



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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SEPTEMBER 1979

AMA AFFILIATED

SINCE 1965

* PRESIDENT'S PAGE *

Hi Gang! Well, here we are at the end of the season again. Its time for nominations for president and for district VPs for 1980. Whoever we get to fill these spots will have their hands full, as the AMA is still wanting more from us on racing speeds.

I have printed copies of the letters I received for the A.M.A. so you can see first hand what our problem is. I need input from you - this is very important. What we do now may determine the future of pylon racing. I am going to try to put them off until after the N.M.P.R.A. Championships.

We will have a meeting at the Championship race and at this time a final decision will be made as to what we will tell the A.M.A. Please let us know what you feelings on this are.

For those of you that qualified to go to Las Vegas, by now "Circus Circus" has a list of all the qualifiers. You may call and make your reservations. Please note: Each flier is allowed only one room.
Call Toll Free: 1-800-634-3450
or write Circus Circus
P.O. Box 14967
Las Vegas, Nevada 89114

Processing will be from 6-8 pm Friday October 19 at Circusland RV Park. You must have an A.M.A and an F.C.C. license. The Banquet will be at the Sahara at under \$12.00 each. You may send in reservations for the banquet to me now.

More information will be sent out with the invitations.

Don't forget nominations are open for President and VPs. Send all nominations to me. Nominations close November 1, 1979.

See you at Vegas,

Bill

* QM MESSAGE - SEPTEMBER 1979 *

(Editor's Note: As you all know, the current year is on when AMA rule changes can be made to various events. Gail E. Jacobson has covered the rule changes which apply to the QM event in his monthly column. He has brought a measure of clarity amid the phethora of proposals, cross proposals, and emergency proposals, which have been submitted regarding the QM event. Jake has also pleaded with his QM-AVP's and individual members to make their views known to him and the Radio Control Contest Board (RCCB). The overall response has been poor and as a result some undesirable proposals are in consideration. An example was the submission of a proposal containing an incorrect carburetor bore dimension which would obsolete the Cox 15 R/C engine in QM. An emergency porposal submitted by Jake and Wayne Yeager will rectify this situation if it is passed. The emergency proposal will also delete Rule 16, concerning the Idle Requirement, but will allow the use of a carburetor supplied with or specifically cataloged for the engine to idle or shut off the engine by radio control.

The Cox 15 R/C engine, specifically the Ron Young custom version, has recently come under fire by some QM fliers. Jake's message this month is in the form of a letter to Joe Friend, RCCB Chairman, which will clarify some of the misconceptions regarding this engine. Also, I personally know that similar "blueprinting" procedures are being performed on the Rossi 15 engine. The question is whether these procedures are legal within the context of AMA rules. Let your opinions be known to Jake and your QM-AVP. Art Arro)

8/20/79

Hi Joe:

I just received a copy of Duane Gall's letter for AMA in which he protests the use of the metal shims and the insert type heads. Further, he talks about "custom stock" engines. I am aware of these modifications and engines so will attempt to give you an objective analysis.

The custom stock engines are done by Ron Young in California. Mr. Young was an employee of Cox and worked in their quality control section. He started working on engines while employed by Cox and continued after he left Cox. He was at the NATS and stated at that time that he might again be working for them to further develop their engines. He obtains the parts that he uses from Cox. The engines that he reworks are stock but fit with parts that are selected from stock parts. There is no way that I know of to identify his engines except that he usually puts a number or letter and number on the case. Of course there may be others blueprinting engines but his ad does appear in the NMPRA newsletter.

It is true that the insert type head is the one made by Cox for the free flight version, and I understand that Cox (as of NATS time) has shipped the free flight head on the R/C engine. They are aware of the general use of this head. So the retail trade may receive either version with an R/C carb.

The metal shims were produced by Cox for Ron Young and have not been used in the regular production version. The metal shims and the paper shims are identical, but of course the paper shim is cheaper to produce. The advantage of the metal shim is that it will not compress as the paper ones do. So far as I know, the number of shims in the production version is the desirable setting; however, adding shims does change the timing but it also lowers the compression ratio. Removing shims would be more desirable.

At the NATS supposily stock Rossi's placed in the top four out of five places, and those engines were judged "stock" by the NATS officials. The button heads (inserts) were allowed, as well as the button head which had been drilled out to accept a regular glow plug.

