



NEWS RELEASE

NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION INC

→ FORMULA I → QUARTER MIDGET →

JUNE 1978

AMA AFFILIATED

SINCE 1965

President:	Bob Smith P. O. Box 543 Chatsworth, Ca. 91311	Secretary:	Gary McPike 22247 YBarra Road Woodland Hills, Ca. 91367
Q. M. President:	G. E. Jacobson Lt. Col. USAF Retired 2205 Britley Terrace College Park, Georgia 30349	Q. M. Editor:	George Zink 80-28 222 St. Jamaica, N. Y. 11427
Editor:	Jeff Bertken 4136 Lake Harbor Lane Westlake Village, Ca. 91361	Treasurer:	Ron Schorr 5224 Teesdale Ave. No. Hollywood, Ca. 91607

FROM THE SECRETARY:

We have been getting some feedback from racers around the country. Mostly about the NATS. This is good, but what we need is more feedback. We want to hear from more of you. You are the NMPRA so anything you feel you have to say is welcome. Write to any of the NMPRA officers whose names and addresses are on the cover of this newsletter. We are your administrators and we can do a much better job for you if you let us know about any ideas you have for improvements and changes. Get involved!

At Bakersfield I had a chance to talk to a great deal of racers from all over the country. Many of them felt that racing in their part of the country was in a slump. We all know that any sport runs in cycles, and I feel we are at a low point in our cycle. But what can be done now to hurry this cycle toward the upswing? The answer is really quite simple. We must get more involved in Public Relations.

Many would-be Formula I & Quarter Midget Flyers but have a distorted view of pylon racing because we have led them to believe these aircraft are something only a very select few can own or control. That's a lot of Bull. How about putting your ego in your back pocket the next time you're at the flying field and a sport flyer approaches to ask you all of those questions you've answered a million times before. This time try to answer the questions with a little less fantasy.

--- They don't cost a fortune, not as much as an all out Pattern Ship.

--- Yes, they go fast, but really only 25 to 35 M.P.H. faster than a hot pattern ship.

--- They are not that difficult to fly. A Formula I or Quarter Midget is a clean grooving airplane and it's designed to fly where you point it.

--- Sure, there is expense to racing, but it's not where most racers say it is. Ive found the biggest expense to be travel and lodging, not aircraft and engines or any amount of plugs, fuel, props or accessories. (Im discounting the radio because anyone that flies has a radio.)

What I'm trying to say is that new blood is the only way to liven up this sport. Some racers have been working with a Buddy System to develop new racers. I believe this is the way to go. How many of you have a racing plane hanging in your garage that's not being flown? Maybe you cartwheeled it last year and it needs some repair, or it's picked up a few ounces of weight and you feel it's not competitive anymore. What about that engine that's down 3 or 400 r.p.m.'s from last year?

All this equipment can be put to use by getting new racers involved in the sport. But it's you who will have to do it.

Look around next time you're out at the flying field, or at the next race, for that "kindred spirit" (we've all seen him. He's that guy who always volunteers to work at the races, or the one with the "Quickie!") Why not put him and that equipment together and help set him up. Teach him some of your "tricks" and help him along at the races. If most of you look back I believe you'll remember that this is probably how you got into racing.

The manufacturers also believe that new racing blood is the thing that will keep this sport alive. John Brodbeck at K&B will soon be out with a 6.5 engine that will be competitive "out of the box". This engine isn't for the "hot shots" in racing, but for the racers who don't want to, or can't afford to spend \$150 on a Terry Tigre or a Lee Kustom K&B. Bob Violett has dropped the price on his Polecat, and gone to a direct order system to make the Formula I more accessible to racers.

Almost every area of the Country has someone who makes kits on a limited basis. In Calif. its Jeff Bertkin or Ed Allen. In Texas, Ed Rankin. or in the south-east it's Jimmy Stegall. All these kits fly well, are competitive, and reasonably priced.

Do us all a favor. Get involved. Find a prospective racer and get him racing! The more Pylon racers we have, the bigger our voice with the A.M.A. and the R.C. community.

