



NEWS RELEASE

NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION INC

→ FORMULA I → QUARTER MIDGET →

DECEMBER '78

AMA AFFILIATED

SINCE 1965

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• PRESIDENT'S PAGE •

I would like to congratulate Tom Christopher, our 1978 National Point Champion!! Tom really put it together this season, and looks like he's the man to beat in 1979.

Having read George Zink's response to my October President's Page printed in this issue, I have only one comment; Even if we consider that all of George's statistics are correct (though I and N.M.P.R.A Secretary Gary McPike haven't the slightest idea how these figures were derived), it only shows how much more the N.M.P.R.A. is supported by Formula I than Quarter Midget. In a nutshell, George shows that of the 58 flyers who flew Q.M. in 1978, only 30 were N.M.P.R.A. members, and although only 107 flew Form I only, the N.M.P.R.A. has 245 Form I members! This to me shows that even the Form I fliers who, for whatever reason, did not participate in 1978 competition, they still are supportive and interested in the N.M.P.R.A., while Q.M. has barely over 50% participation.

Good news from Las Vegas! The 1978 Championship race will be held there next year, October 20 and 21. Circus Circus Hotel and Casino will sponsor the event, supplying the trophies and providing a discount on hotel accommodations there. We are planning on having cash prizes, hoping for a total purse of \$2,000.00.

I, along with my brother Chuck, will run the race, and intend to do a first rate job. I feel that Formula I racing is the most exciting event in radio control, and a race in Vegas will help provide the publicity and prestige that has been lacking in previous years. A BIG THANKS to Mr. Bill Bennett and Mr. Walt Schroder for this opportunity!!

FROM THE SECRETARY

This will be my last column for the N.M.P.R.A NEWSLETTER. I hope the next Secretary will enjoy the job as much as I have. But next year I plan to "get serious" about my racing and see if I can get my times down into the respectable 1:20(s).

The membership breakdown for 1978 is as follows, as of November 15, 1978:

Quarter Midget Only	66
Quarter Midget and Formula I	158
Formula I only	242
No Interest	4
	<hr/>
Total Membership	470

These figures come from the membership forms you all send in with your yearly dues, and is the only official census we have.

I would like to throw down the glove to our next batch of officers, that is, to consolidate the racers across the country. Of the seven N.M.P.R.A. Districts, only one requires N.M.P.R.A. Membership to enter and fly in races in its District. There is no requirement at all in Quarter Midget.

The N.M.P.R.A. must consolidate the racers across the country if we ever hope to have the power we need with the A.M.A. or the R.C. community at large.

I feel the new President and his staff must make this issue its primary goal for 1979!

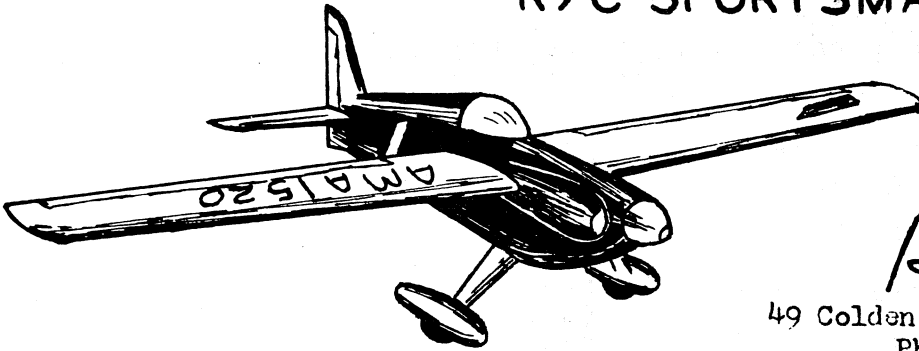
See you at the races.....

GARY

FLASH -- FLASH -- FLASH --

DO NOT send me your 1979 dues. Wait for the form in your January 1979 NEWSLETTER and send it to your new Secretary.

R/C SPORTSMAN & MODEL BUILDER



Hal deBolt

49 Colden Court....Buffalo, New York 14225
Phone: 716-633-6623

November 16, 1978

Bob Smith, president
National Miniature Pylon Racing Association

Dear Bob:

Although this letter will be addressed to you it will be also a "cover letter" to accompany copies of the enclosed proposal that will be circulated to people who have provided me with input for FAI Pylon. So, I hope that you other people will pardon me using this way to expedite this proceeding.

As you may know the FAI meeting in Paris will happen shortly. Any action within the FAI always starts at this annual meeting. If anything is to happen with FAI Pylon during the coming year the seed needs to be planted at this meeting. The "seed" which we hope will grow is in the form of the enclosed rule proposal. The final result may be something else, but if this proposal just creates some action it will have accomplished one purpose.

The input which I received on FAI was generally negative, easily described as "who wants it" and that the past event was "a loser. There were some including the AMA, Canada and myself who realize that FAI Pylon could be a great asset to R/C racing. AND that such support is needed.

Suggestions for model rules fell into 3 categories: 1. Use the Formula I rules as far as possible. 2. Create an event such as Quickie 500 or England's "Club 20" in hopes of attracting sport type flyers. 3. Establish a new class of model that would include Formula I aircraft. The first Form I suggestion was tried last year and the FAI would not accept it. The second "Quickie" suggestion would hardly fit the needs for a World Champion type event and it is doubtful that many sport flyers would be interested in real competitive flying as seen at the FAI level.

The proposal and suggested rules which are enclosed cover a model and event which would fill the needs of the 3rd suggestion. First it is felt that with development, a model designed to these rules would be the finest racing model aircraft yet seen. A model truly worthy of a World Championship class. Secondly, these rules would allow participation with Formula I aircraft by the use of FAI fuel and a muffler. Lastly, it is felt that the rest of the FAI could see advantages with such a model which would encourage them to accept this rules in some form.

In closing I must say that it is felt that for FAI Pylon to reach its full potential it must have active participation by United States modelers. It would be hoped that the NMPRA and our active pylon racing people can see the advantages to be gained. What we all need is MORE RACING, not less....

