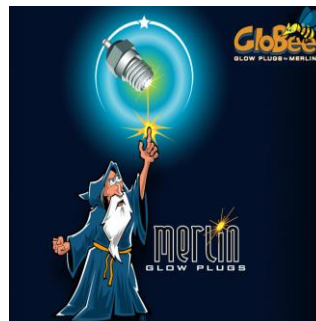
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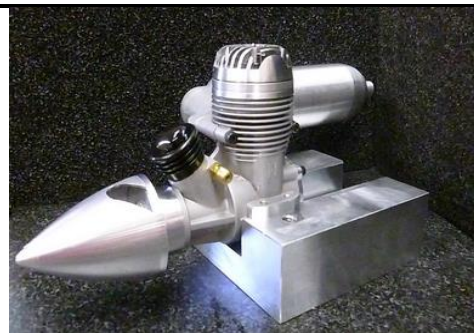
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