It's up to you!

Good Racing

Gary McPike

BOB REUTHER



HOBBY WORLD

Quality R. C. Products

6602 Hwy. 100 • Nashville, Tenn. 37205

356-1225

Call Day or Night

352-1450



"MATCHED PERFORMANCE SYSTEMS"
K & B ENGINES • K & B FUELS • K & B GLOW PLUGS

"MATCHED FINISH SYSTEMS"
K & B SUPER POXY PAINTS • K & B FIBERGLASS
K & B SUPER POXY RESIN
K & B MICRO BALLOONS FILLER

12152 SO. WOODRUFF AVE., DOWNEY, CALIF. 90241

BAKERSFIELD INTERATIONAL AIR RACES May 6 and 7, 1978

Usually the day before the really Big Show is test flight day, this year was no exception. The out- of - state boys were out in force burning up the nitro, and a sizeable group from the K&B factory were trying to get it all together. A humorous unmentionable race columnist just couldn't understand why he couldn't get a steady engine run at Bakersfield when just a couple of days before at home using the same ingredients it was running perfectly. He had lots of company!

It can all be blamed on the sour air. You just can't believe how potent that smell is early in the morning when the dew is heavy. Matter of fact it even effects the engine performance. Several fellows tached up at the normal 21,500 RPM in the pit area just before the first heats of the day. Just a few minutes later out on the flight line where the sour air was drifting in on the morning breeze those same ingines were down by 500 to 700 RPM. You will have to ask CD Glen Spickler what he does with all that dried out grape-squeezings.

One thing for sure, all you Pylon races have one more God to recon with; the Little Old Wine Maker'. Proof of my theory lies in the fact that eventual winner, Tom Christopher, brought along a chilled bottle of champaign, product of the Calivornia vinyards, with which to celebrate the eventuality. You Easterners just remember that NEXT YEAR.

Final results show that Californians picked up seven of the expert trophies, and the Canadian team from British Columbia walked off with six of the standard trophies; all of which were donated by Model Airplane News magazine.

CD Glen Spickler (who looks like the Little Old Wine Maker, come to think of it) pulled off a smooth low-key race in which 41 experts and 38 standard pilots flew 9 rounds in near perfect weather. Glen did it all without the help of a Club Sponsor using local individuals.

Twelve of Bob Violet's Pole Cat models showed up and looked real neat lined up for a family portrait. I was told that each one was judged No.1. Tom Christopher flew his to 1st. place. Bob Violet tied the World Record held by Bob Brogden at 1:12.0. Notice that only two of the top ten failed to break into the teens. There were few easy heats.

<u>EXPERT</u>			<u>STANDARD</u>		
Place	Time	Points	Place	Time	Points
1. T. Christopher	1:13.1	34	1. J. Rankin	1:32.5	33
2. B. Smith	1:16.2	31	2. L. Yven	1:28.9	32
3. G. Hover	1:17	29	3. L Eckersley	1:37.8	31
4. B. Richmond	1:17.2	29	4. G. McPike	1:38.9	29
5. J. McDermott	1:19.8	28	5. T. Huber	1:31.4	28
6. D. Shadel	1:15.6	27	6. D. Kaylor	1:24	28
7. M. Helsel	1:20.8	27	7. A. Livesey	1:32	27
8. W. Riess	1:22.5	26	8. J. Gauthier	1:34	26
9. E. Allen	1:17.2	26	9. R. Kime	1:31.9	26
10. M. Atzei	1:15	25	10. J. Bentz	1:36	23