Aeronautically yours,

Hal deBolt
Harold F. deBolt, AMA FAI Pylon representative

1978 NATIONAL POINT FINAL STANDINGS

1.	Tom Christopher	609.7
2.	Dave Shadel	508.0
3.	Dennis O'Brien	561.2
4.	Pete Reed	560.8
5.	Tom Castellano	541.2
6.	Bob Smith	535.3
7.	Ed Allen	530.9
8.	Gary Hoover	529.9
9.	Ed Rankin	501.1
10.	Mark Harter	498.1

S.C.W. DISTRICT STANDINGS

1.	Ed Rankin	501.1
2.	Mark Harter	498.1
3.	Gale Helms	487.7
4.	Tim Edwards	468.8
5.	Steve Briant	421.9
6.	Steve Dentz	417.9
7.	Larry Barnes	390.6
8.	Charles Monnett	319.3
9.	George Parks	290.8
10.	Don Downing	235.9

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**JEFF BERTKEN
4136 LAKE HARBOR LANE
WESTLAKE VILLAGE, CA. 91361**

1978 N.M.P.R.A SCE POINTS
(Best 6 Races)

1.	Dennis O'Brien	561.2	24.	Bob Silwanicz	101.0
2.	Gail Jacobson	466.3	25.	Drew Telford	89.6
3.	Bill Williamson	433.9	26.	Tom Baker	78.3
4.	Jim Moorhead	431.8	27.	Buck Jones	67.0
5.	Dave Pearce	419.2	28.	Jeff Kerlo	65.7
6.	Brian Richmond	414.3	29.	R. Onori	57.8
7.	Bob Brogdon	382.1	30.	James Little	56.7
8.	Carl Sims	371.5	31.	Dave Donat	54.4
9.	Tom Pownell	314.8	32.	F. Gosharn	46.4
10.	Cliff Telford	268.3	33.	Harold Coleson	45.2
11.	Jim Maki	262.2	34.	David Thomas	45.2
12.	Bill Preis	261.5	35.	D. Keller	42.7
13.	Mike Grady	207.3	36.	Bart Phillips	37.9
14.	Irwin Funderburk	205.8	37.	Dan Dohus	36.9
15.	John McDermott	191.5	38.	Wayne Stanley	31.1
16.	Greg Doe	186.7	39.	Dan McCay	29.9
17.	Dallas Buck	150.9	40.	T. Scheel	23.8
18.	Charlie Brunner	140.6	41.	Phil Sibille	20.1
19.	Bill Holms	130.4	42.	John Thomas	11.6
20.	Clyde Varbrough	117.5	43.	Bruce Richmond	8.5
21.	Bob Schuster	116.3	44.	David Latsha	7.7
22.	Bob Reuther	109.7	45.	G. Boynes	5.0
23.	Bob Violet	103.0	46.	P. Hogue	1.2

OLEAN, N.Y.
12 entries

Form. 1

Aug. 27, 1978

1.	Kent Landefeld	15 pts	1:28.5
2.	Dave Kelly	15 pts	1:34.0
3.	Bob Ball	9 pts	1:34.0
4.	Terry Scheel	9 pts	1:38.5
5.	Geo. Baynes	9 pts	1:39.0
6.	Rich Paine	9 pts	1:45.0
7.	Saul Green	8 pts	2:30.0
8.	Hal DeBolt	7 pts	1:31.8
9.	Dick Smith	6 pts	1:39.8
10.	Bob Harris	6 pts	1:49.0
11.	Jim Nichodem	0	-
12.	Ed J. Smith	0	-

BUFFALO, N.Y.
13 entries

Form. 1

Aug. 6, 1978

1.	Kent Landefeld	20 pts	1:26.0
2.	Dick Smith	16 pts	
3.	Geo. Baynes	16 pts	
4.	Hal DeBolt	15 pts	
5.	Steve Nagy	15 pts	
6.	E. J. Smith	15 pts	
7.	Saul Green	12 pts	
8.	Ernie Nichodem	4 pts	
9.	Bill Brandow	4 pts	
10.	Jim Nickodem	3 pts	
11.	Terry Scheel	2 pts	
12.	Bob Ball	0	
13.	Chuck Boyer	0	

BALLSTON SPA, N.Y. Form. 1
14 entries

Sept. 23-24, 1978

1.	Pete Reed	27 pts	1:16.7
2.	Tom Castallano	24 pts	1:21.3
3.	Ed Weitock	22 pts	1:22.0
4.	Jeff Schumate	17 pts	1:41.5
5.	Arnie Wile	13 pts	1:22.0
6.	Mike Helsel	10 pts	1:22.0
7.	Larry Weddle	10 pts	1:38.0
8.	Glen Sicottie	9 pts	1:21.5
9.	Paul Zink	8 pts	1:27.9
10.	Bob Wallace	3 pts	-
11.	Anthony Schroder	1 pt	1:44.0
12.	Bill Zauntner	0 pts	-
13.	Tom Dooley	0 pts	-
14.	Walt Tharone	0 pts	-

LOCKPORT, N.Y.
15 entries

Form. 1

Sept. 16-17, 1978

1.	Dave Kelly	9 pts	1:31
2.	Dave Keats	8 pts	1:27
3.	Bob Ball	8 pts	1:29
4.	Geo. Baynes	8 pts	1:41
5.	Rick Paine	6 pts	1:44
6.	Jim Kikodem	5 pts	1:37
7.	Kent Landefeld	5 pts	1:41
8.	Steve Nagy	5 pts	1:47
9.	Dick Smith	5 pts	2:00
10.	Ernie Nikodem	4 pts	1:37
11.	E. J. Smith	4 pts	1:45
12.	Hal DeBolt	3 pts	1:34
13.	Saul Green	3 pts	2:07
14.	Bob Harris	2 pts	1:53
15.	Terry Scheel	0	-

NORTHEAST DISTRICT
N.M.P.R.A. NATIONAL POINTS

Final Listing as of September 25, 1978

<u>Position in Northeast Dist.</u>	<u>Name</u>	<u>National Points</u>
1.	Peter Reed	560.8
2.	Tom Castellano	541.2
3.	Kent Landefeld	474.8
4.	Arnie Wile	429.7
5.	Glen Sicottie	424.7
6.	Steve Nagy	412.0
7.	Bob Wallace	405.9
8.	Bob Ball	400.8
9.	Ed Weitock	384.6
10.	Hal DeBolt	372.4
11.	Mike Helsel	337.0
12.	Saul Green	304.4
13.	Larry Weddle	302.0
14.	Ernie Nickodem	294.6
15.	Dave Kelly	292.9
16.	George Baynes	264.7
17.	Chuck Boyer	255.3
18.	Dick Smith	249.2
19.	Ed. J. Smith	238.9
20.	Bill Zautner	238.2
21.	Dan Willard	217.6
22.	Anthony Schroder	222.3
23.	Paul Zink	160.8
24.	Bill Brandow	159.0
25.	Terry Scheel	149.8
26.	Kirk Cirillo	147.7
27.	Rich Paine	146.9
28.	Jim Nickodem	123.6
29.	Bob Barkowski	114.0
30.	Ed M. Smith	108.0
31.	Jack DePace	105.0
32.	Gary Dabrowski	95.0
33.	Dave Keats	90.5
34.	Paul Stenberg	74.0
35.	Brain Belliveau	66.9
36.	Harry Greenaker	56.7
37.	"Tom" Dooley	54.9
38.	Lloyd Burnham	52.2
39.	Barry Reed	49.3
40.	Roy Walder	33.5
41.	Bob Harris	26.4
42.	Adam Sattler	19.4
43.	Gary Milliken	17.1

1978 CHAMPIONSHIP RACE

Oct. 20 - 22, Dallas, Texas
C.D. - Ed Rankin

"We have come a long way" since the first Championship Race in 1973! This was evident from the professional type of flying, and the high caliber of awards. Truly, this was the "Tournament of Champions". John McDermott won all of the "marbles", including a perfectly scored first place, and the fastest time of 1:13.2. John is a true gentleman, and is well-liked by everyone.

