



NEWS RELEASE

NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION INC

→ FORMULA I → QUARTER MIDGET →

OCTOBER 1978

AMA AFFILIATED

SINCE 1965

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Editor:	Jeff Bertken 4136 Lake Harbor Lane Westlake Village, Ca. 91361	Treasurer:	Ron Schorr 5224 Teesdale Ave. No. Hollywood, Ca. 91607

PRESIDENT'S PAGE

I would like to congratulate Ron Schorr for his victory at the 1978 Nationals. Ron has given a lot to the sport of Formula I racing, and its nice to see after 10 year's hard work Ron winning the big one. NICE GOING, RON!!

As most of you know, I tried to give Q.M. more representation in the NMPRA this year. Q.M. has had over 50% of the Newsletter, hoping this would get rid of some of the friction between Formula I and A.M. I must say, I am really disappointed with the attitude of the Q.M. officials, as they still do not feel Q.M. has been given a "Fair Shake". Q.M. has been given more than a fair shake, as the following figures show:

Total membership as of 8/30/78 --

245 Formula I only
52 Q.M. only
153 Both

As I stated in the beginning of the year, we would divide the contribution money in proportion to the membership percentages, which is the same as previous years. The figures are as follows:

$$\begin{array}{r} 245 \text{ F.I. only} \\ + 76.50 \text{ 1/2 of both} \\ \hline 321.50 = 71\% \end{array}$$

$$\begin{array}{r} 52 \text{ Q.M. only} \\ + 76.50 \text{ 1/2 of both} \\ \hline 128.50 = 29\% \end{array}$$

PRESIDENT'S PAGE (Continued)

I was hoping that better representation in the Newsletter would increase Q.M. membership, but the figures are the same as last year. With 71% of the N.M.P.R.A. still being Formula I flyers, I feel it's time to start giving them a fair shake, and have mostly Formula I in the Newsletter. Here is the 1978 contribution breakdown:

Total for the year	\$1,500.00
70% for Formula I	\$1,050.00
30% for Q.M.	\$ 450.00

The N.M.P.R.A. sent a check to Q.M. President Gail Jacobson on 8/14/78 in the amount of \$450.00.

I have received a letter from Brian Sattler, stating he has turned over his V.P. to Gary Dabrowski because his class load is increasing in September and he feels he will not have the time to do a good job. I appreciate Brian's work the past 3-1/2 years, and his decision is in the best interest of the N.M.P.R.A.

Vince Calvori, V.P. Northwest, recently sent me a letter with a lot of questions concerning the N.M.P.R.A. Vince is relatively new in the N.M.P.R.A., and so are some of you out there, so maybe his questions and my answers will better inform you.

Question 1 - Why don't we govern the A.M.A. racing rules?

Answer - The N.M.P.R.A. governs all the A.M.A. racing rules. Polls are then taken with the membership to determine any rule changes. New members haven't seen any rule changes in Formula I because they have been stable since 1973. Q.M. has seen many rule changes, which are determined by opinion polls with the membership.

Question 2 - What would happen if we didn't have the N.M.P.R.A.?

Answer - The purpose of any national organization is to be just that -- nationally organized. If we had no N.M.P.R.A., you wouldn't have any national rules to follow; also by being part of a national organization we have the pull we need with the A.M.A.

Question 3 - Why did we have qualifying at the Nats?

Answer - I personally made the decision to have qualifying at the Nationals. The Nats doesn't have the prestige I feel it should have. This way is a way of bringing some prestige back to it, and I would do it again, only I would qualify 20 instead of 32.

Question 4 - Why is the championship race in October, and always in either Florida, Texas, or California?

Answer - The championship race is held in October because of the weather. The chances of lousy weather are a lot greater in November and December. Weather is also why 3 southern locations were chosen, rotated, so that travelling is somewhat equalized.

Vince, thanks for the questions, and I hope that I've answered most of them.

Its also that time of year for nominations for President and V.P.'s. Please send all nominations to me directly.

THE 1978 NAT'S - Ed Rankin, C.D.

The attendance was very poor this year, with 21 Q.M. and 38 F-I contestants. I guess the race pilots don't like the high temperature and humidity of Lake Charles. However, the RC pattern and soaring events were very highly attended. The Ohio area would be a more ideal location for RC Pylon.

Our workers did their usual good job. 29 people signed up to work, and 26 showed. In addition, another 10 volunteered at the contest. The majority of these workers will be running the F-I N.M.P.R.A. championship race on October 21-22.

Bob Reuther was the clear winner in Q.M. after four rounds on the first day. He maintained his consistency through 10 rounds, and finished with 37 points, just three down from a perfect score. He wasn't the fastest, but he put it all together! George Parks put it all together again for a second place, which makes it three years in a row! There should be a trophy for this. We were glad to see Tom Baker back in pylon racing with a well deserved third place. It seems like Tom Christopher always gets the fastest time, and he did it again with a 1:26.8.