Fast Time: Bob Violet 1:12.0

Fast Time: D. Kaylor 1:24.0

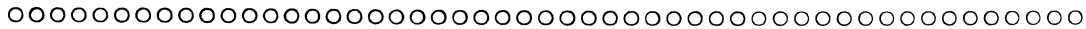
That's the way I say it, Bob Owens

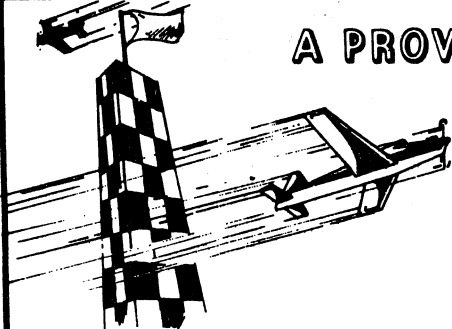
Hadley, Mass. - May 7, 1978

FORMULA ONE: Ten Entries

1. Bob Barkowski	1:27.5	20 pts.
2. Arnie Wile	1:30.6	19 pts.
3. Glenn Sicotte	1:27.2	18 pts.
4. Bob Wallace	1:35.7	14 pts.
5. Lloyd Burnham	1:36.0	14 pts.
6. Brian Belliveau	1:52.0	10 pts.
7. Dan Willard	NT	4 pts.
8. Gary Dabrowski	2:01.0	3 pts.
9. Jack Depace	1:44.0	2 pts.
10. Adam Sattler	NT	0 pts.

Low turnout due to flyers going to BAKERSFIELD RACE and still attending classes at college.

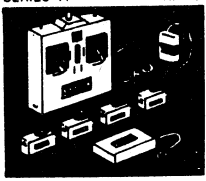




A PROVEN WINNER!

Our R/C systems are made to withstand the extreme stress racing demands—and still give you the high accuracy and response you want. Let us put you ahead!

SERIES 77 KP-7C



KRAFT
SYNTHETIC, INC.
WRITE FOR FREE CATALOG
460 WEST CALIFORNIA AVE., P.O. BOX 1266
VISTA, CALIFORNIA 92083 (714) 724-7146

Radio Control Systems

Futaba

Futaba Industries, U.S.A./630 W. Carob Street/Compton/CA/90220/ (213) 537-9611

World Recording Holding Combination for the last 4 years.
The Little Toni and Terry Tigre.

- Available At Your Local Dealer
- World Record Design Little Toni..... \$99.95
 - Little Toni Wing Kit..... 34.95
 - Little Toni Q.M. Racer..... 69.95
 - Toni Q.M. Wing Kit..... 24.95
 - Joined Epoxy Wheel Pants (Formula I)..... 9.95
 - Joined Epoxy Wheel Pants (Q.M.)..... 7.95
 - Axle Retainers - Formula I (Med.)..... 1.98
 - Axle Retainers - Q.M. (Small)..... 1.79
 - Heavy Duty Dural Gear - Formula I Med..... 5.95
 - Heavy Duty Dural Gear - Q.M. Small..... 4.95
- Available Direct Only
- Customize your S.T. X-40 (Must be new)..... \$90.00
 - S.T. X-40 Rear Exhaust Extension..... 4.00
 - S.T. X-40 Exhaust Adapter "O" Rings - Pkg. 3..... 1.50
 - S.T. X-40 Drive Washer Puller..... 10.00
 - Rossi Rear Exhaust Extension - Unslotted..... 5.50
 - Rossi Rear Exhaust Extension - 1/4" Slot..... 6.50



PRATHER PRODUCTS

1660 Ravenna Ave., Wilmington, Ca. 90744 • (213) 835-4764



THE HOBBY MARKET

P.O. BOX 2172, 3934 W. VICKERY, FT. WORTH, TEXAS 76101
~~PH. (817) 731-0444~~

RACING HEADQUARTERS
YOU NEED IT! WE GOT IT!

PRATHER PRODUCTS	K&B & SUPERTIGRE ENGINES
A & L LRIA	HOUSE OF Balsa Dara & Shoestring
CT EL BANDITO	SKYGLASS Minnow
STAFFORD RICKY RATS	Dara & Cosmicwind



CALL US!