Awards were given through 20th place, sponsored by the N.M.P.R.A.: first through fifth - silver wine coolers; sixth through tenth - silver platters; eleventh through twentieth - silver plates. Fastest time and best in scale were calendar/clock desk sets. First place also received a Midget Mustang kit from Mabel Mcerhant; second place received a Polecat from Bob Violet; and third place received a Toni from Terry Prather. A real surprise was the cash awards donated by an anonymous sponsor: first place \$300; second place \$200; third place \$150; fourth place \$150; fifth place \$100; and fastest time \$100.

Registration, safety check, and scale judging were held on Friday. Several pilots are not aware of the N.M.P.R.A. safety check requirements. This list should be placed in the new Race Procedure Guide. Scale judging was very difficult this time, with 90 airplaces of equal caliber. However, the Race Procedure Guide instructions explain how it can be done, and is based on: (1) fidelity to scale, (2) workmanship, and (3) finish. Ron Schorr won the "Best F-1 Scale" award again with his beautiful Polecat, which won this award at the NATS. Bob Reuther was "runner-up" with another beautiful Polecat. Other contenders for this award were: Bob Brogden with an El Bandito, Dave Shadel with two Toni's, and Dennis O'Brien with a Toni. Believe me, it was a tough job, and I did all the judging myself because I would not have trusted an inexperienced person.

Racing started at 8:45 Saturday morning, and five rounds were completed by 5:00 P.M. At the end of the day, McDermott and Reuther were tied with a perfect score. Dave Shadel had a perfect score going until the fifth round, when he had a wing failure on number one pylon.

The N.M.P.R.A. banquet was held Saturday night, and a good time was had by all of us. Our guest speaker was Mike Clark, an ex-Dallas Cowboy football player, and now a Vice President of Oak Cliff National Bank. We certainly enjoyed his talk. There were many N.M.P.R.A. officers present, who gave progress reports. The food was good, the facilities were good, and the banquet was short enough to get some sleep for Sunday's racing.

McDermott and Reuther remained tied with a perfect score until the ninth round, when Ed Allen beat Reuther, dropping him back one point. John came through the last five rounds with a perfect score, and won the contest.

I think that the C.D. for the NATS and the Championship Race should be an experienced pilot who knows all of the problems of the contestants. This is the reason why I have accepted this job in 1975 and 1978. However, don't ask me again, because I want to fly in the big ones, too!

Thanks to the Dallas R/C Club for hosting our race, and to all of the workers who made it possible. Merchandise donated by manufacturers was given to all the workers. In addition, John McDermott and Bob Reuther donated their F-1 kits to the workers.

1978 N.M.P.R.A. CHAMPIONSHIP RACE RESULTS

A - Tie broken by fly-off

B - Tie broken by Best Time

<u>Place</u>	<u>Name</u>	<u>Points</u>	<u>Best Time</u>
1	John McDermott	40	1:13.2
2	Bob Reuther	39	1:17.7
3	Gary Haver	37	1:18.4
4	Ed Allen	36	1:20.0
5A	Mick Atzei	34	1:17.6
6A	Dave Shadel	34	1:18.4
7	Tom Castellano	32	1:17.3
8A	Dennis O'Brien	31	1:21.5
9A	Clay/Barrett Team	31	1:18.8
10	Bill Preis	31	1:16.2
11	Doug Ruble	31	1:19.1
12A	Bill Hager	29	1:20.5
13A	Cliff Telford	29	1:23.5
14A	Gale Helms	29	1:26.3
15	Mike Hesel	28	1:22
16	Charles Monnett	27	1:19
17A	Pete Reed	25	1:25
18A	Art Arro	25	1:26.1
19B	Bill Williamson	23	1:18.5
20B	Carl Simms	23	1:20.2
21B	George Parks	23	1:23
22B	Rex Knepper	23	1:25
23B	Bob Wallace	23	1:26.9
24B	David Donat	22	1:22.9
25B	Steve Dentz	22	1:27
26	Tim Edwards	21	1:27.1
27B	Rusty VanBaren	19	1:20.6
28B	Gary Heithold	19	1:30.7
29B	Rick Oliver	18	1:25.4
30B	Gary McPike	18	1:31.4
31B	Jerry Boyce	17	1:18.6
32B	Leonard Ledson	17	1:29.8
33	Greig Simpson	16	1:25.5
34	Mark Harter	15	1:26.8
35B	Larry Barnes	14	1:28.3
36B	Wayne Yeager	14	1:30.3
37	Ron Schorr	13	1:37.7
38	Jim Kimbero	12	1:23.6
39	Don Downing	10	1:30.5
40	Francisco Gonzalez	8	1.40
41	Bob Brogdon	6	1:24.7
42	Jeff Bertken	3	1:31.8
43	Glen Sicotte	3	1:32
44	Charlie Brunner	3	1:34.3
45	Norm Johnson	3	1:34.5
46	Gail Jacobson	3	1:44.3
47	Omar Lopez	3	1:54.6
48	Don Kaylor	0	-
49	Sergio Gaamano	0	-

NMPRA QUARTER MIDGET



NMPRA - QM Pres.
G. E. Jacobson
Lt. Col. USAF Retired
2205 Britley Terrace
College Park, Georgia 30349
404 - 763-0361

TO: ALL R/C CONTEST BOARD MEMBERS

Gentlemen:

As President of NMPRA-QM I am writing each of you to express our desires for the R/C rule change proposals. (Those that affect racing)

We would appreciate your vote for the QM proposals:

RC-80-21 RC-80-16
RC-80-3 RC-80-17
RC-80-14

All other proposals are duplicates of the above or are undesirable. In this category are:

RC-80-12 RC-80-19 RC-80-22
RC-80-13 RC-80-20 RC-80-23
RC-80-15 RC-80-2 RC-80-24

In addition other R/C proposals which should be adopted are:

Gen 80-1 RC-80-41
RC-80-18
Gen 80-9

All other racing events and rules should not be adopted. Specifically RC-80-41 and RC-80-52 appear to be two sets of similar rules with the objective to legalize the "Quickie-500" event. No changes should be made to the $\frac{1}{2}$ A rules. None of the proposed $\frac{1}{2}$ A rule changes really provide for any added benefits. The objective of $\frac{1}{2}$ A racing is to provide the novice with as inexpensive and simple a racing event as can be devised.

