



# NEWS RELEASE NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

PYLON RACING → FORMULA I → FAI → QUARTER MIDGET

\*\*\*\*\*

SEPTEMBER 1976

AMA AFFILIATED

\*\*\*\*\*

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## President's Page

Hopefully by the time you receive this newsletter all members who have qualified for the Championship Race will have received their invitation. If for some reason you have not and you think you have qualified please notify me at once.

Nominations are not coming in. This is your organization so please nominate someone for V.P. in your district or President of the national organization. Be sure the person you nominate has your permission.

Today I received a letter from Earl Witt in which he states that at the September 19, 1976 Nats planning meeting the general feeling was that plaques in place of trophies was a good idea providing that they were distinctive and of good quality. In my opinion they failed miserably on both counts. Earl is running for President of the AMA and may be a good man for the job. Whoever you vote for it would be a good idea to let him know your feelings and insist that he raise a little "Hell" in the hierarchy of the AMA and try and get the point across that with close to a million dollar intake they must start taking money out of general funds to help pay for the Nationals. The new President should also see that the Executive Council stops its petty bickering and gets the job done for all of us.

With good thoughts to all,

Ron Schorr

## Western State Championships

The Western State Championships Race took place at the Sepulveda Basin on the 11/12 of this month, and 28 Experts, 16 Standard flyers turned out for the event.

Saturday turned out to be a looser as regards the weather as rain made for a late start which finished quick too. One round of Standard was flown ( 4 heats) then expert started only to be stopped by rain, so a vote was taken to see if we should continue on. The result of the vote was to wait until Sunday and start early in the morning.

Sunday was a lot better and racing started at 8am, there were quite a few crashes in the days racing due to interference etc, when Ron Schorr lands everyone watches as he's developed his own style! the first one was a downwind approach to the strip ending in a cartwheel, the next one being to impale his Brown Bag Minnow on the top of No3 pylon bringing the whole mess down to the ground. Ron Sheldon had to be the most spectacular of all hitting No3 full bore leaving his wing behind and his fuselage went on over the pit area giving the impression of a V2 rocket ending up in the ground with a dull thud.

Some fine racing was seen during the day, with close hard battles in Standard and expert, the end result being a great win for Whit Stockwell in expert with some very tough opposition, Whit really "had it together" for this one. Terry Prather was close on his heels to take second spot, plus fastest time of the meet with a 1:16.7.

In Standard Gary Hover did it again! plus got the fastest time, with a 1:28.3. Keep it up Gary and your doomed to go in Expert, no matter how you slice it.

Our Thanks go out to the hosts of this event, BIRDS Club and S.G.V.R.C.L. Club who worked very hard to put on this race on in adverse weather conditions.

### Results as follows

#### STANDARD

- 1: Gary Hover\*\*
- 2: Joe Zdankiewicz
- 3: Dave Ficuell
- 4: Leonard Ledson
- 5: Don Dombrowski

\*\* Fastest time: 1:28.3

#### EXPERT

- 1: Whit Stockwell
- 2: Terry Prather\*\*
- 3: Mike Atzei
- 4: Dave Shadel
- 5: Kent Nogy

\*\* Fastest time: 1:16.7

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Dont Forget !!!!!!!

Get your reservations in early for the NMPRA CHAMPIONSHIPS.

RAMADA INN  
2620 Pierce Road  
Bakersfield, CA,

Phone: Area code 805 - 327 - 5651

The Headquarters will be at the RAMADA INN and Registration and Scale Judging will be held FRIDAY NIGHT between 6PM and 9PM, ( Please dont be late ).

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From: Bill Hager, Toledo Weak Signal Formula 1 Contest Sept 19 - 1976

On Sept 19th the Weak Signals held their first open Formula 1 contest. It was a great event run by Wayne Yeager who was the CD, he also ordered perfect weather and his crew did a flawless job of running the contest.

There were 27 entries for this one, that's a pretty big number for this part of the country, and even so we only lost a couple of airplanes, one where Pete Waters got a little tight around the No2 pylon and one when Bob Hisey did, and I don't know what you would call it but it ended up with Bob landing about 6 inches below old mother earth.