QM PRESIDENT'S MESSAGE

As of this writing the slotted pipe rule for the Nationals remains unresolved. A letter has been sent to John Worth and Ed Rankin in an effort to authorize the use of the unslotted pipe. The problem is well defined on page 3 of the AMA rule book last paragraph under Contest Directors, ". . . On the other hand, where the language is clear, there should be no question of sticking by a rule exactly as written". In the same section CDs are given the flexibility to deviate from the rules at the local level. The problem at the National level is to figure out two years in advance as to what the rules will be. I hope you all will write and tell me what you want two years from now. It will probably be ducted fans and how to check the idle.

I have just returned from The Bakersfield Form I contest. (I cross over now and then) They have the biggest flying field that I know of. I do not know the length and width but a guess is a half mile width and a mile long. I never did see the end. I did see several Form I disappear over the curvature of the earth. (the field is flat) It was a very professionally run race.

Gary McPike will be sending your AVPs a computerize matrix for the point scores soon. Actually this matrix is based on the same formula as the previous ones but accommodates a larger number of contestants.

I keep hearing about how simple it is to modify the contest fuel by shooting a little nitro into a tank. The contest officials are aware of this trick (Nats and Championship race) so I wouldn't try it I also think that there will be an engine tear down for the top winners, tank and carb. inspection enough said.

I talked with Gary McPike at Bakersfield and he told me that the revision to the racing guide would soon be available for our input. So this is your chance to tell us what you want. Give us any kind of input and we will write it. (or try to)

The QM people in NMPRA at the moment make up about 32 percent of the total. That includes those who are "QM only and QM and Form I (both). There are only 6 in the unknown classification. The Form I races that I have attended always require NMPRA membership. The QM races should have similar requirements. The QM Championship race at Rough River will require NMPRA membership.

If you stay outside the pylons for ten laps you will win more races. Let the other guy cut on lap 8, 9, or 10.

Jake

oooooooooooooooooooooooooooo

America's Largest Fiberglass Kit Manufacturer.
Helping Support Racing For Years.
AT-6 Racing - try it in your area!

**BRIDI HOBBY
ENTERPRISES**
1611 E. Sandison St.
Wilmington, CA
90477
(213) 834-0801

HOBBY BARN
DISCOUNT PRICES

P. O. BOX 17856 TUCSON
ARIZONA 85731
Call (602) 747-3633
For all your racing needs.



It was just 10 years ago when Chuck Cunningham proposed the basic rules for Quarter Midget racing in the June issue of RCM. We just recently ran across a December 1968 issue which featured a QM Rivets and it just happened to mention Chucks original rule proposals. We personally don't have that issue, so if anyone with access to a copy machine and that particular issue could send us the rules, we would like to print them here in the News Release.

Thanks to Chuck Cunningham and many other interested people, QM is still alive and healthy. May it remain so for many more years.

QM entered the AMA rules in 1973 in an issue of the Competition Newsletter. The very next year it entered the Nats as a "Provisional" event and outdrew all but Formula I as an RC event at Lake Charles. QM still outdraws most of the RC events at the Nats.

If I may be permitted to ask an embarassing question on this happy ocasion, why is QM still a "Provisional" event in the 1978-79 AMA Rule Book?

.

LATEST WORD FROM A.M.A. ON PIPES

The following is a direct quote from John Worth, Executive Director of AMA to Bob Smith in a letter of May 26, 1978.

The draft is correct regarding slotted pipes for QM -- they will be required, as per the new rule in the '78-'79 AMA rule book. The rule was approved by the AMA RC Contest Board last year.

The draft John is refering to was in the May NMPRA News Release.

WITH THE CIRCUITS

Anyone traveling to the UPRC races and intending to compete in their SPORT Pylon races should contact Circuit Director George Baynes (416) 356 2979 before they go. UPRC flys under the AMA rule book for sport and Quickie 500's don't fit those rules.

6th Annual Fort Wayne Air Races, sponcered by the Fort Wayne Flying Circuits, Inc. will be held July 8th & 9th. Quarter Midget is held Saturday and Form I Sunday. They have \$1,000 in prize money to give away, 1st. Place gets \$250, 2nd. Place gets \$150 and 3rd Place gets \$100 in each event. Jim Gager (219) 485 3407 is the man to contact for this one.