Sincerely,

G.E. Jacobson

QM President's Message-December Issue

Merry Christmas and Happy New Year

To say that there is a lot of racing interest is an understatement. The December issue of Model Aviation has all of the rules change proposals plus a "whole lot more". This indicates a couple of things to me, first a racing organization is needed for all of racing and second, some way has to be found to control all the uncontrolled rule making. Uncontrolled rule making is not new. I came across an article on the subject that appeared in the March 1975 issue of the NMPRA news letter which bears repeating unfortunately my attempts by writing a letter to John Worth and to Bill Northrop apparently went to file 13. Glen Spickler said in his article and I quote:

"I would like to bring up an issue that has been bothering me for some time which relates to the A.M.A.. Over the years I have heard constant complaints regarding the A.M.A., the majority of which were unjustified. I do feel that it's time to make a change in rule making policy so that the people involved in an event are more responsible for rule changes. There were two rule change proposals made this year that effect racing, and while the pro's and con's of the changes will not be discussed, the method of them will. These proposals were submitted by individuals direct to the A.M.A. The N.M.P.R.A. was not consulted as to the desirability of the changes and then these proposals were passed by the R.C. contest board. If this policy continues, it's that someone not even involved in racing could submit a haywire rule change which might be passed by a board. The board may have little or no knowledge of the problems involved and we would be stuck with the rule. I don't mean to imply anything derogatory towards the contest board, as their work is voluntary and thankless to say the least. I do think that all rule changes should be cleared through the organization directly involved with the event. It's of interest to note at this point that the only no vote on either of the proposals submitted was by the only man on the board that flies pylon. I have always been and still am a strong supporter of the A.M.A. but I feel now that almost all of the competitive events are represented by national groups, the rule making procedures should be changed to more truly represent the flyers involved. If you agree with me that a change is needed, contact your district V.P. and A.M.A. headquarters and let them know how you feel. Let's try to make sure that racing is controlled by the racers. You don't have to look too far back in time to remember what happened when a man not involved with racing, who was representing the U.S.A., submitted a proposal that started F.A.I. on the tract that has led to an almost complete lack of interest here. Let's not let that happen to Quarter Midgets and Formula I." Unquote.

Nothing has really changed, however the current chairman of the contest board did send the changes to the various interest groups and ask for comments. That letter had a 3 day suspense. Your organization can not support you unless you support it. Zerox this or mail your copy to the above referenced by Mr. Spickler.

I have heard some authorities within NMPRA suggest that we need one President for NMPRA and rotate the QM among the AVPs, I have also heard that we need an additional President above the current two to take care of all the other racing interests. I would like to see the Articles of Incorporation to see how NMPRA, Inc is to be governed. Its a California Corporation you see, even though it is non-profit. (I'm against the one President concept, no one man could do any kind of job with two interests, its also one way to put the QM on the back burner. The only way to go is embrace all of racing and to have the manpower to insure that everyone is properly represented.)

A REPLY TO THE OCTOBER NMPRA PRESIDENT'S PAGE

First we must give credit to Bob Smith for even having a QM Section in the News Release. His predecessors allowed one page for the QM official and filled in QM race results when space permitted.

At the start of this year Bob gave the QM Section a full 7 pages for its material in each of the News Release issues. We always sent in at least 7 pages and not all of them were printed. Now we see where QM has over 50% of the News Release. I wonder if Bob restricted the amount of Form I material. More likely, there was never enough Form I material and cutting down the amount of QM material doesn't change that.

In citing his reasons to cut down the QM section and give the Form I members a fair shake, Bob uses statistics from the August 30 roster. We never got that roster, we have to use stats from the earlier June 1 roster. They are indeed similar, but when they are combined with race results for this year, they yield some rather disturbing information.

Rosters:	<u>June 1</u>		<u>Aug. 30</u>
	238	Form I only	245
	45	QM only	52
	149	both	153

We noted:

Despite having only 45 members on the June 1 roster who claim QM interest only, we found 58 of them flew QM only.

Of those 45 claiming QM only, 30 raced QM only, 15 didn't race and 2 raced both Form I and QM.

Of the 238 who claimed Form I only, 107 had Form I race results only, 119 had no race results, 8 had both and 4 had QM only.

Of the 149 who claimed interest in both, 33 raced both, 75 had no race results, 17 had Form I results and 24 had QM results.

Adding the racers on the June 1 roster, we found:

124	raced Form I only
58	raced QM only
42	raced both

Counting the people who raced both events as two people, one entered in Form I the other QM, we find that QM has 38% of the NMPRA members who race. A bit different than the 29% claimed, Right Bob?

We believe these stats make a pretty good case for the activity, if not the number, of QM members in the NMPRA. They create some doubt in my mind that Form I dominates the NMPRA to the degree Bob suggests. To make official policy on the basis of results from a roster is of questionable value. Looks to me as though policy made from these rosters alone is downright shaky.

Our purpose in presenting these new stats is not to divide the NMPRA any further. We present them to the general membership in the hope that any light shed will illuminate the way to a better understanding of the membership and hopefully to an NMPRA that recognizes racers no matter what event they are interested in.

George Zink QM Ed.