When the smoke cleared this is how the contest ended:

1: Bill Hager	Little Toni	ST40	1:24.01	20 Points
2: Wayne Yeager	Little Toni	KB40	1:31.78	19 **
3: Roger Dietrich	Little Toni	ST40	1:33.03	19 **
4: Rob Hager	LR1A	ST40	1:37.58	19 **
5: Dave Keats	Ricky Rat	ST40	1:35.99	18 +
6: Foster Goshorn	Little Toni	ST40	1:40.11	18 +
7: Jim Gager	LR1A	ST40	1:31.12	15

\*\* The result was by fast time. + Fly Off.

Second fastest time was by Bill Weesner of 1:26.28 but Bill let too many goose eggs get in his way.

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From: Bob Silwanicz Pres, S E M P R A.

#### Valkaria, Fla. Formula 1 Race

Sunday Sept 5th. The day started out looking like a repeat of the Saturday but afternoon showers? STORMS soon moved in. With the hustle & bustle of getting all the aircraft ready for scale judging and racing, John McDermott needed a trim flight and promptly stuffed his airplane into the macadam. Racing started pretty much on time and the fatalities soon started to happen. It appeared that Fred Floyd over rolled at #1 pylon and never recovered. Bob Brogdon rolled up just right for his turn at #1 pylon but evidently the pull was too hard and the wing parted company. It was too bad that these fellows lost some fine airplanes for a nothing race. Yes! you guessed it, the rains came after flying four full rounds and after a wait of about 1:15 min, the CD Ron Bellin had to call a halt to the racing being that it was 6pm and it looked like no end in sight to the rain. So doing that only four rounds were flown and it takes five for a legal race no points were given for this race. This is the first time since I have been in racing that I can recall this happening.

#### Results as follows:

1: Bill Williamson	8: Dallas Buck	15: Buck Jones
2: Dennis O'Brien	9: John Kerlo	16: Jack Fehling
3: Jim Moorhead	10: Bill Helms	17: Jim Maki
4: John McDermott	11: Brian Richmond	18: Bob Brogdon
5: Greg Doe	12: Bruce Richmond	19: Fred Floyd
6: Clyde Yarbrough	13: Irwin Funderburk	20: James Little
7: Jeff Kerlo	14: Carl Simms	21: Rudy Formenk

From: Nelson Eddy, NW - VP

June 12/13, Boundary Bay, British Columbia

Our Canadian friends are very enthusiastic about racing and developing a keen interest in Formula 1 is evident by six of them going to Bakersfield.

The contest was great! Slow pylon was won by Doug Rankin Jr, The Canadian Open by Joe Goethier, Quarter Midget by Nelson Eddy, Formula 1 by Roland Martel.

Quarter Midget Results

1: Nelson Eddy	Folkert	ST15	16 Points
2: Doug Rankin Sr	H&B Shoestring	KB15	9
3: Doug Rankin Jr	H&B Shoestring	ST15	7
4: Bert Sanders	Ricky Rat	ST15	6
5: Bob Hunt	Folkert	ST15	5

Formula 1 Results

1: Roland Martel	Minnow	KB40	1:53.0	17 Points
2: Nelson Eddy	Toni	ST40	1:36.3	16
3: Creig Simpson	Miss Dallas	KB40	2:24.0	13
4: Joe Goethier	Miss Dara	KB40	1:59.0	12
5: Bob Hunt	Ricky Rat	ST40	1:48.0	8
6: Al Livesey	Midget Mustang	KB40	2:04.0	8
7: Larry Eckersley	Toni	ST40	1:53.7	4
8: Doug Rankin Sr	Toni	KB40	N/T	0

**Editors Comment:**

In my own opinion when there is a fly-off for a certain place in a contest the start of the fly-off should be made as equal as possible, ie; a race-horse or the toss of a coin, as to use the handicap system and stagger start is not really fair, if these fliers have tied for a place they surely tie for a fly-off position! as they would not be there in the first place right? plus if a guy gets to a fly-off position taking off last every heat with a "4" judged aircraft surely he deserves a fair chance to take off first or equal in a fly-off. Also if at the start line, Pilot No1 engines is running, Pilot No2 is "dead" (not running) same with Pilot No 3, but Pilot No4 is running, The starting flag should only be dropped twice. In my opinion it is not correct for No4 Pilot to sit on the ground while the flagman goes through four drop's of the flag. To my way of thinking if Pilot No1 and Pilot No4 were out at the starting line on there own, the flag would only drop twice, right! same difference. I can't see any point in flagging a dead horse!!!