It took ten rounds to determine a winner in F-I, and Ron Schorr came through for first place. Also, Ron won the Best in F-I Scale trophy with a beautiful Polecat. Bruce Richmond and Bob Smith were tied with Ron for first place at the end of the ninth round. In the tenth round, Bruce crashed at Number Three pylon for a zero, and Bob had a bad engine run, which gave him a second place in that heat. Ron came up with a first in his heat, to give him a clear first place in the contest.

Irwin Funderburk won the fastest time trophy, with a 1:13.8 (K&B), followed by John McDermott with 1:14.8 (STX40), Dave Shadel with 1:15.2 (ST&40), Bob Violet - 1:15.2 (K&B), Bob Smith - 1:15.3 (STX40), Brian Richmond - 1:15.5 (STX-40), Bruce Richmond - 1:15.6 (K&B), Dave Pearce - 1:16.2 (STX-40), Jeff Bertken - 1:16.8 (K&B). You can't say the weather slowed down these guys!

Maybe next year the NAT's will be in a more central location, and maybe you will be the C.D. and I'll get to fly!

* * * * *

FROM THE EDITOR:

I feel I must apologize to all of you for the Newsletter being this late (six weeks). I am particularly sorry for the botched up job in the last Q.M. section. I am sure the last two issues will be much better.

More importantly, the entire N.M.P.R.A. membership and his personal friends wish Paul Zink a most speedy recovery from a very serious accident he was involved in recently. Paul was hit in the head by a landing airplane, and underwent several hours of surgery.

Those of you who wish may send him a card or note at:

Paul Zink
80-28 222nd St.
Jamaica, N.Y. 11427

Good racing, AND SAFE !!

SAN LUIS OBISPO FLYERS FORMULA I RACE
 SEPTEMBER 2 AND 3, 1978
 CAMP ROBERTS, CALIFORNIA

The second San Luis Obispo Flyers Formula I Race, held at Camp Roberts, is now history. This year's race awarded \$300 to 1st place, cast to 5th place, and \$100 to fast time in Expert Class.

With 22 Expert and only 7 Standard flyers, the two were combined to make the ten rounds of racing more interesting. Saturday's competition saw 6 rounds completed with Ed Hotelling solidly in 1st place with 24 points.

On Sunday, things got interesting. In Round 8, Hotelling and Ron Gilman successfully exchanged paint jobs at #3 pylon. At this point, Tom Christopher moved into 1st, Dave Shadel to 2nd, one point out; Ed Hotelling, Jerry Boyce and Ed Allen were tied for 3rd, two points out.

By the end of Round 10, Dave Shadel, who had been tied with Christopher for 1st, mid-aired with Doug Ruble, forcing him out of the running, and Tom C. took 2nd in his heat. This resulted in a four-way fly-off for 1st.

The ultimate winner of the exciting fly-off was Ed Hotelling, who definitely deserved the victory.

Many thanks to all who attended the race, to the various sponsors, and especially to the workers and starter, Len Ledson, who really made the race effort work!!

Gary Hover, C.D.

SOLO FLYERS - FORMULA I RACE RESULTS

EXPERT

<u>NAME</u>	<u>FASTEST TIME</u>	<u>RACE POINTS</u>	<u>NAME</u>	<u>FASTEST TIME</u>	<u>RACE POINTS</u>
1. Ed Hotelling	1:19.2*	36	11. Jim Kimbro	1:24.0	20
2. Tom Christopher	1:24.4*	36	12. Don Kaylor	1:25.8	20
3. Jerry Boyce	1:22.0*	36	13. Jim Stafford	1:26.5	18
4. Ed Allen	1:19.2*	36	14. Ron Gilman	1:19.4	17
5. Dave Shadel	1:17.5(Fast Time)	33	15. Laird Owens	1:21.3	17
6. Doug Ruble	1:22.5	32	16. Mike Mitchell	1:29.9	16
7. Rusty VanBarren	1:22.2	23	17. Jeff Bertken	1:21.8	15
8. Bob Seigelkoff	1:41.5	23	18. Ron Schorr	1:31.0	15
9. Russ Kime	1:25.6	21	19. John Brodbeck	1:27.0	10
10. John Rouse	1:30.7	21	20. Eric Ristrim	1:32.4	10
			21. Bob Williams	1:33.2	6
			22. Bob Wilde	1:44.3	4

* = Flyoff

STANDARD

<u>NAME</u>	<u>FASTEST TIME</u>	<u>RACE POINTS</u>
1. Tad Sato	1:40.5	21
2. Gordon Davis	1:27.7	18
3. Paul Kinney	1:28.8	17
4. Chick Bentz	1:41.9	13
5. Gene Sidwell	1:34.5	7
6. Ben Witherell	1:38.0	5
7. Joe Stream	1:42.8	4