NMPRA-QM CHAMPIONSHIPS

Rough River, Ky. September 9,10 1978

Shorty Holsclaw, CD

<u>Pl.</u>	<u>Pilot</u>	<u>Aircraft</u>	<u>Engine</u>	<u>Best Time</u>	<u>State</u>
1	Gail Jacobson	Toni	C	1:32	Ga.
2	Doug Brushaber	Shark	C	<u>1:29</u>	Minn.
3	Bob Reuther	Cosmic Wind	R	1:30	Tenn.
4	LeRoy Webb	Toni	R	1:35	Ill.
5	Forrest Whitson	Cosmic Wind	C	1:37	N.C.
6	Wayne Yeager	Toni	R	1:35	Mich.
7	Phil Spies	P-51	R	1:33	Ill.
8	Jim Gager	Toni	R	1:35	Ind.
9	Ron Bressler	LRiA	C	1:35	Penn.
10	Paul Zink	Rickey Rat	R	1:38	N.Y.
11	Floyd Fitzgerald	Toni	R	1:34	Ill.
12	Dan Kane	Toni	R	1:38	Ill.
13	Al Grove	Toni	C	1:34	Penn.
14	Greg Doe	Toni	C	1:36	Tenn.
15	Dick Steine	Shark	C	1:38	Minn.
16	Tom Dudan	Toni	C	1:34	Ill.
17	Allen Booth	Estrellita	R	1:41	Ind.
18	Tobias Grether	P-51	C	1:42	N.C.
19	Denis Bielick	Toni	R	1:42	Ill.
20	Len Wiederhoeft	Shoestring	C	1:40	Penn.
21	Jim Allen	Rickey Rat	C	1:41	Ky.
22	Bob Nelson	Bugatti	C	1:41	Iowa
23	Arthur Talisman	Pogo	R	1:57	N.Y.
24	Don Fuller	Toni	C	1:36	Iowa
25	Bill Adams	Toni	R	1:37	Ky.
26	Jack Clark	P-63	R	1:39	Iowa
27	Roger Schlenker	Toni	C	1:40	Iowa
28	Dennis Hoffman	Shark	C	1:45	Minn.
29	Bob Blouch	P-51	C	1:34	Penn.
30	Keith McClure	Toni	R	1:48	Okla.
31	Doug Smith	Toni	R	1:51	Ill.
32	Al Schwartz	Shark	C	1:35	Minn.
33	Warren Batson	Toni	C	1:42	N.Y.
34	Charles Gray	Toni	R	1:37	Ind.
35	Lynn Stevens	Toni	R	1:37	Ill.
36	Dave Latsha	Toni	C	1:41	Penn.
37	Tom Moss	Toni	R	1:45	Ky.
38	Mark Freiberg	P-51	R	1:45	Penn.
39	Lew Hipkins	Toni	C	1:46	Penn.
40	James Lackey	P-51	R	2:05	Ohio
41	Keven Nelson	Doubler	C	1:56	Iowa
42	Todd Leslie	Toni	R	1:48	Ill.
43	Frank Heil	Toni	C	1:41	N.Y.
44	Dick Berner	Toni	C	1:42	N.Y.
45	Cliff Smith	Toni	C	1:53	Ga.

Continued

P1.	Pilot	Aircraft	Engine	Best Time	State
46	Tom Hottell	Toni	R	1:38	Ind.
47	Mark Wolfe	Toni	R	2:15	Ill.
48	Wallace Journey	Toni	C	1:51	Tenn.
49	John Krauer	Paranoia	R	2:27	Mich.

The following pilots were entered, but were forced to cancel:

Al Burson, Dave Sears, Harry League, Dave Hidden, Tom Christopher and Paul Bartels.

First and second place were determined by flyoff.

Forth and fifth place were awarded on best time. Forrest Whitson had to leave early.

.

As part of the QM Championships, in the tradition of a grudge race, the windup of the two day race culminated in what we are very proud to call the Jimmy Doolittle Trophy Race.

Qualifiers	Heat winners	Jimmy Doolittle Trophy Winner
Doug Brushaber (1:32)		
Tom Dudan (DNF)	Doug Brushaber (1:30.07)	
Wayne Yeager (XX)		
Bob Blouch (1:32)		
LeRoy Webb (1:40)	Bob Blouch (1:29.32)	
Phil Spies (XX)		Bob Blouch
Gail Jacobson (1:42)		
Jim Gager (1:41)	Floyd Fitzgerald (DNF)	
Floyd Fitzgerald (1:32)		
Bob Reuther (mid-air)		
Al Grove (XX)	No finishers	
Ron Bressler (mid-air & XX)		

It was another great QM race at Rough River. Even with NMPRA membership required, the attendance was up and we can look forward to an even better race next year. If you want to attend, better get your registration and reservations in early. The day is fast approaching when this race will be by invitation only.

NMPRA picked up another 16 QM members at this race for 1979. They were not counted as NMPRA members in our statistics elsewhere in this issue.

- - - - -

Len Wiederhoeft, last years NMPRA-QM President, informs me that the 1977 trophy shirts are going to be sent on their way to the seasons point winners along with the 1978 shirts. Len had problems with the shirt supplier we had in 1976, so they are going to a different supplier and a somewhat different shirt design. Winners were: Paul Zink (NE), Jack Aycocock (NCW), Gail Jacobson (SCE) and Bob Root (SW). A trophy shirt will also go to Bill Weesner for his win at the 1977 QM Championships at Rough River.

1978 Schedule of Q.M. Contests

<u>Date</u>	<u>Location</u>	<u>CD</u>	<u>Results</u>	<u>Dist.</u>	
Apr.	2	Atlanta, Ga.	G. Jacobson	X	SCE
	8	Boundary Bay, B.C. Can.	-	X	NW
	23	Okla. City, Okla.	D. Harter	X	SCW
	23	Nashville, Tenn.	G. Doe	X	SCE
May	7	Waterloo, Iowa	R. Nelson		NCE
	7	Lehighnton, Pa.	M. McGarvey	X	NE
	14	Bloomington, Ill.	D. Harter		NCE
	14	Colo. Springs, Colo.	J. Aycock		NCW
	21	Sepulveda, Cal.	-	X	SW
	21	Dayton, Ohio	F. Goshorn	X	NCE
	28	Pontiac, Mich.	-	X	NCE
	28	Chatsworth, Ill.	L. Webb	X	NCE
June	4	Lehighnton, Pa.	L. Wiederhoeft	X	NE
	4	Milan, Mich.	K. Shaw	X	NCE
	4	Birmingham, Ala.	J. Davis	X	SCE
	4	Boise, Idaho	J. Booker	X	NW
	10	Waterford, Ont. Can.	H. deBolt	X	NE
	10	Okla. City, Okla.	D. Harter	X	SCW
	10	Dayton, Ohio	B. Hager	X	NCE
	11	Fountain Valley, Cal.	P. Mayer	X	SW
	18	Boundary Bay, B.C. Can.	-	X	NW
	25	Colo. Springs, Colo.	J. Aycock		NCW
	25	Rochester, Mi.	D. Keats	X	NCE
	25	Libertyville, Ill.	B. Browning		NCE
July	2	Lehighnton, Pa.	H. Johnson	X	NE
	2	Littleton, Colo.	D. Sadler		NCW
	8	Fort Wayne, Ind.	J. Gager	X	NCE
	8	Springfield, Mo.	G. Langston		NCE
	9	Tacoma, Wash.	R. Pfieffer	X	NW
	15	Lockport, N.Y.	R. Walder	X	NE
	15	Warminster, Pa.	J. McDermott	X	NE
	15	Wichita, Kas.	C. Young	X	SCW
	23	Pueblo, Colo.	B. Pachak		NCW
29	Hampton, Iowa	D. Martinson		NCE	
Aug.		Lake Charles Nationals	E. Rankin	X	-
	5	Hamburg, N.Y.	K. Landefeld	X	NE
	6	Lehighnton, Pa.	R. Bressler	X	NE
	13	Morris, Ill.	B. Petrinec	X	NCE
	19	Deer Park, Wash.	D. Carson		NW
	19	Okla. City, Okla.	D. Harter		SCW
	20	Toledo, Ohio	D. Leach	X	NCE
	20	Colo. Springs, Colo.	J. Aycock		NCW
	20	Brooklyn, N.Y.	P. Cushman	X	NE
	26	Dayton, Ohio	B. Hager	X	NCE
	26	Olean, N.Y.	B. Brown	X	NE
	27	Aurora, Colo.	M. Corless		NCW
Sep.	9	Rough River, Ky.	S. Holsclaw	X	NCE
	16	Lockport, N.Y.	-	X	NE
	16	Des Moines, Iowa	R. Schlenker		NCE
	23	Dayton, Ohio	B. Hager	X	NCE