At the Weak Signals Show in Toledo, OPRA voted to allow non slotted exhaust pipes. It was reported that none of the surrounding circuits required the slot in the exhaust pipe. It seems that many of the OPRA members had already set up their aircraft for the slotless pipe. I'm sure that there are quite a few other racers around the country who are in the same situation.

QM RACE RESULTS

May 7 1978 C.P.P.R.A. Lehighton, Pa.

Pl.	Pilot	Aircraft	Eng.	Best Time	Av. Time	Points
1.	Dick White	Proud Bird	C	1:35	1:47	15
2.	Ron Bressler	LR1A	C	1:44	1:46	13
3.	Dave Latsha	Toni	C	1:41	1:42	12
4.	Lew Hipkins	Toni	C	1:50	1:52	12
5.	Warren Batson	Toni	R	1:37	1:48	11
6.	Steve Nielsen	P-39	R	1:43	1:59	11
7.	Bob Blouch	P-51	R	<u>1:32.9</u>	1:36	10
8.	Dick Beltz	P-63	C	1:44	1:52	10
9.	Len Wiederhoeft	Shoestring	R	1:45	1:49	10
10.	Joe Sera	P-51	R	2:00	2:08	10
11.	Frank Heil	Toni	C	1:45	1:51	9
12.	Al Grove	Toni	R	1:45	1:46	8
13.	Dave Hidden	Lil Quickie	R	1:56	2:00	8
14.	Bill Mousley	Miss Cos. W.	R	1:57	2:03	8
15.	Mark Freiberg	P-51	R	1:40	1:43	6
16.	Tom Mousley	Miss Cos. W.	C	1:55	2:05	6
17.	John Majikas	Minnow	R	2:14	2:23	5
18.	Dick Berner	Miss Cos. W.	C	1:48	2:01	4
19.	Arthur Talisman	P-51	R	2:13	2:16	4

Low time of the day was Bobby Blouch's 1:32.9 in the 5th round. In the 4th round, Bobby was timed at 1:25.5, but there was some disagreement between the timers as to whether it was for 9 or 10 laps.

Winner Dick White entered this as his first QM race and he did it with an original version of the Proud Bird, itself a modified version of the Rivets. It looks like a Rivets with a LOKI tail.

.

May 20,21 1978 Miami Valley RCC Miami Valley, Ohio

Pl.	Pilot	Best Time	Points
1.	T. Hottell	1:36.2	15
2.	B. Martin	1:32.8	12
3.	D. Sumner	1:40.0	10½
4.	K. Heatlie	1:48.0	10½
5.	D. Timcoe	1:44.0	10
6.	J. Kilsdonk	2:04.2	9½
7.	B. Polzin	1:37.7	8½
8.	D. Bebensee	1:42.0	8
9.	D. Martin	1:33.0	8
10.	W. Yeager	1:37.2	8
11.	R. Knepper	1:38.0	7
12.	M. Biscaro	1:57.0	4½
13.	J. Cohen	2:00.0	4½
14.	M. Edwards	-	-
15.	J. Fotiu	-	-
16.	W. Hager	-	-
17.	R. Hisey	-	-

QM RACE RESULTS

April 22 1978 Willow Lake Pylon Club Oklahoma City, Okla.

P1.	Pilot	Aircraft	Best Time
1.	Charles Monnet	Rickey Rat	1:46
2.	Pat Jones	Miss DARA	1:49
3.	Don Downing	Midget Mustang	1:44
4.	Roger Schlenker	P-51	1:58
5.	Richard Brunken	Rickey Rat	2:06
6.	Peter Campo	Minnow	2:23
7.	Clyde Young	Miss DARA	1:59
8.	Larry Barnes	Swee Pea	1:54
9.	Steve Vaughn	Ballarina	2:01
10.	Jack Clark	P-63	2:09
11.	Albert Taffs	Rickey Rat	2:04
12.	David Nelson	P-51	2:04
13.	Keith McClure	Cosmic Wind	1:59
14.	William Jehle	P-51	-
15.	Parks - Busse1 Team	Midget Mustang	-
16.	Larry Baggot	Toni	2:07
17.	Bill Feiretag	Shoestring	-
18.	Dan Lewis	Rickey Rat	-

Dave Harter was the CD. NMPRA membership was required.