RACE RESULTS - SOMERS, NEW YORK

July 30, Formula 1

	<u>NAME</u>		<u>BEST TIME</u>		<u>POINTS</u>
1x	Pete Reed		1:21		20
2x	Tome Castellano		1:17.6		19
3X	Glenn Sicotte		1:21.2		19
4s	Anthony Schroder		1:31.3		17
5s	Larry Weddle		1:30		16
6x	Bob Wallace		1:40.6		14
7s	Jeff Shumate		1:46.9		14
8x	Arnie Wile		1:32		12
9x	Ed Weitock		1:27		11
10s	Tom Dooly		1:45.2		9
11s	Gary Milliken				0

August 26, Formula 1

1x	Tom Castellano	1:16.1	19	9x	Pete Reed	1:28.5	7
2x	Anthony Schroder	1:27.5	17	10x	Arnie Wile	1:32	7
3x	Ed Weitock	1:21.1	16	11x	Butch Schroder	1:31	5
4x	Bob Wallace	1:26	16	12s	Jeff Shumate	2:01.2	4
5x	Dan Willard	1:29	15	13x	Bill Zautner	1:41	3
6x	Glenn Sicotte	1:21.7	14	14s	Tom Dooly		0
7s	Larry Weddle	1:31	11	15s	Beckwith		0
8x	Paul Zink	1:29.3	10				

August 27, Formula 1

1x	Tom Castellano	1:19.2	19	9x	Anthony Schroder	1:26.5	8
2x	Mike Helsel	1:23.6	17	10s	Larry Weddle	1:46.4	6
3x	Paul Zink	1:25	17	11x	Glenn Sicotte	1:20.2	4
4x	Ed Weitock	1:19.5	16	12x	Dan Willard	1:45	4
5x	Pete Reed	1:25.7	15	13s	Tom Dooly	2:07	2
6x	Bob Wallace	1:29.8	14	14s	Jeff Shumate		0
7x	Arnie Wile	1:23	12	15s	Beckwith		0
8s	Barry Reed	1:33.6	10				

→ FOR SALE: 3 Stegall Minnows - never flown. All identically airbrushed paint jobs; cockpit detail; pilots painted by commercial artist. A total of 14 colors used throughout the plane. Comes complete with Prather wheels with ball bearings, wheel pants, tapered landing gears, Prather motor mounts, fuel tanks, and all plumbing. Less motors.

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FORMULA I 1978 NATIONALS

Best Scale: Ron Schorr

Fastest Time: Irwin Funderburk
1:13.8

A - Tie, settled by fastest time

B - Flyoff

OPEN

<u>PLACE</u>	<u>NAME</u>	<u>AIRPLANE/ENGINE</u>	<u>POINTS</u>	<u>TIME</u>
1	Schorr, Ron	Polecat/K&B	27	1.21
2A	Shadel, Dave	Toni/ST X40	26	1:15.2
3A	Smith, Bob	Polecat/ST X40	26	1:15.3
4B	Doe, Greg	Minnow/K&B	24	1:19.4
5B	McDermott, John	Toni/ST K40	24	1:14.8
6B	Richmond, Bruce	Polecat/K&B	24	1:15.6
7B	Brogden, Bob	Polecat/K&B	23	1:18
8B	Pearce, David	Toni/ST X40	23	1:16.2
9A	Bertken, Jeff	Polecat/K&B	22	1:16.8
10A	Reuther, Bob	Polecat/ST X40	22	1:18.8
11A	Funderburk, Irwin	B1 Bandito/K&B	20	1:13.8
12A	Pries, Bill	Toni/ST X40	20	1:17.8
13A	Edwards, Tim	Toni/ST X40	20	1:25.2
14A	Brodbeck, John	Polecat/K&B	19	1:20.7
15A	Baker, Tom	Polecat/K&B	19	1:22
16A	Helms, Gale	Toni/ST X40	19	1:24.2
17A	Telford, Cliff	Toni/K&B	18	1:18.9
18A	Grady, Dennis	Polecat/K&B	18	1:21.3
19A	Barrett, Bob	Toni/ST X40	18	1:30.5
20A	Jennings, John	Midget Mustang/ST X40	18	1:30.9
21A	Christopher, Tom	Minnow/ST X40	16	1:17.5
22A	Stafford, James	Minnow/ST X40	16	1:20.2
23A	Downing, Don	Midget Mustang/ST X40	16	1:21.3
24	Hagel, Bill	Toni/ST X40	15	1:22.4
25A	Violet, Bob	Polecat/K&B	14	1:15.2
26A	Richmond, Brien	Polecat/ST X40	14	1:15.5
27A	Telford, Drew	Toni/K&B	14	1:37.5
28A	Barrett, Steve	Toni/ST X40	13	1:21.9
29A	Brunner, Charles	Toni-ST X40	13	1:24.4
30A	Gelicia, Antonio	Toni/K&B	13	1:36.5
31A	Golf, Frederich	Toni/K&B	13	1:24
32	Anston-Smith team	Midget Mustang/ST X40	9	1:52
33A	McCann, Dan	Toni/K&B	7	1:23
34A	Helms, Steve	Toni/ST X40	7	1.26
35	Giertz, Tom	Toni/ST X40	6	1:44
36	Oliver, Richard	Toni/ST X40	4	1:56
37	Small, Jerry	Midget Mustang/ST X40	3	1:34
38	Stream, Joe	Minnow/K&B	2	

