

# APRA Quickie Sport Rules

2/8/02

## A Fun Quickie 500 Class for the Arizona Pylon Racing Association

(" \* " denotes revision from 9\20\95 version)

1. **Purpose.** The purpose of the Quickie 500 Sport Pylon Racing class is to provide a fun and inexpensive class of pylon racing which will be attractive to entry level racers and expert racers alike.
2. **Pilot Requirements.** There are two Quickie Sport pilot skill level classifications, SPORTSMAN and EXPERT. Sportsman racers fly 9 lap heats and Expert racers fly 10 lap heats. The two classifications may be flown together at the C.D.'s discretion.
  - 2.1 **SPORTSMAN PILOT.** An entry level to intermediate ability pilot who has not flown 9 lap race times under the established APRA Quickie Sport breakout criteria.
  - 2.2 **EXPERT PILOT.** Pilot who has chosen this classification or who has demonstrated his/her ability via the APRA Quickie Sport breakout criteria. Once a pilot bumps up to the Expert level he will always be required to fly in that level.
  - 2.3 **Sportsman Pilot Breakout Criteria.** Pilot Breakout criteria will be determined by the APRA Competition Committee. Breakout times may be altered by the committee during the season as required.
    - \*2.3.1 The Sportsman breakout time for a 9 laps is 1:30.00 min. for the 475' course, and 1:45.00 for the 608' course. These times are subject to change by the Competition Committee. Flying a clean (no cuts) heat under the breakout times for either length course is considered equivalent and will count the same against a racers two breakout limit.
    - 2.3.2 Only Sportsman pilot's fastest time for a race event will be applied towards breakout.
    - 2.3.3 When a Sportsman pilot flies under the breakout time in two race events, he/she will be moved to the Expert classification.
      - 2.3.3.1 If a pilot flies a 9 lap heat under the established APRA breakout time the **first event** he enters, then he will be moved to the expert classification (based on demonstrated ability) at the **next** event.
      - \*2.3.4A Sportsman level pilot will advance to the Expert classification at the next race event following the event in which he scored his second breakout. (Exception is 2.3.3.1 above.)
- \*3. **Airplane.** Same as AMA Rule Book Event 428, Paragraph I. AIRFRAME, with the exception of paragraph 3.1 below.
  - 3.1 Wing and tail construction
    - 3.1.1. Wings must be constructed of either all wood or wood sheeting over a solid foam core. The last three inches of each wing tip may be made of any material.
    - 3.1.2 Tail surfaces must be solid wood construction.
4. **Engine.** Engines used in this event must comply with all requirements in, Paragraph II. POWERPLANT, of the AMA Rule Book Event 428 with the following additions:
  - 4.1 **Engine Eligibility.** Engine eligibility will be determined by the APRA Competition Committee. As a general guideline, engines used in this event must be low cost sport engines available from standard commercial sources such as hobby shops, mail order, and catalogs. As appropriate, some older engines no longer commercially available may be included on this list. Quickie Sport engines are selected for the approved list based upon demonstrated performance in flight during testing supervised by the APRA Competition Committee. **No other engines are allowed in Quickie Sport competition**, with the exception of the "first time pilot" as detailed in 4.3 below.
  - \*4.2 **Approved engines as of the rule revision date above.**

Super Tiger GS .40 Ring RC

\*\* Thunder Tiger PRO.40  
\*\* Magnum PRO .40

**Note:** Time and experience will determine the best performing engines. To date, the fastest engines are shown above with a "\*\*\*".

- \*4.3 First Time Pilots.** A **Sportsman** pilot entering his/her **first race** may enter the event with a different engine than those listed above **at the discretion of the CD**. The entered engine may **not** provide any performance advantage relative to the normal Quickie Sport entries. This exception may apply to the pilot for **two** races only.
- \*4.4 Engine Claiming Rule.** If a **registered** pilot wishes to claim an engine belonging to another **registered** pilot who is flying in the event, he must submit a claim to the Contest Director accompanied by \$100.00 CASH. The claiming pilot must submit the claim before the completion of the last heat of the contest for the engine being claimed. The owner of the engine being claimed must give the subject engine to the Contest Director after the completion of their last heat so that the cash and engine can be exchanged. The Contest Director will not notify the owner of the claimed engine until the completion of their last heat. **NOTE: Entry at an APRA Quickie Sport race infers automatic agreement/compliance with this rule. If the Pilot/owner of the engine being claimed refuses to comply, he will be immediately disqualified and lose all awards, prizes and applicable season points accrued at that race. The claimer price may be adjusted by the Competition Committee as the need arises.**
- \*5. Muffler.** Stock muffler as supplied by the manufacturer of that engine. All mufflers **must retain** the unmodified internal **baffles** as supplied by the manufacturer. Supertiger GS-.40 mufflers must have a header\stack **minimum length of 2 in.** from the gasket flange to the end. The end of the header tube must be square to the centerline of the tube (NO ANGLED CUTS).
- \*6. Fuel and Fuel System.** Same as AMA Rule Book Event 428 Paragraph II.C. Suction type fuel tank, muffler pressure only, original production carburetor by manufacturer of engine. The needle valve must be as supplied by the engine manufacturer. A remote needle valve assembly may be used in the fuel supply line for safety or improved needle setting purposes. The original needle valve must remain in place.
- 7. Propeller.** ONLY APC 9-6 (Sport Series) thick hub, C-2 props are allowed. No prop modifications are allowed other than removal of flashing. Sanding of **one blade** only for balancing purposes is allowed. At the C.D.'s discretion, props may be supplied by the contest administration.
- \*7.1** If props are supplied by the contest administration, they shall be dyed for easy identification as the correct propeller for that race.
- 8. Illegal Equipment.** The CD or any member of the APRA Competition Committee may inspect a registered pilots equipment at any time during an event. If any equipment is determined to be illegal, then the pilot **will be scored a "0"** in all previous heats in which the aircraft was flown. If the propeller is determined to be illegal, the pilot will be required to use a specially marked "APRA Certified" propeller for the remainder of the contest.
- \*9. Registration Numbers.** Same as AMA Rule Book Pylon General Rules Paragraph X.A.
- \*10. General, Definitions, Race Course Specifications, and Operation of the Race.** One of the following methods will be used.
- \*10.1** Same as AMA Rule Book Pylon General Rules, or:
- \*10.2** Simplified scoring method. All pilots in heat fly 10 laps. Cuts are reported at end of heat. Points are awarded 4 for 1<sup>st</sup>, 3 for 2<sup>nd</sup>, 2 for 3<sup>rd</sup>, 1 for 4<sup>th</sup>. At completion of heat, if pilot has one cut, he gets one point. If the pilot has two or more cuts, he gets zero points. The other pilots move forward in the finish order accordingly.

**End of QUICKIE SPORT rules.**