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## 1976 NATIONAL RESULTS 1976

### QUARTER MIDGET

1: Dave Pearce	1:37.1	Little Toni	Rossi 15
2: George Parks	1:39.4	LR1A	Rossi 15
3: Gale Helms	1:39.3	LR1A	Rossi 15
4: Gail Jacobson	1:40.9	Cosmic Wind	Rossi 15
5: Bob Ruether	1:38.7	Cosmic Wind	Rossi 15
6: Greg Doe	1:39.5	Minnow	Rossi 15
7: Jim Moorhead	1:50.7	Little Toni	Rossi 15
8: David Bayte	1:51.0	Cosmic Wind	Rossi 15
9: Al Grove	1:47.8	Cosmic Wind	Rossi 15
10: Brian Richmond	1:49.3	Mustang	Rossi 15
11: Ray Bingham	1:49.0	Cosmic Wind	Rossi 15
12: Wm Himpel Sr	1:48.1	Dara	Rossi 15
13: Dan Kane	1:50.7	Toni	Rossi 15
14: Gregory Tiffany	1:49.6	Cosmic Wind	Rossi 15
15: Bill Weesner	1:40.2	Toni	Rossi 15
16: Duane Mall	1:49.5	Paranoia	Rossi 15
17: Dave Robertson	1:38.4	Lil Cobra	Rossi 15
18: Wayne Yeager	1:42.9	Proud Bird	Rossi 15
19: Harold Watts	1:50.5	Cosmo	Rossi 15
20: Leonard Wiederhoeft	2:02.3	Super Shostring	Rossi 15

Fastest time in the Quarter Midget Race was by Tom Christopher flying a D/S Rickey Rat, Rossi 15 with a time of 1:35.1

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### From: Bryan Sattler, Northeast District

June 6th, 1976: Bowie, Maryland. Thirtyone flyers flew 6 rounds of Formula 1, the best time was a sizzling 1:15.7 turned by John McDermott and his X40 powered Little Toni. Results as follows:

1: John McDermott	Little Toni	X40	1:15.7
2: Bill Zautner	Little Toni	X40	1:25.2
3: Jim Maki	Stegall Minnow	K/B40	1:23.4
4: Bill Williamson	Stegall Minnow	K/B40	1:25.7
5: Butch Schroder	Dara	X40	1:31.1
6: Greg Doe	Boney Toni	K/B40	1:26.0
7: Bill Hager	Little Toni	X40	1:26.2
8: Adam Sattler	Little Toni	X40	1:32.3
9: Bob Blouch	Little Toni	X40	1:26.0
10: Paul Zink	Rickey Rat	X40	1:29.7

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From: Bryan Sattler, Northeast District.

July 18th, 1976. Dillsburg, Penn. Eleven Formula 1 pilots flew five rounds of racing, the best time of the day was flown by Bobby Blouch, his S/T-40 powered Toni turned a 1:19.4. Results:

1: Bobby Blouch	Toni	X40	1:19.4
2: Arnie Wile	Shoestring	X40	1:48.0
3: Cliff Telford	Stegall Minnow	K/B40	1:37.5
4: Steve Baker	Cosmic Wind	K/B40	1:40.0
5: Tom Castellano	Dara	X40	1:28.9
6: Al Sager	Shoestring	X40	1:36.0
7: Harvey Oxenrider	Toni	X40	2:09.0
8: Dave Latsha	Rickey Rat	X40	1:50.0
9: Mike Grady	Loki	K/B40	1:21.4
10: Anthony Schroder	Dara	X40	N/T
11: Ken Hahn	Toni	X40	N/T

From: Bill Hager, D.C.A.M.A. Club Formula 1 and Quarter Midget Race

On Aug 29th the DCAMA Club hosted its first pylon race. Things went well and they plan to have another race in 1977. Old man weather was good to us this time as it rained everywhere but in Greenville. Results are as follows:

Quarter Midget

1: Bernie Oldenberg	7: Todd Bailey
2: Ben Martin	8: Ed Nobora
3: Bill Weesner	9: Bill Hager
4: Duane Gall	10: Bob Mellen
5: Jim Hager	11: Archie Adamision
6: Allen Booth	12: Dave Adamision
	13: R. Sell

Best time was turned by Bill Hager, 1:38.0

Formula 1

1: Bill Hager	Toni	ST40	20 Points
2: Bob Mellen	Toni	ST40	19
3: Foster Goshorn	Toni	ST40	18
4: Bill Weesner	Toni	ST40	17
5: Allen Booth	LR1A	K/B40	15
6: Rob Hager	LR1A	ST40	13
7: Harry Slone	Minnow	K/B40	10
8: Bill Johanson	LR1A	K/B40	N/T
9: Jim Gager	Quickie Rat	ST40	N/T

Foster Goshorn who for the last two years has been trying to put it all together finally took home some hardware, third in Formula 1.