1978 NAT'S
LAKE CHARLES
Quarter Midget

	<u>NAME</u>	<u>BEST TIME</u>	<u>POINTS</u>
1.	Bob Reuther	1:30.3	37
2.	George Parks	1:30	35
3.	Tom Baker	1:36.2	34
4.	Brian Richmond	1:35	32
5.	Tom Christopher	1:26.8 Best Time	31
6.	Dennis Sumner	1:34.6	30½
7.	R. Eavenson	1:43	29
8.	W. Adams	1:42	26½
9.	Bill Hager	1:43.5	25
10.	Greg Doe	1:35.6	23
11.	Dave Pearce	1:37.7	21
12.	W. Journey	1:53.2	21
13.	John Kilsdonk	1:47.9	20
14.	K. McClure	1:53	19
15.	Bruce Richmond	1:35	18½
16.	Don Downing	1:42	17
17.	P. Campo	1:50.3	14½
18.	J. Lime	1:48	13
19.	T. Giertz	1:57	7½
20.	Bob Brogdon	1:44	6
21.	J. Pagan	1:49	6

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RESULTS OF "FIRECRACKER CLASSIC"

FORMULA I RACE

July 2, 1978
Orlando, Florida

<u>Place</u>	<u>Name</u>	<u>Best Time</u>
1.	Brian Richmond	1:23.4
2.	Tom Pownall	1:28.3
3.	Jim Maki	1:17.6
4.	Bill Williamson	1:22.9
5.	Carl Simms	1:28.9
6.	Gail Jacobsen	1:24.4
7.	R. A. Brogdon	1:24.6
8.	David Thomas	-
9.	Bart Phillips	1:58.1
10.	Dan Johns	2:12.4
11.	Buck Jones	-
12.	Wayne Stanley	-
13.	Dennis O'Brien	-
14. } Tie	Dave Donat	-

The heat and humidity took its toll on the finicky .40's as temperatures on the field exceeded 100°. It was a tough day to get a needle, and most races were won with engines on the rich side. All but the first two pilots had at least one flameout in 5 rounds. Jim Maki had four wins going into his last heat, which was a one plane heat; all he had to do was finish the race to win the contest, but his engine fell victim to the heat and humidity on the 7th lap - thus he took a 3rd place. Brian Richmond and Tom Pownall each tied for most points, but Brian had faster time and took the gold!

FORMULA 1 RACES
MONROE, NORTH CAROLINA

June 24, 1978

1. Dave Pearce
2. Dennis O'Brien
3. Jim Moorhead
4. Irwin Funderburk
5. Bill Williamson
6. Cliff Telford
7. Greg Doe
8. Bob Brogdon
9. Carl Simms
10. Mike Grady
11. Bill Helms
12. Gale Jacobson
13. Drew Telford

Fast Time: Bill Williamson
1:15.5

June 25, 1978

1. Dennis O'Brien
2. Bill Preis
3. Dave Pearce
4. Gale Jacobson
5. Cliff Telford
6. Mike Grady
7. Jim Moorhead
8. Dallas Buck
9. Bob Brogdon
10. Charles Brunner
11. Carl Simms
12. Irwin Funderburk
13. Bill Williamson
14. Greg Doe
15. Drew Telford
16. Bill Helms
17. Tom Baker

Fast Time: Dennis O'Brien
1:16.6

September 2, 1978

	<u>Points</u>
1. Dennis O'Brien	14
2. Irwin Funderburk	14
3. Dave Pearce	13
4. Jim Moorhead	13
5. Bill Williamson	11
6. Jake Jacobson	11
7. Mike Grady	10
8. Drew Telford	10
9. Brian Richmond	9
10. Carl Simms	8
11. Tom Baker	7
12. Robert Schuster	6
13. Bob Brogdon	4
14. Cliff Telford	4
15. Bill Helms	2
16. Dan McCan	0

