



# NEWS RELEASE

# NMPRA

*Call in room*

## NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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AUGUST 1979

AMA AFFILIATED

SINCE 1965

### \* PRESIDENT'S PAGE \*

Hi Gang! Here are the results from the 1979 Nats. Remember the top ten finisher in FI are qualified for the NMPRA Championship Race, provided that they were members of the NMPRA before they raced. Our congratulations to the winners!!

#### Formula I Results: 47 entries

	<u>Name</u>	<u>Aircraft</u>	<u>Eng.</u>	<u>Pts</u>	<u>Best Time</u>
1.	Bill Preis	Toni	ST	39	1:18.78
2.	Dave Shadel	Toni	ST	38	1:19.29
3.	Eric Meyers	Pole Cat	KB	37	1:19.86
4.	Bill Grove	Toni	ST	37	1:19.58
5.	Jim Moorhead	Toni	ST	36	1:17.91
6.	Barrett Clay	Toni	ST	35	1:18.56
7.	John McDermont	Bandit	ST	35	1:19.18
8.	Ron Gilman	Denight Special	ST	34	1:19.09
9.	Dave Pearce	Toni	ST	34	1:20.38
10.	Gary Hover	Toni	ST	33	1:21.22
11.	Keith Davidson	LR1A	ST	33	1:26.00
12.	Eric Ristrum	Stegal Minnow	ST	33	1:26.40
13.	Dennis OBrien	Pole Cat	ST	31	1:19.48
14.	Robert Onori	Minnow	ST	30	1:22.35
15.	Drew Telford	Pole Cat	KB	30	1:32.65
16.	Jack Clark	Toni	ST	28	1:22.86
17.	Ronald Schorr	Pole Cat	KB	27	1:23.65
18.	Roger Schlenker	Toni	KB	24	1:31.83
19.	Robert Hisey	Toni	ST	24	1:32.19
20.	Tim Edwards	Toni	ST	23	1:26.03
21.	Cliff Telford	Pole Cat	KB	22	1:26.58
22.	Allen Booth	Toni	ST	22	1:32.97
23.	Arthur Arro	Toni	KB	20	1:30.23
24.	Mack Moffet	Toni	ST	19	1:27.20
25.	Jerry Small	Tom Cat	ST	19	1:29.34

#### Quarter Midget Results 39 entries

1.	Wayne Yeager	Toni	Rossi	33.5	1:31.80
2.	Lyle Larson	Toni	Cox	32	1:37.97
3.	Dennis Sumner	Toni	Rossi	31	1:36.18

4. Jimmy Bartels	Toni	Cox	29.5	1:32.57
5. Kenneth Heatlie	Toni	Rossi	29	1:34.31
6. Dave Pearce	LR1-A	Cox	28	1:34.73
7. Don Fuller	Toni	Cox	28	1:44.66
8. Richard Steine	Shark	Cox	27.5	1:33.60
9. Douglas Brueshaber	Shark	Cox	27	1:37.40
10. John Kilsdonk	Toni	Rossi	27	1:40.02
11. Kevin Nelson	Bugatti	Cox	26	1:34.93
12. David Sears	Ballerina	Cox	25.5	1:32.33
13. Dennis O'Brien	Rickey Rat	Rossi	22	1:35.90
14. Gail Jacobson	Rivits	Cox	21	1:33.64
15. Leroy Webb	Toni	Rossi	21	1:41.74
16. William Pachak	Ballerina	Rossi	21	1:49.61
17. Robert Nelson	Folkerts	Cox	20	1:43.77
18. David Cohen	Toni	Cox	20	1:49.34
19. Howard Wayne	Minnow	Cox	19.5	1:40.19
20. Allen Booth	Estrellita	Rossi	18.5	1:24.76
21. Eric Ristrim	L Tonie	Rossi	17.5	1:40.60
22. Don Martinson	Buggatti	Cox	17.5	1:45.12
23. Duane Pisciotta	Rickey Rat	Rossi	17	1:40.73
24. Keith McClure	Toni	Rossi	17	1:46.47
25. Roger Schlenker	Tonie	Cox	16.5	1:38.95

There have been some questions as to the size and layout of the Vegas field. Here is a report from Gary McPike.

On Tuesday July 24, 1979, Charlie Smith, Bob Smith and I made a flying trip to Las Vegas to check out the Hotel and flying site for the upcoming NMPRA National Championship Race.