Bernie Oldenberg came through in the Quarter Midget, beating Ben Martin by virtue of best time. They were tied after five rounds and due to a frequency conflict, they were unable to have a fly off for first place.

## NMPRA-QM Presidents Message

Falls of Rough, Kentucky. NMPRA-QM Championships.

Terrific hosts, a magnificent site, a fine place to vacation, great racing, almost perfect weather and 47 entries, who could ask for more? There were many close races and with only a 4½ point spread from first to tenth place, there was plenty of pressure and excitement for the racers and spectators as well.

The contest was open to non-NMPRA members this year, but NMPRA had all the heavyweights. All of the top 10 finishers were NMPRA people. You can speculate on just what that proves, but it's still a pretty good showing no matter how you look at it.

Next year, we plan to limit the Championship Race entries to NMPRA members only. It's not too early to begin looking for a site and if you come up with one let us know right away.

In addition to the prizes given by the State of Kentucky and the Louisville RC Club, trophies were also donated by RCM in the name of NMPRA-QM. We also awarded trophy shirts to the 5 top finishers.

### Results:

1st. Bob Reuther	6th. Greg Doe
2nd. Gail Jacobson	7th. Len Wiederhoeft
3rd. Bill Hager	8th. Bob Blouch
4th. Tom Moore	9th. Ben Martin
5th. Al Grove	10th. Allen Booth

Fastest time was Bob Blouch's 1:35 to the best of my recollection.

Shorty Holsclaw and his boys got together a special "grudge" race from the 9 fastest racers. It boiled down to a 4 plane heat with Bob Reuther, Gail Jacobson, Greg Doe and John Fotiu. Gail Jacobson won this one, but in the qualifying heat Bob Reuther set a 1:34 time, the best of the racing at Rough River. By the way the top 5 finishers had their engines inspected and no modifications were found, although they did find a bit of rust in one of the engines. Maybe it's time to change it.

The 1978 AMA QM Rule Proposals have been sent in and recorded as RC78-28 thru 34. I know of at least 15 other QM proposals which are now on the books. Most of them deal with the same general subjects ours do but mostly attack the problem in a different way.

Right now, I'm glad we took the trouble to make all those surveys to find out what QM fliers and CD's want. The AMA has invited us to comment on all the QM rule proposals, and without those surveys, we could only offer our personal opinion. With the surveys, we can point to evidence to support our opinions.

One subject we would like to have your opinion on is the use of non-wooden props. There has been quite some advancement in props in the last few years and several manufacturers are making continuous, tip to tip glass fiber, compression molded props. They are now being used around Chicago off grass fields and seem to work well. We are thinking of asking that this specific type of prop be included in QM. What's your opinion?