1978 QM rules except that no slot was required in the pipe.

.

April 22 1978 Nashville, Tenn.

P1.	Pilot	Points	Best Time
1.	Bob Reuther	15	1:38.5
2.	Tom Moore	13	1:40
3.	Forrest Whitson	12	1:43
4.	? Boyte	12	1:45
5.	? Adams	11	1:44
6.	Tom Hottell	11	1:40
7.	Stu Richmond	10	1:42
8.	Toby Grether	10	1:45
9.	Dick Arthur	9	1:58
10.	Clifford Smith	8	2:07
11.	? Journey	6	1:50
12.	? Welsh	4	1:53
13.	Gail Jacobson	3	1:37
14.	? Gaidos	0	-

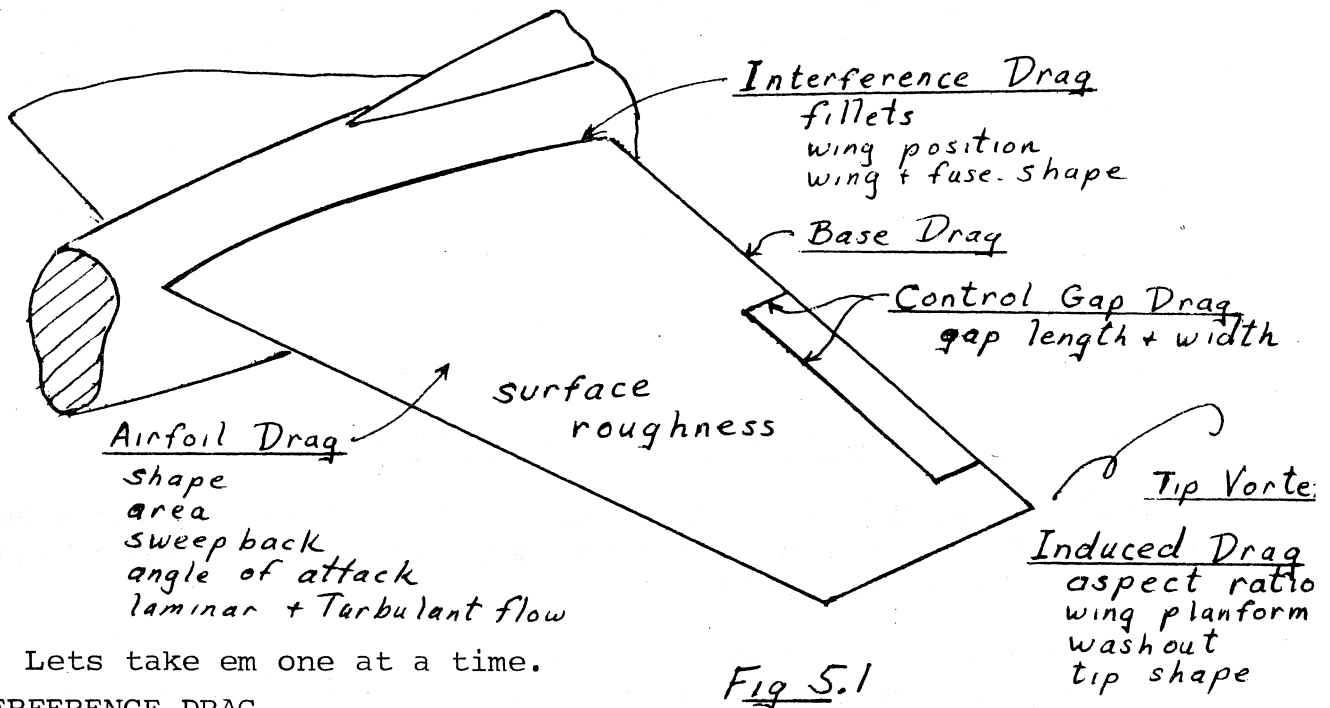
Nashville's Fall Rally will be held September 30 and October 1.
1/2A & QM on Saturday and Quickie 500 on Sunday.