Fast Time: Bill Williamson
1:12.1

September 3, 1978

	<u>Points</u>
1. Brian Richmond	14
2. Dennis O'Brien	13
3. Jim Moorhead	12
4. Jake Jacobson	12
5. Cliff Telford	11
6. Bill Williamson	10
7. Dave Pearce	10
8. Mike Grady	10
9. Tom Baker	9
10. Carl Simms	7
11. Dan McCan	7
12. Robert Schuster	5
13. Drew Telford	2
14. Irwin Funderburk	0
15. Bob Brogdon	0

Fast Time: Bill Williamson
1:13.7

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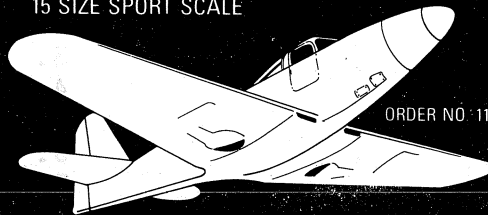
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- 2) Balsa PRESHEEDED FOAM WINGS WITH SHAPED TIPS ANDAILERONS
- 3) PRESHAPED TAIL AND CONTROL SURFACES

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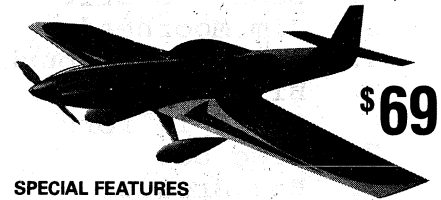
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- 3) Balsa PRE-SHEEDED FOAM WINGS

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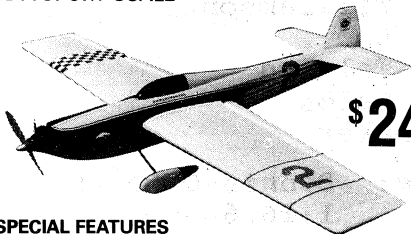
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- 1) Balsa PRESHEEDED FOAM WINGS
- 2) PRESHAPED TAIL AND CONTROL SURFACES
- 3) LIGHTWEIGHT EPOXY GLASS FUSELAGE AND COWL

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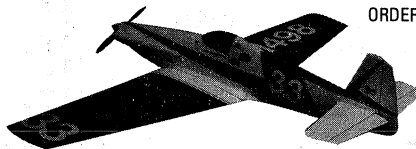
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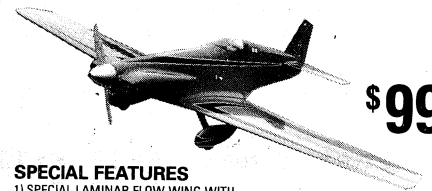
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SPECIAL FEATURES

- 1) FOAM WINGS PRESHEEDED Balsa
- 2) TAIL AND CONTROL SURFACES PRESHAPED
- 3) EPOXY GLASS FUSELAGE AND COWL

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Q.M. PRESIDENT'S MESSAGE

AUGUST

Having been to several contests this year, four out of the past five weekends, I'm convinced that the hardest job of all is that of the C.D. He has all of the problems; most of them defy solution. Everybody just can't be right or pleased. Probably the most thankless job goes to the workers, who give up their weekend to put on a contest for a bunch of guys they don't know and who may come storming down to No. 1 pylon trying to get a cut undone or something similar. The C.D.'s and workers, most of the time, take it and try to work the problems out. When the race is over, many of them wonder if it was worth it. If some races are not held next year, then the contestants who fussed and fumed are probably responsible.

Probably the largest contest this year will be the Ft. Wayne, Indiana contest. About 45 quarter midgets and 28 or so Formula I's. An excellent contest and well run. I have been told that two-thirds of all N.M.P.R.A. members live within 600 miles of Ft. Wayne. Possible Championship race for Quarters and Forms? Their hospitality also rates 4 STARS!!

Most of you know of Murphy's laws, and probably wish he would take his laws to another country, but at the Eastern States Championships, ole' Murphy got beat. It seems that a contestant started his engine for the second race of the day, when he noticed that the carb. was falling out. The engine was stopped to tighten the bolt, but the bolt was gone. A rubber band was looped around the nose of the Quarter Midget and over the carb. The engine restarted, and needle valve had to be reset. With the carb. jumping around, the plane took off and won the race. Same guy went on to win the Eastern States Championships. Those of you who missed this race missed a great one! Another 4 STARS!!

SEPTEMBER

The Nats 3 August newsletter ran an article which gave a comparison between the number of R/C entries for 1977 with 1978. For 1978 R/C pattern had an increase of 54 entries, mostly novice and advance (18 each), scale had a 31 decrease, Pylon: QM 24 decrease, Form I 18 decrease, and sailplanes an 85 decrease. Total entries for '77 was 456, and '78 was 364. I do not know the answer, but would guess at the location and heat as the major factors. Having lived in Lake Charles for four years, I don't think I'm guessing.