1978 Quarter Midget Rules Proposals to the AMA

- 1: OBJECTIVE. To provide closed course racing that will encourage participation by the sport flier and novice racing enthusiast.
- 2: GENERAL. All AMA regulations ( see sections titled Sanctioned Competition, Records, Selection of National Champions and General ) and FCC regulations covering the RC flier, his plane, and equipment shall be applicable to this event, except as noted herein. The contestant shall be allowed two aircraft entries, both operating on the same radio frequency. The alternate or back-up aircraft may be used only if the primary aircraft is considered unsafe by the CD or his appointed official. All aircraft must be checked by the CD or his appointed official prior to insertion into its race flight. Consideration for safety of the spectators and contestants and personnel is of the utmost importance.
- 3: MODEL AIRCRAFT REQUIREMENTS. Models entered in this event shall be semi-scale or recognizable replicas of full scale piloted propellor driven aircraft that have been designed for or competed in closed course, speed record attempt, or cross country racing. No deltas and/or tailless type aircraft shall be allowed. In the case of unusual or little known designs, the flier shall produce documentation to verify that such a plane or special design did exist.
- 4: ENGINE(S) SPECIFICATIONS.
- 4:1. Definition- The engine shall be a complete unit, ready to run, needing only a prop, fuel and starting voltage, excluding glow plug, exhaust extention, gaskets, head bolts, crankcase bolts, drive washer, prop washer and prop nut. The excluded parts are not subject to rules regarding production and availability.
- 4:2. Production- At least 1,000 engines (with RC carburetors) shall be available through normal retail channels throughout the United States.
- 4:3. Availability- There shall be a period of at least 60 days between the introduction of engines to said retail channels and the use of the engine in a contest.
- 4:4. Price- A maximum list price limit shall be required for the engine (with RC carburetor ready to run) as purchased through said retail channels. The list price shall be computed at the present value of \$60 as of June 1 1976.
- 4:5. Modifications- No rework or modifications shall be premitted to the engine as defined above.
- 4:6. Carburetor- Shall be supplied with the engine or specifically cataloged for the engine. It shall be subject to the same availability and production criteria as the engine. No modification shall be premitted to the throat or spraybar area.
- 4:7. Inspection- Any competitor at the contest may have another competitors engine inspected for compliance with the rules by posting \$15.00 with the CD. The engine and carburetor shall be inspected by the CD or his appointed official. If declared legal, the owner retains his standing and collects the \$15.00 for his trouble. If declared illegal, the owner is disqualified and the protestor is returned the \$15.00. The CD may request engine inspection prior to the awarding of prizes without posting a fee.
- 4:8. Fuel Tank Pressurization- Only atmospheric pressure shall be permitted.
- 5: EXHAUST EXTRACTION. (Local conditions shall determine muffler usage)
- 5:1. Mufflers- When required, mufflers shall be stock, commercially available units. Only modification to the muffler inlet for the sole purpose of mounting to the engine shall be permitted.
- 5:2. Exhaust Extractors- When used shall have a 1/4" slot from the end of the engine exhaust stack to the end of the exhaust extension. The full length of the slot must be visible from outside the aircraft and shall not be covered by any material when the aircraft is ready for flight.
- 6: PROPELLORS. Two blade, fixed pitch, wood propellers shall be used.
- 7: SPINNERS OR PROP NUTS. An AMA prop nut or spinner, rounded in front to at least 1/8" in, radius, shall be used.
- 8: FUSELAGE. At a point, measured within the chord of the wing, the fuselage must be at least 2-3/4 in. wide. At the deepest point, the fuselage must be at least 5in. deep (including windshield, canopy, pilots head or headrest) Width and depth points need not coincide. Fillets and non scale protuberances are not to be part of the measurement. Cross-sectional contours at the height and width measurements and at stations determining the likeness to the original aircraft, shall maintain the integrity of contours in the original aircraft. The only exception permitted shall be in the engine compartment for maintenance purposes.