Academy of Model Aeronautics



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August 31, 1979

Mr. Bill Hager
President, NMPRA
5200 Rye Drive
Dayton, OH 45424

Dear Bill:

In addition to the council message in my letter of August 30, I'm offering some personal thoughts for consideration.

1. We have been very lucky so far. I was witness to a couple of near misses at previous Nats that scared the hell out of many present. One, about five years ago, actually hit somebody on the arm but without serious injury. Damn close, though.

At the 1974 AerOlympics in Lakehurst, N.J. Brian Sattler came within 6" of being decapitated, when a pylon racer went through a 3/4" plywood pylon just over his head.

At the 1976 Pylon championships in California we had a serious injury which cost a lot of insurance company money (\$68,000) and was largely responsible for a high premium quotation for renewal from the same insurance company. Fortunately we were able to come up with another company at a lower rate.

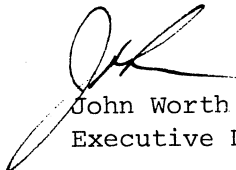
We also had a pylon accident last year in the East which resulted in a head injury. Fortunately (that word again) AMA's insurance didn't have to pay the bills.

These accidents point up a situation not given too much attention, which is that they involved the participants rather than the spectators. We were thus "lucky" as a spectator accident could bring far worse consequences--in terms of adverse publicity, outside interests getting involved, lawyers looking for a headline to up the payoff.

So, without denying that other activities (such as Pattern) can be and often are dangerous (and therefore also need some safety attention), the focus is on Pylon because it scares (and thrills) people--being closer to the ground and faster.

Practically all racing sports build in some form of speed limiting. Considering how much faster pylon models are now compared to when the activity began, doesn't it seem logical that a line needs to be drawn somewhere on the question of how much speed? In any case wouldn't it be better to have NMPRA lead a movement to ease people's concerns?

Sincerely,


John Worth
Executive Director

JW/jh

August 30, 1979

Mr. Bill Hager
Pres., NMPRA
5200 Rye Drive
Dayton, OH 45424

Dear Bill:

As per our previous phone conversation this is to confirm the AMA Executive Council's request for NMPRA to consider further the question of safety in connection with RC Pylon Racing activity, with particular regard to speed limitation.

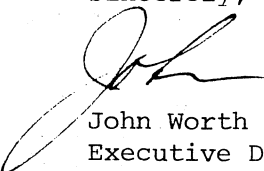
In other words, the council has said that the NMPRA's previous safety recommendations don't go far enough because they do not offer anything in the direction of slowing down or limiting the speed of pylon models. The NMPRA position, which is based on safety distances, model safety checks, and other factors to prevent safety problems, is acknowledged to be helpful but is not considered to be enough.

It should be noted that the council's position largely results from complaints from AMA members who view pylon racing as dangerous. Recent attempts by AMA to promote safety in some other categories of modeling have resulted in retorts to the effect that until something is done about the speed (and kinetic energy) of pylon racing models, we should leave other activities alone. The net effect is to compromise AMA's responsibility to all model aviation--and to the FAA--to help assure safe flying practices.

Council members are basically responsible to their constituents and it is obvious that many members--rightly or wrongly--view pylon racing at current speeds as unsafe. Thus pylon racing at least has an image problem to many people who are in the vast membership majority. The situation therefore cannot be ignored, simply because too many people are involved who obviously disagree with the NMPRA position against speed limitation.

I think that fairly sums up the council majority position, except to note that the matter of insurance is relevant here. The fear is that a severe pylon racing accident can have drastic effects on the cost, if not the availability, of coverage for all modeling. Thus what pylon racing does can affect all modeling, and this is the basic council concern.

Sincerely,




John Worth
Executive Director

JW/jh
cc: Executive Council

P.S. It has been noted that in the beginning the great thing about pylon racing was that it was not so much a race against the clock, but rather of one flier against another--head to head, first one across the finish line wins. Thus it would seem that the actual speed is less important than the race itself, at whatever speed the model specifications produce.

It is also noted that, compared to full scale racing aircraft, the models are--scalewise --far faster than their larger counterparts. Food for thought.

P.P.S. The Council will be meeting again on Nov. 10th in Washington, D.C. NMPRA's response, specifically concerning the matter of speed limitation is requested prior to that meeting, preferably by Oct. 15, so that copies can be distributed to all council members before the meeting.