First we drove out to the flying field where we found a 600 ft. by 100 ft. runway and started backing away from the runway to find a line for the pits. The pits will be in the forward section of the parking lot, still leaving a lot of room for auto and R.V. parking.

There are two access roads into the field from Ann Road, the westward road will be closed for this event for safety. The Eastern Road will have to have a traffic guard to stop traffic during the race.

The only hazards we could find were the fence which goes all around the course. At the approach end, the fence (which is three feet high) is a gully two feet deep. So we only have an obstacle one foot above the height of the runway. The good people at "Circus Circus" will provide bags of straw against the fence, to improve the chances of walking away from a "short landing," also they are going to do the same at the other end.

The other field hazard is a sun shade made of steel I beams with a molded fiberglass top. This structure sets at the midpoint of the runway and 50 feet south of the edge of the runway. It is 20 feet long, 15 feet wide, and 12 1/2 feet high. The structure is really 110 feet off the course and below the tops of the pylons, so if a racer hits it, he's flying in the wrong place to start with.-----There is a outside chance of flying through it.

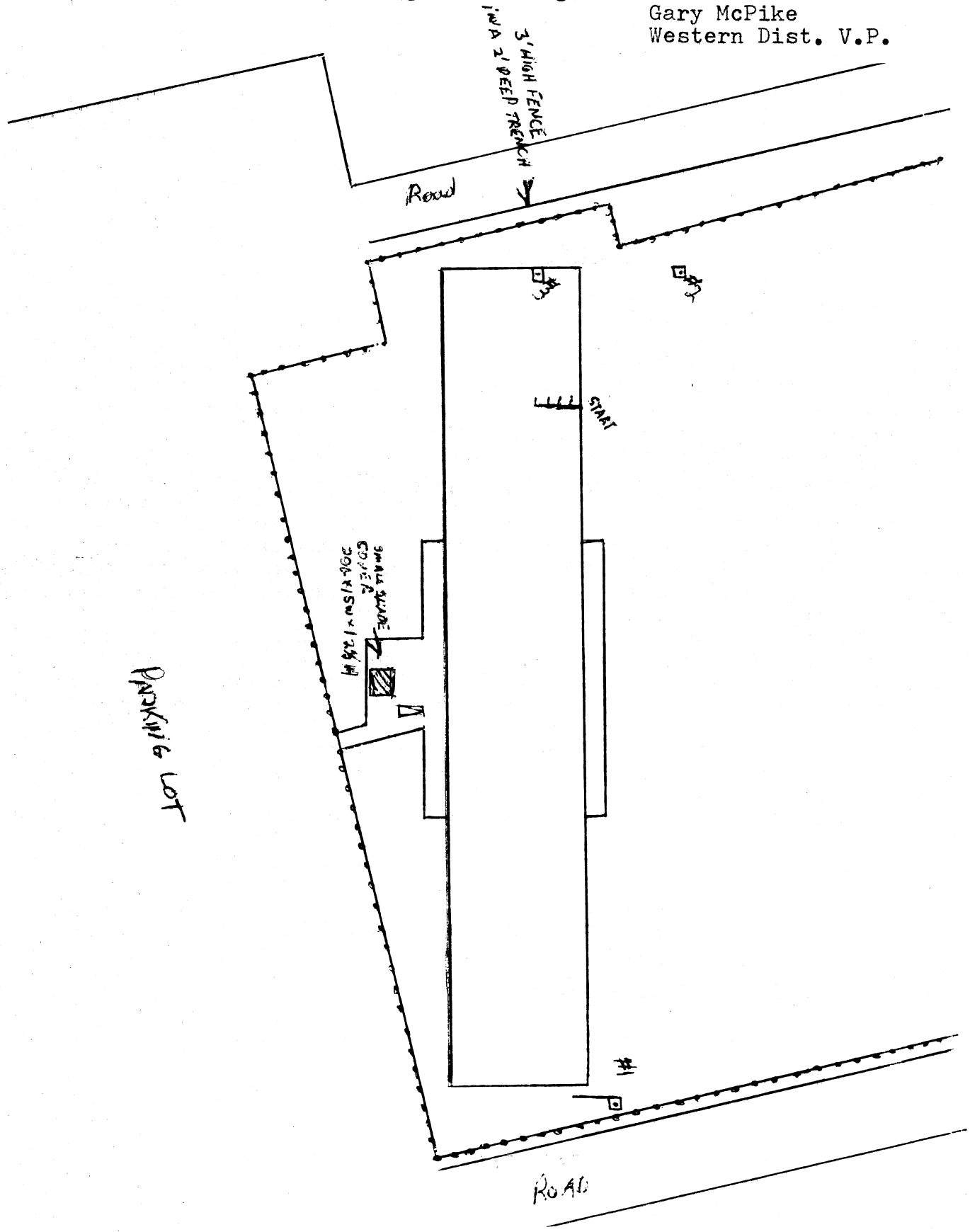
After two hours with a 100 foot tape and wondering around the site, we went back to "Circus Circus" to meet with Mel Larson from the hotel and David Morby from the dept. of Parks, City of North Las Vegas. Mr. Morby promised total support as far as the City equipment and services. Even to contacting a local vendor for food and drinks at the race.