DRAG V

WING DRAG

The drag of a wing is a very difficult and complex subject. To do it justice would take volumes. Instead of going into this subject with all the complexity it deserves we will attempt to cover it so the average guy can build his next ship with a few tricks in mind. The serious designer will have to hit the books for himself.

The main drag factors are shown in fig.5.1. They represent most of the drag generated by the wings of a model aircraft.



Lets take em one at a time.

INTERFERENCE DRAG

When two bodies, such as a wing and a fuselage, intersect each other, the drag of the combination is generally greater than the sum of the drags from both taken separately. It's like adding 2 + 2 and getting 5. You find this type of drag all over the fuselage, at canopies, rudder, elevators, engine cowls, landing gear struts etc.. The added drag comes from the turbulence which is a result of conflicting flow patterns from both bodies.

The following rules apply to wings in particular but may be used in other places as well.

1. Use generous fillets at the intersection
 - a. Fillet radius should be 4 to 8% of the wing chord
 - b. The fillet area should be as smooth as you can make it.
2. A thin airfoil section at the wing root has less interference drag

Over

3. Make the fuselage cross section as round as possible.
4. Maximum wing thickness should be 30 to 35% back from the leading edge
5. Form the fillets to simulate a symmetrical airfoil at 0° angle of attack.
6. From the viewpoint of interference drag only, a mid wing is best and a high wing is next best.
7. Move the wing forward. This one is for designers only, there are a couple of things to do aerodynamically when you do this besides prayer.

Notice that most of these factors apply to the design of the aircraft. Be aware of them when choosing the next aircraft you build. When you build your next ship, pay particular attention to rule # 1. It is really the most important of the seven.

A final word on interference drag, interference also takes place when two bodies are near each other. Examples include the practice of drafting with race cars, the car and the ground, biplane wings, struts etc.

GEORGE ZINK

oo

NMPRA - QM SEASONS POINTS

Normally we send off the copy of the QM section to Jeff Bertkin so he gets it by the 15th. of the month. This means that we can't get your race results in the next issue unless we have them here by the 10th. Just thought I'd let you know that.

In a change of policy from previous years, we are keeping track of all the NMPRA-QM district points. We intend to print all the results we get or at least acknowledge the fact we got the results in this News Release Section. Obviously if you don't see the contest results here it means that we didn't get the results and you don't get those hard earned points.

Sending the contest results to anyone but myself this year will prove either an act of faith or futility. I suggest you copy your QM-AVP also. Previous News Release articles have spelled out the information we are looking for, so there is no excuse for not having your points count this year.

This and the previous 1978 New Release issues contained all the 1978 race results we have received to date. If you have any contests run before May 7th. and don't see the results here, I suggest you contact the CD and make sure he sends us those results.

Jeff Bertkin says he would like the AVP's in Form I to send in a point standing for every issue of the News Release. When we get enough results and have enough room, we will try to do this for the QM section as well. At this writing we have the results from only 5 contests, hope this changes soon.

George Zink

\$ 1000 CASH \$ 1000

6TH ANNUAL FORT WAYNE AIR RACES

SPONSORED BY THE

FORT WAYNE FLYING CIRCUITS, INC. and IN CONJUNCTION WITH

THE CITY OF FORT WAYNES' THREE RIVERS FESTIVAL

PRIZE MONEY EACH EVENT

1st PLACE ** \$\$ 250 2nd Place * \$\$ 150 3rd PLACE ** \$\$ 100

FLYING SCHEDULE

QM SATURDAY JULY 8th ONLY
7:30 A.M. REGISTRATION
8:30 A.M. FIRST RACE

F1 SUNDAY JULY 9th ONLY
7:00 A.M. REGISTRATION
8:00 A.M. HANDICAPPING
8:30 A.M. FIRST RACE

FIRST THREE PLACE WINNING ENGINES WILL BE INSPECTED

FLYING SITE : JEFFERSON TOWNSHIP COMMUNITY PARK (grass)

LOCATED FIVE MILES EAST OF NEW HAVEN, INDIANA ON STATE HIGHWAY 14.