It has been my experience that CD's allow any stock head and do not object to metal shims. I do not believe that the use of the insert head has an advantage over the other head combinations; however, Mr. Gall does have a point if the manufacturer would cooperate. What he did not mention is the different main bearing that Mr. Young uses; however, Cox has now adopted this bearing. The trouble with the old bearing was that it would come apart and ruin the engine.

Mr. Young has been blueprinting engines for at least two years so there are probably a lot of them out there. But Cox engines were not the only ones. Some individuals found out that the Cox Venturi was .005 larger than the Rossi and that the barrel would fit in the Rossi carb so the Cox barrel started turning up in the Rossi's before Rossi switched over. The Cox carbs will not fit the Rossi's nor will the Rossi's fit the Cox, but the barrels will. Rossi also put out an ABC sleeve. This combination did not work well stock, but did work well once it had been reworked, I'm told. The reworking is good and can not be told from the stock.

I probably have not touched all the bases, or said all the right words, but I believe that the event should be flown with "stock" engines. Shims, whether paper or metal, would have to be reasonably classed as stock. Heads which do not have a decided advantage and are used interchangeably by the manufacturer must be classed as stock. A manufacturer which makes an engine that can have the timing changed by adding or subtracting shims, that engine should be classed as stock. The insert head which has been drilled and tapped for a glow plug is not stock but is in common use. CD's usually let the contestants vote on disputed rules, but at the NATS the CD will make the decision to allow the tapped insert head. Realistically there will probably always be "customized engines" if not by a Mr. Young, by others, or by individuals who do their own. I would not know how to stop all blueprinted engines. Tearing that kind of engine down does not reveal anything. Some engines out of the box are blueprinted and as good or better than some custom engines. I have also seen some "dog" engines come alive with the right prop. The objective of a blueprinted engine is to obtain a good engine without having to buy several engines to find one good one.

Sincerely,

G. Jacobson

* AROUND THE PYLONS: DISTRICT BY DISTRICT *

Western District News:

CHULA VISTA FORMULA I RACE
JUNE 30 - JULY 1, 1979 HOSTED BY
CHULA VISTA AERONUTS

Racing in the cool of San Diego was a welcome change after the last race. The temperature was about 80 degrees with a nice ocean breeze. There were 7 rounds of racing for 31 contestants. Three rounds on Saturday and 4 on Sunday.

Ed Allen tied it all together with a perfect score of 28 points with Ron Gilman hot on the "Vegas trail" onepoint down with 27 points.

Of the Standard flyers, Mack Moffat is looking real good, in the groove most of the time and his times are getting better with every race. Bruce Brown who's main interest in the past has been Pattern is doing very well as a racer. His only problem is in horsepower. Give this kid a good engine and watch out!

All in all everyone had a good 2 days of racing. Those who went to Mexico on Saturday night must have played it light this time as there were much fewer killer hangovers this year than in the past. One thing about the Aeronut's field, if you loose your plane or fold a wing around #1 pylon chances are you will have to go into Mexico to get it. The field runs parallel to the California/Mexico border and the race course is about 125 yards north of the famous fence. We had 1 or 2 close calls but no Border incidents this year.

Results - (My apologies, but we have no times for this race due to a Vice Presidential brainfade.)

Expert:

- 1. Ed Allen
- 2. Ron Gilman
- 3. Rusty Van Baren
- 4. Harley Condra
- 5. Doug Ruble
- 6. Dave Shadel
- 7. Jerry Boyce
- 8. Joe Zdankiewicz
- 9. Gary Hover
- 10. Ron Schorr

Standard:

- 1. Mack Moffat
- 2. Bruce Brown
- 3. Tony Amezcau
- 4. Jim Kelly
- 5. Ken Trainor

TOP TWENTY WESTERN DISTRICT POINT STANDINGS
AS OF 7-11-79

Name	# of Races	Points	Name	# of Races	Points
1. D. Shadel	5	499.2	11. J. Zdankiewicz	4	286.3
2. R. Van Baren	5	448.6	12. L. Walker	5	284.7
3. E. Allen	5	404.4	13. R. Gilman	3	283.9
4. T. Christopher	5	403.8	14. G. Sidwell	5	283.8
5. H. Condra	5	397.9	15. B. Witherall	5	277.7
6. J. Boyce	5	386.7	16. C. Bentz	5	267.8
7. R. Schorr	5	354.7	17. G. McPike	5	265.1
8. G. Hover	5	341.4	18. B. Root	4	249.5
9. R. Kime	5	319.4	19. L. Laulom	3	240.0
10. M. Atzei	5	316.3	20. S. Johnson	5	229.0