Mel Larsen, with "Circus Circus" said that he will go through their warehouse and will provide anything that can be used at a Formula I race. At the hotel we will have a good room rate of \$20.00 per night, for the racers, a place for Friday night registration, safety inspection and handicap judging.

The one thing the hotel cannot provide is a place for the Saturday night banquet. The hotel does not have a banquet room anymore. We will have to go to another hotel for the Saturday night feed. One comment Mel made was about the weather, he said that in October the temperature in the day is around 80 degrees and cool at night, with light winds around 10 MPH.

This trip did a lot to relieve my doubts about the race and now I'm looking forward to two days of great racing.

Gary McPike  
Western Dist. V.P.



At the end of my President's message last month was an editorial comment from Art Arro. This was Art's comment-not mine.

We said that for a race to count for NMPRA points, it must be run by the rule book. There are a lot of areas around the country that run races differently. This is not fair to the people who go by the book. If we don't like the rules the way they are, then we should change them.

As for flying planes that belong to another flyer, the input was against this. Here again we must go by the rules. If you do not register an airplanes at the start of a contest, you cannot race it. Let's go by the rules.

As we get nearer to the end of the season, the V.P.s that were elected are being called upon to get final point tabulations in to us for the Championship race. Please help them with contest results, ect.

See you next month,

Bill

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\* QM PRESIDENT'S MESSAGE-AUGUST \*

As the contest season wears on one thing is becoming increasingly clear. There is an individual among us that needs to lose all association with the racing fraternity. At the Northeastern Championships at Warminster, Pa. an individual (Navy we think) not associated with the race left a transmitter on in the barracks and "shot" down two QMs. A needle setting which works fine in one race causes the engine to go lean in the next which results in a silent engine in about the third lap. The plane airborne switch wich suddenly decides to shutoff which results in an unfinished loop because of a sudden stop as the airplane contacts the ground. The individual who goes to the flight line and forgets his transmitter, caller or just doesn't show up.

I think most of you by now recognize the guy called Murp or you can call him Murphy or you can call him Ah shucks or you can call him...you fill it in. The Editorial policy of this newsletter prevents me from doing it. Some guys call him cut Murpy. Right Dave!!

Speaking of Dave, Dave Latsha that is turned a 126.9 at Northeastern Championships. Wayne Yeager won the race. He wouldn't have anything to do with Murphy, almost. Mr. Latsha now owns Murphy, as among other things he lost his Rivets to the frequency problem cited above. If you want to know what Murphy looks like write to Dave as he has a likeness of him. Those of you who didn't go to the Northeastern Championships missed a good race. There was plenty of gas. Hardie Johnson was the CD.

The Ft. Wayne race the week before was great with a lot of QMs about 45 and twenty odd Form Is. Jim Gager did his usual outstanding job... he also cuts alot. Jim has a new gimmick-you say ready and he turns. The guys at no. 1 got to where they would put up two cuts before the race started for him, they said that it was easier that way. Sorry, Jim.

I have had one suggestion that sounds good for the QM Championship race. That is to have a fast time prize of one hundred bucks to keep the interest up for the fast guys whos had to many murphys. How about some more suggestions?

It is now one week till the Nationals. Much still needs to be done. Cut the grass, get the plane tickets, a talk with Murphy...

Jake

NORTHWEST DISTRICT - RACE NEWS

CALGARY RACES (no date given) - N.W.P.R.A. PRES. DOES IT ALL!