In the same news letter, there was an article titled "AMA property" at Lake Charles. The last paragraph of this article states, "The subject is being explored by AMA's Executive Council to see if a specific proposal can be developed, in writing, for official consideration. In other words, nothing definite has been negotiated". Surely there must be something better in the U.S. I would recommend Death Valley first.

(cont.)

Q.M. President's Message

September (Cont.)

Q.M. PRESIDENT'S MESSAGE

Another comment about the Nats. Event Directors should be well qualified for their job, and care enough about the events he is responsible for so that major mistakes are not made. Nothing is worse than having a race matrix that repeats. New C.D.'s quite often make that kind of mistake, but will correct it once it's pointed out, but for an "experienced" C.D. to make that mistake and allow it to continue after it was pointed out reflects his contempt for the contestants, poor sportsmanship, and a bad reflection on AMA.

OCTOBER

I have asked all of the AVP's to send in nominations for next year's Area Vice Presidents and QM President. The same is true for anyone else who would like to run for any of the offices.

Any office in N.M.P.R.A. or QM is pretty much what you make of it. Everyone should realize that the individuals have other jobs, do not receive any pay, but are expected to perform at the 20 grand plus level and have all the answers. That's what I expect, cause next year I'm going to be one of you. So lets get the nominations in, boys!

Everyone who had shirts (district champs) for '77 will get their shirts, according to last year's president. The problem, or perhaps our problem, at the moment is to come up with an acceptable shirt. The regular N.M.P.R.A. shirt is no longer made, hence the problem. In the meantime, have your AVP send in your district champ's name and shirt size. Your racing season ends with the last race in your area or January 31. Most of you know the Form I guys do it differently, because of their championship race in October which is an invitation only affair, based on district points, etc.

I would encourage everyone to read Jim Gager's article in Model Builder for the month of October. I have been to about a dozen contests, and at about 10 fo the 12, all of the bad things he relates have occured. I guess it is a sign of the times that bad manners are macho, and "look at that great individual, he got a bum rap", the C.D. or that guy on No. 2 deserved it and so on.... I think it is time that the C.D.'s warn the contestants at the pilots meeting and eject (if the guys little enough) anyone with any unsportsmanlike conduct - any trace is sufficient! About the time a couple of the super hots get kicked out, the situation will correct itself. In any sport, the officials are not always right but because you know you are right is not sufficient reason to "display childish antics". Some of my best friends do, though, and it is embarrassing to watch and makes you mad clear through when it happens to you. Jim's article says it all!

(cont.)

Q.M. President's Message
October (Cont.)

The QM Championship race was a huge success, thanks to the efforts of the Louisville R/C Club, the Kentucky Park system (Bill Marshall) and the C.D. Howard (Shorty) Holsclaw and 53 contestants (16 new N.M.P.R.A. members). I'm afraid that I have to disagree with the gloom and doom boys. I don't find racing on the decline. There may be some areas taking a time out, but all the races that I have gone to (12 going for 16) have been barn burners! There were so many who flew 1:35 and below at Kentucky that there had to be a flyoff to get into the second race, the Doolittle, for the 12 fastest times, and five 1:35s had to eliminate one.

* * * * *

1980 QUARTER MIDGET

RULE PROPOSALS

40.4.5: Engines may only be altered by removing parts or materials from parts; no material or parts may be added, except as noted elsewhere. ABC sleeves may be replated.

This recognizes what has actually been occurring.

40.4.8: Fuel System Pressurization.- Fuel system pressurization may be used.

This goes along with the elimination of the R/C carburetor and engine modification. Some contestants desire this change.

40.20: Head Gear. All personnel are encouraged to wear hard hats during races when in the race course area.

Hard hats generally used do not provide much protection. Most contestants do not wear them. Form I does not require them. To provide real protection, some specifications would have to be developed. It is un-air to have one event require "protection" and not the others. Any R/C aircraft represents the same danger.

40.4.6: Change Carburetor to 4.6 Engine Shut-off. Pilot must be able to shut off his engine by radio control with the plane in the upright position, on ground, or in the air, without effecting flight path in any direction, upon official command. Engine must stop within five (5) seconds of command. R/C carburetors are not required. Delete rest of Paragraph. Delete Paragraph 16: Idle Requirements.

Par. 4.6 would read the same as Form I Par. 4.3. Quality control and/or the performance of the current carburetors are not satisfactory. Most contestants do not want the idle rule.

Q.M. Rule Proposals (Cont.)