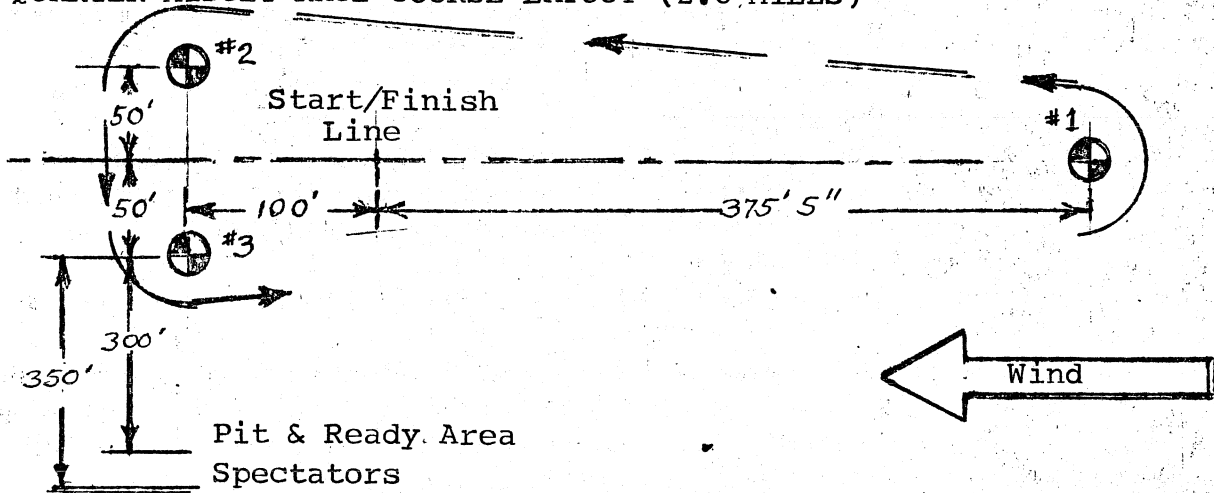


1978 Quarter Midget Rules Proposals Continued:

- 9: **LANDING GEAR(S)**. Landing gear shall not be retractable and wheels must be free rolling. A tail-skid, if used, shall point to the rear end of the aircraft. No brakes shall be allowed. Minimum wheel diameter shall be 1.1/2" inches.
- 10: **WINGS**. No minimum span required; thickness shall be 7/8 inch measured outside fuselage wing fillets and progressing in a straight line taper to the tip. Wing area shall be a minimum of 300 sq. inches. A biplane shall have not less than 5/8 inch upper wing thickness, measured on a line projected vertically from fuselage side, as in a top view, at the point of fuselage and wing intersection. Lower wing shall be not less than 1/2 inch thick at projected root, provided its area is not less than 2/3's of upper wing area.
- 11: **WEIGHT**, ready to fly, less fuel, the aircraft shall be 2.1/2 pounds minimum and 4 pounds maximum. Weight is to be measured at the completion of each heat.
- 12: **MATERIALS AND WORKMANSHIP**. Workmanship must be of satisfactory standards. The CD or his appointed representatives shall be empowered to refuse permission to fly or disqualify any aircraft, which in their opinion, is not up to reasonably safe standards in either materials, workmanship, design details, radio installation or condition as the result of damage.
- 13: **RACING NUMBERS (OPTIONAL)**. Racing numbers shall be at least 1.1/2" inches high and placed in scale racing positions.
- 14: **REGISTRATION NUMBERS**. Registration numbers shall be at least 1.1/2" inches high and shall consist of the last 2 or 3 numbers of the entrant's AMA number and placed on the upper right and lower left wing panels. The letter N will precede the registration number and the initial of the entrant's last name shall follow the registration number.  
Alternate: Registration numbers at least 1 inch high may be placed on both sides of the fuselage.
- 15: **STARTING TIME**. Contestants will have a maximum of 1.1/2 minutes to start their engines and prepare for takeoff. If after 1.1/2 minutes has elapsed, the contestant is not prepared for takeoff, the contestant may not fly or run his engine on the course area, and is given a score of 0 points for that heat. If determined at a pilots meeting before the race, the heat may be started when all the pilots and callers are ready, before the 1.1/2 minutes have elapsed.
- 16: **IDLE REQUIREMENTS**. The contestant shall be required to demonstrate a controlled, engine idling landing at the completion of each race heat. If in the opinion of a designated official, this requirement is not fulfilled, 1/2 point is deducted from the contestants heat score.
- 17: **FUEL**. Fuel shall be commercially available, contain not over 15% Nitro, and shall be supplied and dispensed by the hosting organization.
- 18: **RACING PROCEDURE AND SCORING**.
- 18.1: Standard 2 mi. course length (Figure 1) - Procedure and scoring shall be in accordance with all paragraphs under Operation of the Race and Scoring of the Formula 1 & 11 RC Pylon Racing Rules.
- 18.2: Short course Length (Figure 2) - Same as 18.1 except; The contestant shall fly for 10 laps only. After completion of each heat, the pylon judges and starter will note any cuts and score the heat in the following manor: 4 points for first, 3 points for second, 2 points for third and 1 point for fourth. If a pilot cuts one pylon and still finishes the race, only 1 point is awarded. If a pilot cuts twice a 0 is awarded for that heat. Planes finishing without cuts will be given full points awards, ie. first across the finish line with one cut will be awarded only 1 point! Second to finish, no cuts will receive 4 points etc. This course is intended to be run without flagmen at the number 1 pylon, and is recommended if there is insufficient manpower to run the race.
- 18.3. Race horse starts shall be used unless conditions exist which are considered hazardous by the CD. Regardless of the starting method used, all timing starts with the drop of the flag.
19. **HEAD GEAR**. All personnel required in the flight line area (between pylons) shall be required to wear hard hats.
20. **AIRCRAFT CONTACT**. In the event of mid-air or takeoff contact between aircraft, all participants to the contact shall be directed to land as soon as possible. 1 point shall be awarded to each of the contact participants and the heat shall not be rescheduled.
- 21: **ADVERTISING**. Advertising of the event to the media should include at least the following information: Long or short course, muffler requirements, if any, and brand of fuel to be used.