Final results in from Calgary indicate that N.W.P.R.A. President, Len Yuen, had what might be called the "Grand Slam" of pylon racing. Seven rounds were flown and Len ended up with a perfect set of "4's" and 28 pts., a first place in every heat. Although pushed to the very last heat by the likes of Guy Johnson, Andrew McIndoe and Nelson Eddy, Len retained his always cool head for the victory. He also walked away with the fast time trophy, a very respectable 1:27.37, especially when you figure Calgary at almost 3200' in altitude. As always, it takes two to fly in Formula I and I'm sure Len would give a lot of credit to his racing partner and caller, Al Livesey.

Great job you guys, from all of us in N.W.P.R.A.! Results of first four positions were (out of 25 total entries):

1. Len Yuen - 28 pts (fast time 1:27.37)
2. Guy Johnson - 27 pts
3. Andrew McIndoe - 26 pts
4. Nelson Eddy - 24 pts

The fellows from RCFCBC really walked away with this one, a real Canadian "Grand Slam"!!!

WHIBEY ISLAND, WA RACE RESULTS (no date given)

Congratulations to Greig Simpson who pulled off the pylon racing "Grand Slam" for this event. Greig pulled off 1st place victories in his heats for the contest, plus posted the fast time of the day at 1:25.51, an indication that he wants to repeat his performance of last year when he was N.W.P.R.A. points leader and champion. Congratulations, Greig, from all of us in N.W.P.R.A.

Formula I Results:

<u>Name</u>	<u>Aircraft</u>	<u>Eng.</u>	<u>Pts</u>	<u>Best Time</u>
1. Greig Simpson	Pole Cat	X-40	28	1:25.51
2. Berry Berlin	Pallits	K&B	24	1:31.84
3. Walt Riess	Bandito	X+40	22	1:26.72
4. Larry Bramley	Toni	K&B	22	1:34.53
5. Don Rice	Toni	X-40	21	1:33.25
6. Mike Bryan	Toni	X-40	20	1:39.89
7. George Soderberg	Pallits	K&B	16	2:00.74
8. Doug Rankin	Toni	K&B	15	1:44.69
9. Bob Hunt	Rivets	X+40	13	1:32.34
10. Guy Johnson	Minnow	X-40	12	1:36.59

Quarter Midget Results:

<u>Name</u>	<u>Aircraft</u>	<u>Eng.</u>	<u>Pts.</u>	<u>Best Time</u>
1. Andrew McIndoe	Toni	Rossi	19.5	1:37.78
2. Don Rice	Cobra	Cox	16.5	1:44.97
3. Doug Rankin	Ricky	Ratcox	12.0	1:46.99
4. George Soderberg	Toni	Cox	12.5	1:56.84
5. Bill Morehead	Cobra	Cox	7.0	2:17.82
6. Charles LaBass	Toni	Cox	4.0	1:46.47
7. Harold Brink	Ricky	Ratcox	0	
8. John Ericson	Ricky	Ratcox	0	

RACE REPORTS

*Courtesy of NWPRA Newsletter*

SAFETY \* SAFETY \* SAFETY \* SAFETY

I have been approached by several people voicing their concern on safety equipment for our helpers. They strongly voiced their opinion on the inadequate safety barriers for lap counters and pylon judges. It went as far as some refusing to go out on the course. As we all know how hard it is to get helpers out to our races, we must give them adequate protection before we lose all our helpers or worse, have someone seriously injured. Anyone who was at Bakersfield three years ago would certainly have to agree that the hazard is certainly there. They had a serious accident on #3 pylon in which Formula I penetrated an inadequate barrier and seriously injured the pylon judge. Let's learn from their mistakes and not let this happen in our District. Anyone who has stepped out on the course with a pylon airplane, whether it be a "500" or a Formula I is responsible for the safety of our helpers. "WE OWE THEM". They're out there so we can race. Following this article, will be a "MINIMUM SAFETY GUIDELINE" for future races in our District. Let's get to it!

*Len Yuen, NWPRA President*

WESTERN DISTRICT - RACE NEWS

POP WHITE MEMORIAL FORMULA I RACE - June 9-10, 1979

The Pop White Memorial Race was held at the Sepulveda Basin this year. The site was changed only four days before the race. Even with all the confusion, 35 racers registered for two days of hot racing; the temperature on Saturday was 97° and on Sunday it made it to a sweaty 103° in the pits.

Kent Nogy came swooping out of the hills like Zorro to take all the marbles home. Kent, just married and on his honeymoon, hadn't flown since last year at Bakersfield--not bad for being a bit rusty!