Q.M. Contest Schedule, Continued

Oct. 1	Nashville, Tenn.	H. Waechter		SCE
1	Colo. Springs, Colo.	B. Pachek		NCW
1	Minneapolis, Minn.	D. Brushaber		NCE
8	Arden-Fletcher, N.C.	T. Grether		SCE
15	Warminster, Pa.	M. Freiberg	X	NE

To save you some counting, there were 55 QM contests scheduled and there were probably a few more which didn't come to our attention.

Of those 55, we have received the results from 36 and marked them with an X under the Results column. We would greatly appreciate having the results from all the QM contests. Even if we don't get to publish the results, we do derive some very important information from the results. To start with, we are compiling a list of racers and the NMPRA points they scored in 1978.

We also derive other information from the contest results.

As things stand now in our records: (Oct. 24)

We have:

- 114 NMPRA members with QM race results.
- 103 NMPRA members who declared an interest in QM, but did not race.
- 206 Flyers with QM results.
- 92 QM racers who are not NMPRA members.

From the Formula I results published in the NMPRA News Release, We have:

- 163 NMPRA members with Form I race results.
- 235 NMPRA members who declared an interest in Form I, but did not race.
- 218 Flyers with Form I race results.
- 57 Form I racers who are not NMPRA members.

If I may be permitted to express my opinion on these admittedly limited statistics:

You can readily see that there are about the same number of people who race QM as race Form I. We also note that the number of supporters for Form I is far in excess of those for QM. I believe this is due to 3 basic reasons: 1 - People view Form I as the more prestigious event and wish to be associated with it. 2 - Form I has been an established event and they virtually started the NMPRA. 3 - California requires that Form I flyers belong to NMPRA and California has well over 100 Form I members.

We find that only 49% of 1978 NMPRA members actually had race results. I, myself, do not race yet, so I am not about to call for anything to be done on the basis of race statistics alone. After all, there is no distinction in dues between the racer and the non racer. What I do wish to point out though is the potential for the NMPRA to grow in membership and I think that it may help if the officers and membership realize that we are very much in the same boat.

BALLOT- N.M.P.R.A.- Q.M. - PRESIDENT AND DISTRICT VICE-PRESIDENTS

The blank space is for a write-in, if you wish	Vote
NORTH WEST	Vince Caluori _____