10  
figure 1.

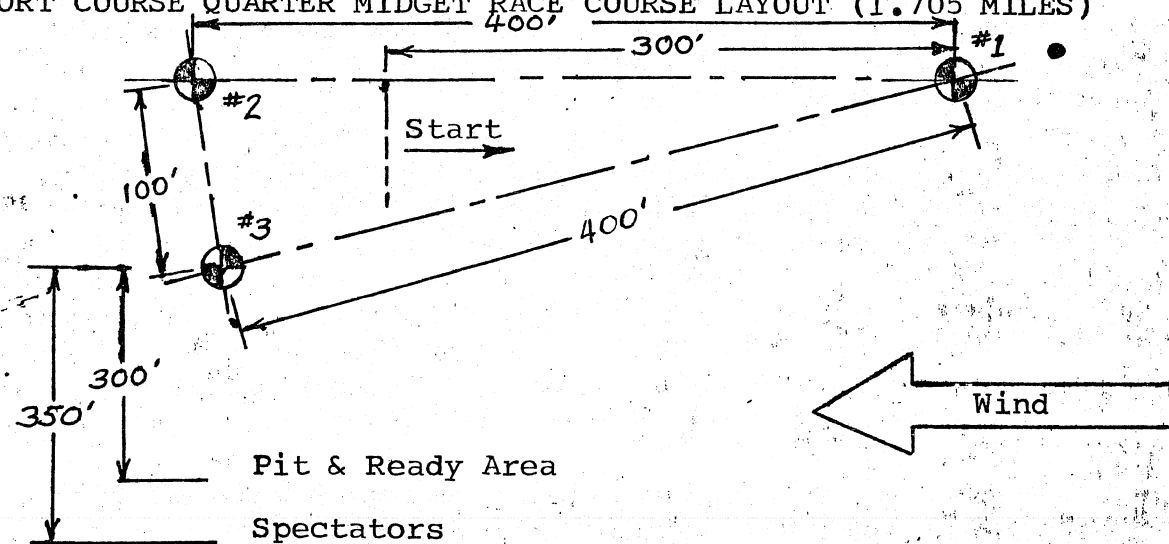
QUARTER MIDGET RACE COURSE LAYOUT (2.0 MILES)



( Length from starting line to pylon 1 was changed from 378' to 375' 5" )

figure 2.

SHORT COURSE QUARTER MIDGET RACE COURSE LAYOUT (1.705 MILES)



( Short course layout and rules, submitted by QMRC of Southern California )

NMPRA  
SOUTHERN CALIFORNIA DISTRICT  
FINAL POINT STANDINGS 1976  
Compiled by Ron Gilman - District VP