Results - Expert:

1. Kent Nogy	- 1:18.3	6. Russ Kime	- 1:29.4
2. Dave Shadel	- 1:22.8	7. Doug Ruble	- 1:21.5
3. Tom Christopher	- 1:18.0	8. Ron Gilman	- 1:15.0*
4. Larry Laulom	- 1:20.4	9. Rusty Van Baren	- 1:19.1
5. Ron Schorr	- 1:23.8	10. Mike Atzei, Jr.	- 1:20.3

\*Fast Time

Results - Standard:

1. Tony Amezcua	- 1:32.4
2. Jay Ross	- 1:37.9
3. Harry Gould	- 1:30.7
4. Mack Moffat	- 1:37.2
5. Richard Farrier	- N/T

BAKERSFIELD 1979 - May 19-20, 1979

Fifty-nine racers braved the gas crunch to travel as far as 3000 miles to race at Bakersfield this year. The racers came from as east as Georgia, north as Canada, and as far south as Mexico. Everyone agrees that we would have had a better turnout if gas had been more plentiful; but, as it was, we had two days of great racing.

Twenty Standard and 39 Expert racers began flying at 8 AM on Saturday morning. When the dust settled after five rounds, Dave Shadell had put together a perfect score of 20 with no time over 1:20; Tom Christopher and Harley Condra were right behind him with 19 pts.

Standard class flew six rounds on Saturday with Larry Eckirsley from Canada scoring a perfect 24 points.

Sunday was a repeat of Saturday's racing--fast and hot. In the 7th round Jerry Boyce (local boy from Bakersfield) turned in a 1:15.3 for the fast time of the race; Jerry also did all the prerace coordination and acted as Glen Specler's lieutenant in racing operation along with Jessie Coffman and Barry Baker.

At the end of the day, "Shady" still had the race tied up with the rest of the field close behind.

In Standard class we had some new faces--Bruce Brown, whose background is in Pattern; Tony Lopes and Ron Vannetta, both respected Formula 500 racers on the west coast; and Bill Hart with his background in Quickie racing.

Trophies were awarded about 4 PM Sunday, first thru tenth in both classes, with a Fast Time and an Outstanding Aircraft trophy which I won to my great surprise. There were some beautiful planes in that banquet room Saturday night. I'm glad that I didn't have to do the handicap judging for that race.

Results - Expert:

<u>Name</u>	<u>Time</u>	<u>District</u>
1. Dave Shadel	1:17.0	Western
2. Tom Christopher	1:18.5	Western
3. Jerry Boyce	1:15.3*	Western
4. Clay/Barrett Team	1:17.8	S.C.W.
5. John McDermott	1:15.6	South East
6. Harley Condra	1:18.4	Western
7. Ron Gilman	1:19.9	Western
8. Rusty Van Baren	1:17.0	Western
9. Andrew McIndoe	1:24.8	Canada
10. Leonard Walker	1:27.9	Western

\*Fast Time

Results - Standard:

1. Larry Eckisley	1:29.6	Canada
2. Bruce Brown	1:32.4	Western
3. Tad Sato	1:35.3	Western
4. Tony Huber	1:31.4	North West
5. Don Rice	1:27.6	North West
6. Mack Moffat	1:32.6	Western
7. Jay Ross	1:38.2	Western
8. Tony Amezcua	1:31.3	Western
9. Garry Lennon	1:49.0	Canada
10. Harry Gould	1:32.3	Western

*Submitted by: Gary McPike; Western District V.P.*

SOUTH CENTRAL WEST - RACE NEWS

NORTH DALLAS R/C CLUB PYLON RACE - 6/23 & 6/24

As reported in the last race report, this race was originally scheduled at Fort Worth but was transferred to Dallas because of safety problems. They did a swell job, and we really appreciate it. The weather was hot (98°F) and the winds were 20 mph on Saturday and 5 mph on Sunday.

We had 19 entries in Q-500 and five rounds were flown. Gale Helms and George Parks tied for first place. Gale gave first place to George because he has had too many accidents in flyoffs. Ric Oliver was in first place until the last round when he had two pylon cuts which gave him a "0" and dropped him to third place.

We had 21 entries in F-I and six rounds were flown. Seven rounds were originally planned, but the workers "gave out" under the heat. This was Bill Hager's first race since he moved to Dallas, and he was met with a hardy Texas welcome. Because of Bill's involvement in the move, he didn't have an engine ready, so this old Texan loaned him one for the race. Can you imagine a guy that has a whole house full of engines, and didn't have one ready? We kidded him about this and he took it in good spirit.