BANQUET SATURDAY NITE ***** FAMILY STYLE

CONTEST DIRECTOR: JAMES GAGER, 3727 SHEPHERD LANE, FORT WAYNE, IND. 46815
phone: 219-485-3467

COME TO
BEAUTIFUL
SANTA CLARA
FOR



P.A.L.

NORTHERN CALIFORNIA FORMULA I CHAMPIONSHIPS

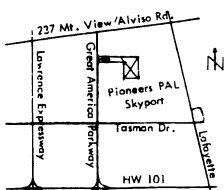
JUNE 24 & 25, 1978

8 A.M.

\$200.00 1ST EXPERT
CASH PRIZES TO 5TH

STANDARD CLASS
1ST-5TH TROPHIES

PIONEERS/P.A.L. SKYPORT
SANTA CLARA, CA.
(NEAR SAN JOSE)



MOTELS:

SANDMAN MOTEL
BEST WESTERN
U.S. 101 and TRIMBLE RD.
(408) 263-8800

MARRIOTT HOTEL
U.S. 101 at
GREAT AMERICA PARKWAY
(408) 988-1500

CONTEST MANAGERS:

JOHN ROUSE
(408) 286-5345
377-2375 P.M.
RON SHELTON
(408) 251-0787

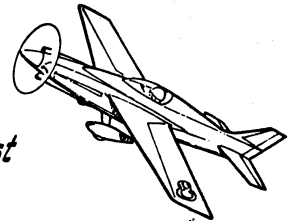
FORMULA I RACE

JULY 8 & 9 1978

Sepulveda Basin

NMPRA - sponsor

VALLEY FLYERS - host



Registration at field 8:00 A M

\$10.00 entry fee - payable at field

All models will be weighed and measured

Scale judging at 8:30 AM

No more than 25% of entrys accepted
in any one frequency

Contest Director: George Finch
(213) 787-1174

1978

QM Area Vice Presidents

North West

Vince Caluori
14203 121 Ave N.E.
Kirkland, Wash. 98033

Washington Canada
Oregon Idaho

West

Bob Gillespie
12271 Epsilon
Garden Grove, Ca. 92640

California Nevada
Arizona Utah

South Central West

Dr. Charles Monnet
1606 Elmhurst
Okla. City, Okla. 73120

Louisiana Arkansas
N. Mexico Oklahoma
Texas

South Central East

Greg Doe
110 Belleview Rd. Apt 15
Nashville, Tenn 37221

Alabama Mississippi
Florida N. Carolina
Georgia S. Carolina
Tennessee

North Central West

Jack Aycock
15 1422 Tesla Drive
Colo. Sps., Colo. 80909

Colorado Montana
Kansas N. Dakota
Nebraska S. Dakota
Wyoming

North Central East

Art Arro
117 Grandview
Ann Arbor, Mich. 48103

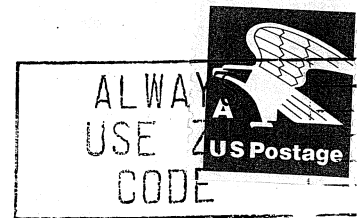
Ohio Michigan
Iowa Minnesota
Indiana Missouri
Illinois Kentucky

North East

Len Wiederhoeft
817 Fairfield St.
Mechanicsburg, Pa 17055

Delaware Virginia
Maryland Pennsylvania
New Jersey W. Virginia
New York and all the
New England States

N.M.P.R.A NEWSLETTER
JEFF BERTKEN
4136 LAKE HARBOR LAND
WESTLAKE VILLAGE, CA. 91361



FIRST CLASS MAIL

TO:

ED E. RANKIN 1-ER
6072 WONDER DRIVE
FT. WORTH, TX. 76133