<u>PLACE</u>	<u>NAME</u>	<u>POINTS</u>	<u>PLACE</u>	<u>NAME</u>	<u>POINTS</u>
1	TERRY PRATHER	649.1	48	BOB BAKER (5)	148.1
2	MIKE ATZEI	613.8	49	JOHN BRODBECK (2)	147.2
3	MIKE HELSEL	592.1	50	ANGELO SANCHEZ	145.2
4	JIM JENSEN	587.1	51	SCOTT SMITHWICK (4)	135.3
5	RUSTY VAN BAREN	556.3	52	BOB NOVAK (2)	134.4
6	ED ALLEN	539.7	53	JOE STREAM	129.8
7	ED HOTELLING	526.2	54	RON NEFF (2)	127.6
8	RON SCHORR	511.5	55	JOE ZDANKIEWICZ (3)	119.4
9	JACK LEE	505.3	56	BOB ROOT (2)	114.8
10	JOHN ROUSE	490.4	57	LARRY LEONARD (1)	104.1
11	TOM TUSING (5)	482.9	58	LEONARD LEDSON (4)	102.7
12	SCOTT JOHNSON	481.6	59	LEE HELSEL (3)	101.7
13	DENNIS OSBORN	479.8	60	STEVE HELM (1)	101.3
14	TOM CHRISTOPHER	462.1	61	DON DOMBROWSKI (3)	89.8
15	JEFF BERTKEN	460.6	62	ROY MILLS (4)	89.7
16	MAURICE FRANKLIN	457.3	63	CHUCK SMITH (1)	85.2
17	CHUCK HENDRICKSON	448.6	64	MARK SMITH (3)	84.4
18	KENT NOGY (5)	447.6	65	GARY CHADDOCK (5)	82.2
19	DOUG RUBLE	438.6	66	TAD SATO (5)	79.8
20	JIM ROGERS	431.9	67	TOM SWIFT (3)	73.6
21	STEVE SICA	431.1	68	RAY FLOYD (3)	65.5
22	WHIT STOCKWELL (4)	423.0	69	GARY LOUNDAGIN (2)	63.8
23	RON GILMAN (5)	407.0	70	CHUCK BROWN (2)	63.7
24	BOB SMITH (5)	382.9	71	TONY LOPEZ (4)	62.3
25	RON SHELDON (5)	373.8	72	LARRY WATSON (3)	61.2
26	LAIRD OWENS	363.6	73	JAMES STAFFORD (5)	58.5
27	DAVE SHADEL (5)	358.4	74	PAUL SMITH (2)	58.4
28	RON HADAWAY	357.6	75	SONNY MYERS (1)	50.7
29	JERRY BOYCE	340.3	76	DENNIS DUNN (1)	46.9
30	BOB EMERY (4)	318.2	77	J. DAVIS (1)	45.7
31	GARY HAWK (4)	309.6	78	BRAD BAILEY (2)	40.4
32	JACK STAFFORD (4)	283.6	79	BOB SEIGELKOFF (1)	37.6
33	STEVE KIRSHNER (4)	266.8	80	JIM BURLILE (4)	36.5
34	BERNIE WORKMAN (4)	246.9	81	J. RYAN (1)	31.5
35	BOB WILDE	240.7	82	ROBERT BAILEY (2)	31.2
36	GEORGE FLYNN (3)	213.9	83	JIM KIMBRO (1)	25.9
37	GARY FARRISH	212.2	84	PAUL KINNEY (2)	25.0
38	RUSS KIME	195.7	85	TONY AMEZCUA (1)	21.4
39	GARY HOVER (5)	183.7	86	B. MORSE (1)	17.3
40	HARLEY CONDRA (3)	183.3		F. SANDERS (1)	17.3
41	PAUL BENEZRA (2)	179.7	88	FRED REESE (1)	16.1
42	JOE VARTANIAN (2)	176.2	89	KEN BUSSE (2)	15.8
43	KEITH DAVIDSON (2)	170.5	90	JOSE AMEZIVA (1)	9.7
44	JESS COFFMAN	167.5	91	ALLEN HOWELL (1)	8.7
45	MURPHY-VON ADLING (2)	151.9	92	TIMBERLAKE (1)	8.6
46	DAVE FICUCCELL	151.4	93	JOHN SWIFT (1)	5.4
47	GENE SIDWELL	149.7	94	LOU STANLEY (1)	4.0
			95	WILLIAMS (1)	3.7
			96	MOORE (1)	1.2

NOTE: Points are based upon the best six races. If a flyer flew less than six, it is shown next to his name.

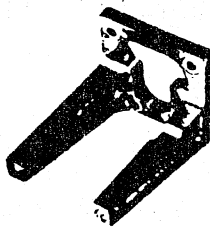
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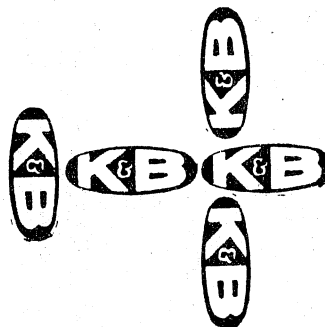
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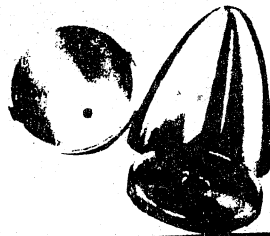
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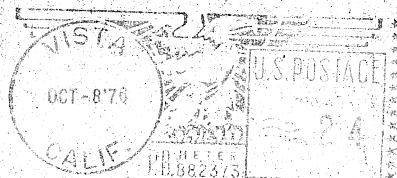
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