The competition is getting tough in this District as illustrated by the fast times recorded: Gary Hiethold-1:16.2; John Jennings-1:16.3; Clay/Barrett Team-1:18.0; and Ed Rankin-1:18.6. Also, Bill Hager had a 1:26.0 for 11 laps--that's not bad for Texas hot weather.

Sam Fly recorded a perfect score and won this race. Sam is really improving since he started racing again after a five year layoff. Sam was using a Phil Bussell customized X-40 which performed perfectly for him. Gale Helms and Gary Heithold tied for second place. Again, Gale conceded second place to Gary because of his bad luck in flyoffs. There was a 3-way tie for fourth place between Rankin, Hager and Johnson which was settled by fastest time.

One interesting fact was that three of the top five winners were members of the "way-over-the-hill-gang" (above 50 years of age).

The results of the F-1 race are as follows; also included is the SCW District point standings:

<u>Place</u>	<u>Name/NMPRA #</u>	<u>Airplane/Eng.</u>	<u>Points</u>	<u>Time</u>
1	Sam Fly/7I	Toni/ST 40	18	1:21.5
2	Gary Hiethold/38I	Toni/ST 40	17	1:16.2
3	Gale Helms/IH	Toni/ST 40	17	1:22.0
4	Ed Rankin/IER	Mustang/ST 40	15	1:18.6
5	Bill Hager/IBH	Toni/ST 40	15	1:22.3

#### WICHITA, KANSAS F-I CONTEST - 7/14/79

Quarter Midget and F-I were flown on Saturday and Q-500 was flown on Sunday. Only eight entries showed up for F-I and six rounds were flown. The temperature was 105°F and the wind was zero. The low entry was due to "no advertisement" nor scheduling date recorded with the NMPRA V.P. As a result, none of the Texas gang was there. (Editor's note: It pays to advertise!)

The results were as follows (no other data available):

- |                  |                    |
|------------------|--------------------|
| 1. Norm Johnson  | 5. Chuck Greenwood |
| 2. Mike Southard | 6. Gene Smith      |
| 3. Doc Monnett   | 7. Loren Tregales  |
| 4. Mark Harter   | 8. Jack Lewis      |

*Submitted by: Ed Rankin, SCW V.P.*

#### SOUTH CENTRAL EAST - RACE NEWS

#### ATLANTA - MEMORIAL (Holiday) RACES - May 26 & 27, 1979 - by Bob Schuster

Formula I - May 26 - Fourteen entries from as far as South Florida and Tennessee. The weather became quite a bit cooler which apparently contributed to Bill Williamson's cold which developed after he returned to Orlando--southerners just can't stand cool weather (hot either - Ed.). Only one crash due to a stuck elevator occurred.

"Nimble thumbs Richmond" (Brian) took first and fast time! Bill Williamson took second after a flyoff with Bob Brogdon. Bob evidently 'leaned' on the needle a little too hard.

We were really impressed with the nice trophies in the form of 'Silver Plates'.



We were surprised that the best times were in the high teens, since we thought the cool weather conditions would give us some near record speeds--fast time being 1:17.7 for Brian with Bill, Dennis, Bob Brogdon and Bob Reuther immediately following with 1:18.3; 1:18.5; 1:19.1 and 1:19.3, respectively.

Results:

- |                                 |                      |
|---------------------------------|----------------------|
| 1. Brian Richmond (F.T. 1:17.7) | 8. Greg Doe          |
| 2. Bill Williamson              | 9. Jimmy Bartels     |
| 3. Bob Brogdon                  | 10. Jake Jacobson    |
| 4. Dennis O'Brien               | 11. Bob Schuster     |
| 5. Jim Moorehead                | 12. Buck Jones       |
| 6. Tom Nay                      | 13. Irwin Funderburk |
| 7. Bob Reuther                  | 14. Clyde Yarbrough  |

MONROE R/C CLUB, MONROE, NC - FORMULA I RACE - June 10, 1979

- |                              |                            |
|------------------------------|----------------------------|
| 1. Brian Richmond - 14 pts   | 6. Jim Moorhead - 11 pts   |
| 2. Bob Brogdon - 14 pts      | 7. Greg Doe - 10 pts       |
| 3. Irwin Funderburk - 12 pts | 8. Clyde Yarbrough - 7 pts |
| 4. Dave Pearce - 12 pts      | 9. Jake Jacobson - 2 pts   |
| 5. Dallas Buck - 12 pts      |                            |

No report available but Brian and Bob flew off for first place with third, fourth and fifth places being determined by times. We can't tell yet whether this gasoline situation is really hurting, but this race fell into the middle hoopla and we suspect this problem will hound us the rest of the season - Ed.