The foregoing rule change proposals were all submitted by N.M.P.R.A. - Q.M. President Gail Jacobson, with the endorsement of Dave Latsha and Ron Bressler.

Needless to say, these proposals, if accepted, will radically change the Q.M. event as we know it today. If you are interested in Q.M. and have comments, either for or against these proposals, please write the proposer or myself. While you are at it, write your district AMA R/C Contest Board Representative, too. This is your chance to have some effect on the rules; miss it, and you can only blame yourself.

Q.M. SECTION

Fort Wayne, Indiana - July 8 - Jim Gage, C.D.

<u>Place</u>	<u>Pilot</u>	<u>Best Time</u>	<u>Place</u>	<u>Pilot</u>	<u>Best Time</u>
1.	Rex Knepper	1:39	24.	D. Martin	1:39
2.	Doug Bebensee	1:34	25.	Bill Hager	1:48
3.	Dennis Sumner	1:36	26.	Ben Hulick	1:53
4.	Tom Hottel	1:36	27.	Dr. Charles Gray	2:14
5.	Bob Reuther	<u>1:31.33</u>	28.	Tom Dudan	1:40
6.	Dave Latsha	1:34	29.	John Kilsdonk	1:43
7.	Bob Buzash	1:35	30.	Ken Heatlie	1:43
8.	Rodger Schlenker	1:51	31.	Lew Hipkins	1:45
9.	Floyd Fitzgerald	1:34	32.	Leroy Webb	1:43
10.	John Fotiu	1:36	33.	Bill Adams	1:48
11.	Dave Keats	1:36	34.	Charles Smith	1:55
12.	Duane Gall	1:41	35.	Gail Jacobson	1:42
13.	Allen Booth	1:38	36.	Harvey League	1:41
14.	Gary Villard	1:41	37.	Dave Timcoe	1:45
15.	Ben Martin	1:42	38.	Bob Hisey	1:58
16.	Len Wiederhoeft	1:45	39.	Jim DeYoung	2:17
17.	Jerry Gentry	1:49	40.	Dave Sears	1:41
18.	Art Arro	1:50	41.	Al Grove	1:49
19.	Dan Kane	1:40	42.	Todd Leslie	1:51
20.	Wayne Yeager	1:35	43.	Mike Lasker	1:58
21.	Mario Biscaro	1:40	44.	Dave Boyte	2:11
22.	Jack Clark	1:51	45.	Denis Bielick	-
23.	Joel Cohen	1:37			

These are early returns, and there is no breakdown of aircraft and engines.

Our records show that 26 of the 45 pilots are N.M.P.R.A. members. 6 of the remaining 19 had not raced Q.M. this year before this race.

Average of the best times: 1:44.9

UPRC, Rochester, N.Y. Radio Control Club of Rochester - July 15

<u>Place</u>	<u>Pilot</u>	<u>Aircraft</u>	<u>Engine</u>	<u>Best Time</u>
1.	Hal DeBolt	Firecracker	C	1:50
2.	Ernie Nicodem	P-51	C	1:51
3.	Harry Greenaker	Deja-Vu	R	1:41
4.	Roy Walder			1:58
5.	Chuck Boyer			1:47
6.	Don Steeb			1:46
7.	John Grigg			1:55
8.	Bob Harris			1:48
9.	Dick Smith			2:05
10.	Dick Antozsewski			1:55
11.	Bill Brandow			1:56

* * * * *

The N.W.P.R.A. has a newsletter with a roving editor. Andrew McIndoe edited #2 and included the following results:

RCFCBC Field, Boundary Bay, B.C., Canada - April 8

<u>Place</u>	<u>Pilot</u>	<u>Aircraft</u>	<u>Engine</u>
1.	Ray Strom	Mustang	C
2.	Walt Chickmoroff	Rickey Rat	C
3.	Ralph Cooney	Toni	R
4.	Doug Rankin	Rickey Rat	C
5.	Larry Ekersley	Toni	R
6.	Andrew McIndoe	Toni	R
7.	Bill McLement	Mustang	K&B
8.	Barrie Berlin	Mustang	C
9.	Guy Johnson	Toni	C
10.	Al Livesey	Toni	R
11.	Nelson Eddy	Toni	R
12.	George Soderberg	Mustang	C
13.	Don Rice	Folkerts	C
14.	Vince Caluori	Mustang	R
15.	Roy Soderberg	Toni	C
16.	Bryan Boutroy	Mustang	R

Fast Time was Larry Eckersley - 1:35

* * * * *

BARKS (Boise Idaho) - June 4 - Jim Booker, C.D.