WEST	Bob Gillespie _____

SOUTH CENTRAL WEST	Clyde Young _____
	K.K. McClure _____

SOUTH CENTRAL EAST	Greg Doe _____

NORTH CENTRAL WEST	Bill Pachak _____

NORTH CENTRAL EAST	John Kilsdonk _____

NORTH EAST	Len Wiederhoeft _____

Q.M. PRESIDENT	_____

PLEASE RETURN THIS BALLOT TO
G.E. JACOBSON prior to 10 Dec 78

RESULTS OF NMPRA QUARTER MIDGET NATIONALS AT ROUGH RIVER, KY 1978

POS	PTS	BST TM	NAME	PLANE	ENGINE	RADIO	STATE	DOOLITTLE
* 1	23	1:32	JACOBSON, G. E.	TONI	COX	PRO LINE	GA.	1
* 2	23	1:29	BRUESHABER, D.	SHARK	COX	TOWER	MINN.	1 2
3	22	1:30	REUTHER, R.	C-WIND	ROSSI	PRO LINE	TENN.	1
T 4	21	1:35	WEBB, L.	TONI	ROSSI	R-S	ILL.	1
T 5	21	1:37	WHITSON, F.	C-WIND	COX	CIRRUS	N.C.	
6	20	1:35	YEAGER, W.	TONI	ROSSI	KRAFT	MICH.	1
7	20	1:33	SPIES, P.	P-51	ROSSI	E-K	ILL.	1
8	20	1:35	GAGER, J.	TONI	ROSSI	PRO LINE	IND.	1
9	20	1:35	BRESSLER, R.	LRIA	COX	PRO LINE	PENN.	1
10	19	1:38	ZINK, P.	RIC RAT	ROSSI	ACE	N.Y.	
11	19	1:34	FITZGERALD, F.	TONI	ROSSI	KRAFT	ILL.	1 2
12	19	1:38	KANE, D.	TONI	ROSSI	KRAFT	ILL.	
13	18	1:34	GROVE, A.	TONI	COX	KRAFT	PENN.	1
14	18	1:36	DOE, G.	P-51	COX	KRAFT	TENN.	
15	18	1:38	STIENE, R.	SHARK	COX		MINN.	
16	17	1:34	DUDAN, T.	TONI	COX	KRAFT	ILL.	1
17	17	1:41	BOOTH, A.	ESTRELLITA	ROSSI	R-S	IND.	
18	17	1:42	GREYER, T.	P-51	COX	PRO LINE	N.C.	
19	16	1:42	BEILICK, D.	TONI	ROSSI	PRO LINE	ILL.	
20	15	1:40	WEIDERHOEFT, L.	SHOE STG	COX	WORLD	PENN.	
21	15	1:41	ALLEN, J.	RIC RAT	COX	KRAFT	KY.	
22	15	1:41	NELSON, B.	BUGATTI	COX	CANNON	IOWA	
23	15	1:57	TALISMAN, A.	POGO 51	ROSSI	PRO LINE	N.Y.	
24	14	1:36	FULLER, D.	TONI	COX	PRO LINE	IOWA	
25	14	1:37	ADAMS, W.	TONI	ROSSI	PRO LINE	KY.	
26	14	1:39	CLARK, J.	P-63	ROSSI	KRAFT	IOWA	
27	14	1:40	SCHLENKER, R.	TONI	COX	KRAFT	IOWA	
28	14	1:45	HOFFMAN, D.	SHARK	COX	KRAFT	MINN.	
29	13	1:34	BLOUCH, R.	P-51	COX	PRO LINE	PENN.	1 2 3
30	13	1:48	MC CLURE, K.	TONI	ROSSI	E-K	OKLA.	
31	13	1:51	SMITH, D.	TONI	ROSSI	R-S	ILL.	
32	12	1:35	SWARTZ, A.	SHARK	COX	KRAFT	MINN.	
33	12	1:42	BATSON, W.	TONI	COX	ROYAL	N.Y.	
34	12	1:52	GRAY, C.	TONI	COX	PRO LINE	IND.	
35	10	1:37	STEVENS, L.	TONI	ROSSI	KRAFT	ILL.	
36	10	1:41	LATSHA, D.	TONI	COX	MRC	PENN.	
37	10	1:45	MOSS, T.	TONI	ROSSI	KRAFT	KY.	
38	10	1:45	FREIBURG, M.	P-51	ROSSI	PRO LINE	N.Y.	
39	9	1:46	HIPKINS, L.	TONI	COX	MRC	PENN.	
40	9	2:05	LACKEY, J.	P-51	ROSSI	KRAFT	OHIO	
41	8	1:56	NELSON, K.	DOUBLER	COX		IOWA	
42	7	1:48	LESLIE, T.	TONI	ROSSI	TOWER	ILL.	
43	6	1:41	HEIL, F.	TONI	COX	E-K	N.Y.	
44	6	1:42	BERNER, R.	TONI	COX	ROYAL	N.Y.	
45	6	1:53	SMITH, C.	TONI	COX	KRAFT	GA.	
46	6	1:38	HOTTELL, T.	TONI	ROSSI	KRAFT	IND.	
47	3	2:15	WOLFE, M.	TONI	ROSSI	PRO LINE	ILL.	
48	2	1:51	JOURNEY, W.	TONI	COX	KRAFT	TENN.	
49	2	2:27	KRAUER, J.	PARANOIA	ROSSI	HEATH	MICH.	
50			BURSON, A.	CANCELLED			TENN.	
51			SEARS, D.	"			ILL.	
52			LEAGUE, H.	"			ILL.	
53			HIDDEN, D.	"			PENN.	
54			CHRISTOPHER, T.	"			CALIF.	
55			BARTELS	"			TENN.	

* FLY OFF FOR FIRST PLACE T POSITION AWARDED BY TIMES
 1 DOOLITTLE QUALIFIERS 2 DOOLITTLE FINALISTS 3 DOOLITTLE WINNER

RCM PRESENTS
THE
QUARTER MIDGETS

by Chuck Cunningham

At last, a racing event for everyone!! Inexpensive, easier to fly than the larger machines, the 300 square inch, .15 powered quarter Midgets were created for you.

It is natural for man to race. He's been doing it since he beat the first man-eating reptile into the safety of his cave. Since that time, it has become more and more natural for us to look to racing as an outlet for our natural competitive spirit. With more and more fans coming into the sport of radio control, racing events are capturing the imagination and enthusiasm of RC enthusiasts everywhere. This, too, is a natural out-growth of our growing dependence upon outstanding radio gear. As an example, after a necessarily slow beginning, the miniature Goodyear racers have begun to be seen at almost every flying field throughout the country. Now, the topic at almost every gathering of fliers is, "when are we going to race?"

R/C Modeler Magazine has long championed the Goodyear racers, just as we have attempted to promote every phase of racing in radio control. The .40 sized Goodyear racers were introduced via RCM in 1965. In the October, 1966 issue, we introduced a racing event for small aircraft using Galloping Ghost systems. In April, 1968, we again flashed on the scene with the Biplane Racing Event. Now, we feel that it is once again time to present yet a new racing event - one on which we been working since early 1967, and which we feel will capture the interest of all types of builders and fliers - the Quarter Midgets.

The initial concept for this proposed racing class actually began with our introduction of the RCM - Midwest Air Races which, as we mentioned, were introduced in October of 1966. At that time, and with prior knowledge of coming developments in miniaturized digital systems, we decided to experiment with this smaller class of racing aircraft, using available pulse proportional systems. During 1967, we experimented with various types of designs and engine sizes, in order to prepare the Quarter Midget event for presentation in 1968. Various wing areas, airfoil thicknesses, and engine sizes, were utilized during this year-long testing stage in order to develop an event that would be within the reach and abilities of the majority of RC flyers, yet offer all of the thrills of the larger racing classes, while maintaining the maximum degree of safety for contestants and spectators alike. The following, then, are the results of over a year of experimentation on the part of the RCM staff. Just as in Go Kart Racing, the small, easy-to-drive Karts caught on like wild fire - and so we hope it will be with this new class. The aircraft are small, yet fast, with the maximum engine size the very dependable .15, and the minimum wing area a respectable 300 square inches. These aircraft are designed to use the new ultra small proportional systems breaking into the ads this Spring. Not only are these new light-weight sets going to be a boon to the larger Goodyear racers, but their versatility will allow them to muscle around a large biplane, or alternately, put the sting into a Quarter Midget.

We think that you are going to like this event, and we know that it is going to be fun to fly! The staff of R/C Modeler Magazine is proud to present this new event to you.

R/C MODELER MAGAZINE
QUARTER MIDGET RACING EVENT
Rules for 1968 / 1969

OBJECTIVE: To fly a scale race by the use of radio controlled model aircraft.

GENERAL: The purpose of this event is to encourage the racing of scale-like miniature aircraft. These aircraft are to be patterned after the full scale "Goodyear Racers", the "Thompson Trophy Racers", or other suitable full scale aircraft racing events. The intent is to make these aircraft to be a near-likeness of their full scale counterparts. The only type of aircraft not allowed to participate are delta type planes.

ENGINES: The engine size will be a nominal .159 engine. Engine must be a stock production engine of domestic or foreign manufacture that has been produced in quantities greater than 100 units. The engine must be equipped with a servo operated throttle that will allow the model to taxi at a walking speed.

PROPELLERS: Must be of a fixed pitch. Any type of material may be used in the construction of the propeller.

FUSELAGE: The fuselage will have a minimum outside width of $2\frac{1}{2}$ " at the location of the pilot. The aircraft will have a minimum height of 5" measured at the location of the pilot.