Comments from Bob Brogdon: Alas and alack! Me thinks we gripe too much, race too little, and screw our friends too often!

I make this comment after one of the contestants at the Atlanta race griped enough to get a heat reflow, a heat in which that contestant cut #1 twice but only one cut was recorded by the lap counter. This error in communication resulted in the contestant's getting a second instead of a zero. His protest was that he didn't get a flag after the second cut.

You know the jobs of the Contest Director and the other course workers are not easy tasks, and the only reward is knowing that you did your best, ran a good contest, and treated all the contestants fairly. To cause these people additional problems by arguing needlessly does not encourage them to run future contests.

So please, guys, you know when you're right, and you know when you're wrong; and to gripe when you're in the wrong just to try to better your standings is unfair to the workers, to the other flyers, and to the sport.

I hope I haven't made any enemies from these comments. I feel they are needed and I hold no grudges.

*Courtesy SEMBRA Newsletter*

NORTH EAST DISTRICT - RACE NEWS

RESULTS OF FIRST 1/4 M RACE AND SECOND SPORT AND FORM I RACE OF 1979 SEASON, HELD JUNE 9 & 10 AT WATERFORD, ONTARIO

1/4 Midget (6 Entries):

- |                |                 |         |      |
|----------------|-----------------|---------|------|
| 1. Dave Keats  | Toni/Rossi      | 12½ pts | 1:49 |
| 2. Dave Timcoe | LR-1A/Rossi     | 12 pts  | 1:46 |
| 3. Hal DeBolt  | Firecracker/Cox | 11 pts  | 1:44 |
| 4. E. J. Smith | Toni/Cox        | 7 pts   | 1:49 |
| 5. E. M. Smith | LR-1A/ST        | 5 pts   | 2:24 |

A very small turnout for the first race in 1/4 Midget and two entries were out of our circuit. Was gas the problem for traveling? If so, there is no problem in Ontario.

Formula I (10 Entries):

1. Dave Timcoe	Toni/ST	15 pts	1:38
2. Bob Ball	Toni/ST	12 pts	1:36
3. Mike Burg	Minnow/ST	12 pts	2:30
4. E. J. Smith	Toni/K&B	11 pts	1:35
5. Bob Harris	El Bandito/K&B	9 pts	1:53

Dave Timcoe had five firsts in a rather uninteresting race day because of five entries on 72.240. Although Bob Ball beat out Dave Keats in the first race of the day in a good race, Bob Ball now leads the season point standings with 18, followed by Mike Burg with 16, Hal DeBolt and Dave Kelly with 14.

*Courtesy of Pylon Cuttings of U.P.R.C.*

EASTERN PYLON CHAMPIONSHIP

BOWIE, MD - JUNE 23 & 24, 1979 - Sponsored by Prince George's Radio Control Club  
27 Entries with 20 Expert and 7 Standard Class Flyers. Places 3, 4 & 5 determined by flyoff, all other ties decided by Fast Time. Fast time of the Day - Bob Violet - 1:14.8.

1. Brian Richmond	Toni/ST 40	25 pts	1:16
2. Pete Reed	Denight/ST 40	24 pts	1:24
3. David Latsha	Polecat/ST 40	23 pts	1:19.6
4. Tom Castellano	Polecat/ST 40	23 pts	1:18.2
5. Jim Moorehead	Toni/ST 40	23 pts	1:23
6. Mike Grady	Polecat/K&B 40	22 pts	1:22
7. Bruce Richmond	Not furnished	21 pts	1:18.2
8. Arnold Wile	Polecat/ST 40	21 pts	1:26
9. Ed Weitock	Toni/ST 40	20 pts	1:19
10. Mike Helsel	Minnow/ST 40	19 pts	1:23

Standard:

1. Fred Melton	Toni/K&B 40	29 pts	1:33.2
2. Paul Kinney	Toni/ST 40	24 pts	1:35
3. Jimmy Bartels	Toni/K&B 40	21 pts	1:40
4. Rodger Binger	Polecat/K&B 40	20 pts	1:42.4
5. Richard White	Toni/K&B 40	17 pts	1:38.8

*Submitted by: Don Freeman, Contest Director*

SOMERS, NY RACE OF JULY 8, 1979

The Somers, NY meet was the biggest so far this year. There were 17 in Formula I and 24 in Formula 500. It was a long day with plenty of hot racing to go with the weather. TIMES were not good in F-1, but races were still close. It must have been the weather that kept the times down.