We have only the names of the top 3 and fast time:

- 1st. - Andrew McIndoe
- 2nd. - Guy Johnson
- 3rd. - Al Livesey Also Fast Time - 1:36

Boundary Bay Field - June 18

<u>Place</u>	<u>Pilot</u>	<u>Aircraft</u>	<u>Engine</u>
1.	George Soderberg	Mustang	C
2.	Andrew McIndoe	Toni	R
3.	Jim Pepperdine	Rickey Rat	C
4.	Don Rice	LR-1A	C
5.	Al Livesey	Toni	R
6.	Bill Moorhead	Folkerts	C
7.	Walt Chickmoroff	Mustang	C
8.	Doug Rankin	Rickey Rat	C
9.	Vince Caluori	Mustang	R

Due to the very strong winds, a flying start was used. Fast time was Andrew McIndoe - 1:41.

* * * * *

Whidby Island, Washington. Hosts were WIRKS and the US Navy - July 9

<u>Place</u>	<u>Pilot</u>	<u>Aircraft</u>	<u>Engine</u>
1.	Don Rice	LR-1A	C
2.	Kathy Root	Cobra	C
3.	Bob Root	Cobra	C
4.	Bill Moorhead	Folkerts	C
5.	Jim Kelly	Toni	C
6.	Vince Caluori	Rickey Rat	R
7.	Ralph Cooney	Toni	R
8.	Chuck Silver		
9.	Stan Brown		
10.	Al Livesey	Toni	R

C.D. was Bob Pfeiffer.

Fast Time was Bob Root's 1:36.2

* * * * *

The next NWPRA race is August 19 & 20. Sponsored by Barons Model Club at the Deer Park, Wa. Airport. (Class AA AMA Sanction 564)

August 19 Q.M. and Formula I - August 20 1/2A & F-500

C.D. is Dick Carson W. 3029 Hoffman, Spokane, Wash. 99205
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Advance Registration appreciated.

N.M.P.R.A. - Q.M. EASTERN STATES CHAMPIONSHIPS

Valley Forge Signal Seekers, Warminster, Pa. - July 15 and 16
Joe McDermott, C.D.

<u>Place</u>	<u>Pilot</u>	<u>Aircraft</u>	<u>Engine</u>	<u>Points</u>	<u>Best Time</u>	<u>Av. Time</u>
1.	Gail Jacobson	Toni	C	21	1:35	1:38
2.	Ron Bressler	LR-1A	C	19	1:39	1:42
3.	Paul Zink	Rickey Rat	R	18	1:33	1:34
4.	Frank Heil	Toni	C	18	1:35	1:42
5.	Lew Hipkins	Toni	C	18	2:01*	2:04
6.	Mark Freiberg	P-51	R	16	1:40	1:44
7.	Steve Nielsen	P-39	R	16	2:04	2:05
8.	Dick Beltz	P-39	C	15	1:40	1:40**
9.	Warren Batson**	Toni	C	15	1:42	1:43
10.	Dave Hidden	Lil Quickie	R	15	1:45	1:48
11.	Vance Sutton	LR-1A	R	15	2:07	2:11
12.	Al Grove	Toni	C	12	1:40	1:49
13.	Dick Berner	Toni	C	12	1:42	1:49
14.	P & B Team	P-51	R	11	1:40	1:42
15.	Tom Dooley	Rickey Rat	R	11	2:16	2:20
16.	Dave Latsha	Toni	C	9	1:42*	1:52*
17.	Len Wiederhoeft	Shoestring	R	8	2:02*	2:07
18.	Joe Sera	P-51	R	5	2:05*	2:05
19.	John Majikas	Toni	R	2	1:57	1:57
20.	Arthur Talisman	P-51	R	2	2:33*	2:33*
21.	Herb Adams	P-51	C	-	-	-

Race course set up on Saturday was discovered to be 100' too long at Pylon #1. (2-3/8 mi.) Unless otherwise noted, fast times and average times were computed from Sunday times only.

* Dave Latsha, Len Wiederhoeft, Joe Sera, and Arthur Talisman did not get points or official times Sunday; their best and average times are from Saturday. Lew Hipkins did get points and official times Sunday, but his best times were posted Saturday.

**Warren Batson had an official time of 1:33 Saturday. Warren later withdrew this time. It would have placed him as lowest time of the meet. He lost an engine and 8th place by withdrawing that fast time. Warren showed us all the meaning of true class! We can only hope that Warren breaks that 1:33---and very soon!

The traditional grudge race was held after the contest was over. 12 of the top finishers vied for low time, and a spot in the final 4-plane flyoff for \$50.00. Gail Jacobson was the only one in the flyoff without cuts called. Jake didn't need the other's cuts, though, because he pulled away in the last few laps to win the grudge race, too.

Jake also won the Terry Prather Perpetual Trophy for having the best combined finish of the race, best time in the race, and finish in the grudge race. That trophy is really something -- it probably cost Jake a good chunk of that \$50.00 just to get it back to Atlanta!!

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