SPINNER: A spinner will be required only if such a spinner was used on the full scale prototype. In any case, aircraft will be equipped with either a spinner, or an AMA protective nut.

LANDING GEAR: Non-retractable type. Wheels must be at least $1\frac{1}{2}$ " in diameter. The landing gear may be either conventional or tricycle geared, depending upon the full scale prototype. A positive method of steering on the ground will be employed.

WINGS: A minimum of 300 square inches of wing area must be used. This area is to include that portion covered by the fuselage, but does not include flap, fillets, etc. A minimum airfoil thickness of $\frac{3}{4}$ " at the root will be required.

WEIGHT: Weight, less fuel, but ready for flying will be $2\frac{1}{2}$ pounds minimum and 4 pounds maximum.

RACING NUMBERS: This number shall be located on both sides of the vertical fin and/or rudder.

MATERIALS AND WORKMANSHIP: Workmanship must be of satisfactory standards. Contest committees are empowered to refuse permission to fly, or disqualify any ship which, in their opinion, is not up to reasonably safe standards in either materials, workmanship, design, radio installation, or condition as a result of damage.

QUARTER MIDGET RACING EVENT
Rules for 1968/1969 (Cont.)

FLIGHT REQUIREMENTS: Before attempting to enter competition, the pilot must have flown the ship before two witnesses who are members of the AMA.

HANDICAP SYSTEM: There will be no handicap system employed. Each aircraft will be judged on its scale-like appearance, and non-scale like aircraft may be disqualified at the discretion of the judges. No premium points will be awarded for full fidelity to scale.

RACING COURSE SPECIFICATIONS: The race course shall be a three-legged pylon course. The #1 pylon shall be 200 feet from the starting line, and upwind from it. The #2 and #3 pylons shall be 100 feet downwind from the starting line. The #2 and #3 pylons shall be separated by 100 feet, and shall be 50 feet on either side of a line drawn perpendicular to the starting line, and intersecting the #1 pylon. The race shall be 10 full laps past the start-finish line. The length of this race course is $1\frac{1}{2}$ miles.

QUALIFICATION HEATS AND RACE SCHEDULES: These shall be the same as the AMA Scale Class - Radio Control Pylon Racing (Goodyear Racers).

That's it - the Quarter Midgets for 1968-69. This is another of the fast growing events that can be either measured, timed, or counted. This is an event that does not depend upon the judge to determine the winner. One that does not require long hours of costly building or practice.

An event, that is in fact, open to anyone that wants to give it a try! We hope you will.

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 - S.T. X-40 Exhaust Adapter "O" Rings - Pkg. 3..... 1.50
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 - Rossi Rear Exhaust Extension - Unslotted..... 5.50



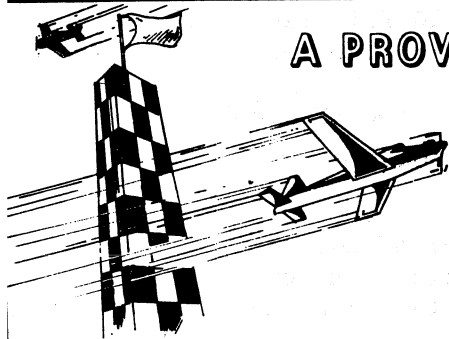
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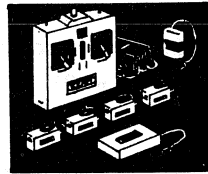
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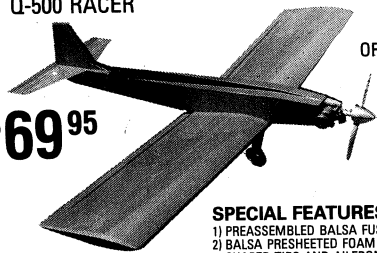
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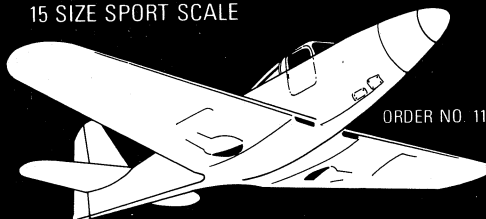
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- 2) Balsa PRESHEETED FOAM WINGS WITH SHAPED TIPS AND ALERONS
- 3) PRESHEPED TAIL AND CONTROL SURFACES

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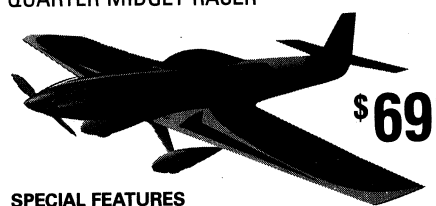
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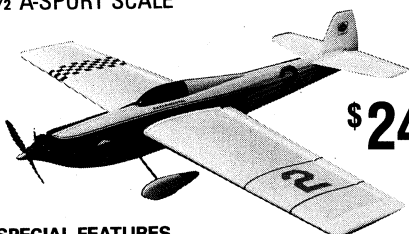
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- 3) LIGHTWEIGHT EPOXY GLASS FUSELAGE AND COWL

RICKY RAT (Pylon Racer) ½ A-SPORT SCALE

ORDER NO. 101

\$24⁹⁵



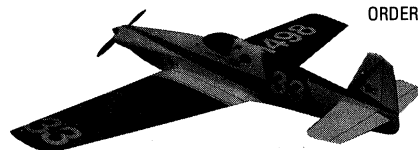
SPECIAL FEATURES

- 1) PREASSEMBLED SCALE DETAILED FUSELAGE
- 2) NEW AND UNIQUE SHEET FOAM WINGS
- 3) NO PAINTING REQUIRED

MIDGET MUSTANG QM QUARTER MIDGET RACER

ORDER NO. 112

\$69⁹⁵



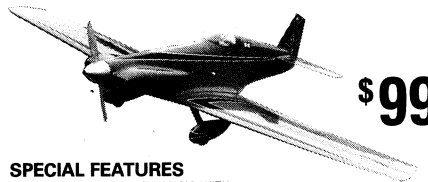
SPECIAL FEATURES

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

SUPER MIDGET MUSTANG II FORMULA ONE

ORDER NO. 113

\$99⁹⁵



SPECIAL FEATURES

- 1) SPECIAL LAMINAR FLOW WING WITH TWIST FOR HIGH "G" TURNS, HIGHEST L/D RATIO
- 2) CONTOURED CANOPY FOR UNDISTURBED FLOW
- 3) LIGHTWEIGHT EPOXY GLASS FUSELAGE

MODEL
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