1. Paul Zink	- 19 pts - 1:29	6. Pete Reed	- 15 pts - 1:29
2. Cliff Telford	- 18 pts - 1:26.9	7. Dick Berner	- 14 pts - 1:31.2
3. Mike Helsel	- 16 pts - 1:23	8. Ed Weitock	- 13 pts - 1:42
4. Bob Wallace	- 16 pts - 1:38.9	9. Tom Castellano	- 12 pts - 1:22.9
5. Dan Willard	- 16 pts - 1:37.2	10. John Papageorge	- 12 pts - 1:50

*Submitted by: PRO Newsletter  
Bernice Williams, Editor*

NORTH CENTRAL EAST - RACE NEWS

ROCHESTER, MI - JUNE 24, 1979

The Radio Control Club of Detroit (RCCD) hosted their 6th Annual Pylon Race on the June 23/24 weekend. Five rounds each of Quickie, Quarter Midget and Formula I were flown over two days. The weather for Quickie & QM was downright chilly with gray skies, high winds and temperatures in the 50's. Some of the workers felt that the wind chill factor was near freezing on Saturday! Sunday was sunny and windy.

Formula I drew 13 entries from Michigan and nearby Ohio with a few old-time racers coming out of the woodwork. Consistency was the name of the game in Formula I. Mike Lasker won the event, only two points down from perfect, but with a Fast (?) Time of 1:42 flat. Barney Polzin was 10 seconds faster, but couldn't finish 10 laps in the flyoff. Paul Trestan (age 16) placed third in his first Formula I race ever.

There were no broken planes until Wayne Yeager and Dave Keats decided to flyoff for 4th, a non-trophy place. As bad luck would have it, they midaired on about the 6th lap demolishing both planes. Such is racing!

Results - RCCD - Formula I (13 Entries - 5 Rounds)

<u>Place</u>	<u>Name</u>	<u>Airplane/Engine</u>	<u>Points</u>	<u>Fast Time</u>
1	Mike Lasker	LR-1A/ST	18	1:42
2	Barney Polzin	Toni/ST	18	1:32.5
3	Paul Trestan	Toni/K&B	17	1:43
4	Dave Keats	Toni/ST	14	1:23
5	Wayne Yeager	Toni/ST	14	1:31
6	Bill Johanson	Toni/ST	13	1:32
7	Art Arro	LR-1A/K&B	12	1:25
8	Ken Hulik	Toni/ST	11	1:33.5
9	Rex Knepper	Toni/ST	7	1:29
10	Fred Johanson	Toni/ST	4	1:22
11	Dave Timcoe	Toni/ST	4	1:43
12	Bob Hisey	Toni/K&B	3	1:37.5
13	John Krauer	Minnow/G-40	3	1:43.8

*Submitted by: Art Arro*

SEASON POINT STANDINGS - FORMULA I  
NW DISTRICT - by Len Yuen, VP

<u>Name</u>	<u># of Races</u>	<u>Points</u>	<u>Name</u>	<u># of Races</u>	<u>Points</u>
Berlin	3	242.9	Cooney	1	88.8
Rankin	3	204.5	Pybus	1	81.5
Reese	3	201.4	Bryant	1	65.7
Booker	2	197.4	Batch, B.	2	62.8
Simpson	3	174.4	Vantigeo	1	52.3
Rice	3	151.6	Solderberg, R.	1	41.4
Huber	2	149.5	Batch, Bryan	2	40.2
Soderberg, G	3	144.4	Pepperdine	1	37.7
Johnson	2	132.3	Morehead	1	34.1
Bramley	2	123.6	Kelley	1	30.4
Hunt	2	117.0	Strom	1	23.1
Yuen	2	100.9	Chickmoreoff	1	15.8
McIndoe	3	100.8	Brown	2	14.4
Eddy	1	96.1	Kent	2	7.9
Livesey	3	95.1	Stiffen	1	6.7



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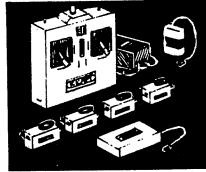
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