Submitted by Gary McPike
Vice-President District

South Central West News:

XII Guadalajara R/C Contest - September 13-16, 1979 - Guadalajara, Jalisco, Mexico
 Events: Formula I and OPEN Pylon Racing, Mexican Fiesta
 Contact: John E. Barbour, Club de Aeromodelismo de Jalisco R/
 Eulogio Parra #2927, Guadalajara, Jalisco, Mexico
 Phone: 35-94-16 day or 41-00-44 night

Submitted by: Club de Aeromodel
ismde, Jalisco R/C

Quickie 500 Nationals - November 3-4, 1979 - Johnson Spacecraft Center, Houston, Texas
 Prizes: \$1,000 CASH PURSE thru 5th place, Trophies 1-10th place,
 Merchandise 1-20th place
 Texas BBQ Saturday night
 Limited entry to 80 contestants
 Contact: HAPRA, 6400 West Park, Suite 490, Houston, TX 77057 or
 call Lars Giertz 713/781-9676 or 723-6463

Submitted by: P. Claeys
Secretary HAPRA

South Central East News:

SCE DISTRICT FORMULA I POINT STANDINGS
AS OF 7-30-79

	<u>Name</u>	<u>Points</u>		<u>Name</u>	<u>Points</u>
1.	B. Richmond	594.9	12.	J. McDermott	174.6
2.	B. Brogdon	540.2	13.	I Funderburk	171.2
3.	W. Williamson	488.2	14.	D. Buck	157.6
4.	D. O'Brian	378.2	15.	B. Preis	157.1
5.	D. Pearce	367.5	16.	B. Jones	153.9
6.	G. Jacobson	333.5	17.	T. Pownall	151.8
7.	B. Reuther	253.7	18.	G. Doe	124.8
8.	J. Moorehead	242.5	19.	D. Thomas	117.2
9.	C. Yarbrough	239.5	20.	J. Little	117.1
10.	D. Donat	210.6	21.	J. Bartels	113.1
11.	R. Cranmer	202.6			

Submitted by: B. Williamson
SCE District VP

North East News:

RACE RESULTS:

August 7, 1979 - Niagara Falls, Ontario

Results of 1/4 Midget and Form I races held July 28 & 29 at Rochester, New York

1/4 MIDGET: 5 Entries

		<u>Points</u>	<u>Time</u>
1.	Harold DeBolt Firecracker/Cox	15	1:50
2.	Ernie Nikodem P-51/Rossi	12	1:49
3.	E. J. Smith Toni/Cox	11½	1:55
4.	Don Steeb Toni/Cox	11½	2:03

A very windy day with Hal DeBolt coming through with 5 straight wins and for first place in a rather sparsely contested meet.

Formula I 8 Entries

		<u>Points</u>	<u>Time</u>
1.	Ernie Nikodem Toni/K & B	14	1:22
2.	Dave Kelly Stinger/K & B	14	1:37
3.	Hal DeBolt Owl/K & B	11	1:40
4.	Chuck Boyer Toni/K & B	11	1:42

Ernie Nikodem was the winner with 14 points, his only heat loss was to Dave Kelly by about 8 feet after a very erratic take off. Ernie set a new low circuit time of 1:22 beating his last years low circuit time of 1:25.

Results of 1/4 Midget and Form I Races held August 4 & 5 at Buffalo, New York

<u>1/4 Midget</u>		<u>5 Entries</u>	<u>Points</u>	<u>Time</u>
1.	Hal DeBolt	Firecracker/Cox	10	1:46
2.	Bob Harris	Double II/Cox	6.5	1:48
3.	Ernie Nikodem	P51/Cox	6	1:46.5

Hal DeBolt had five straight wins for first place and his second straight meet victory, and has a healthy lead in the season point standings.

<u>Form I</u>		<u>7 Entries</u>	<u>Points</u>	<u>Time</u>
1.	Ernie Nikodem	Toni/K & B	10	1:22
2.	Hal DeBolt	Mustang/K & B	8	1:30
3.	Dave Kelly	Stinger /K & B	8	1:33
4.	Bob Harris	Polecat/K & B	6	1:34

Ernie Nikodem had five straight wins for first place, his second meet victory in a row including a 1:22 heat time equalling his low circuit time of the week before. Bob Harris had his new Polecat out and really moving for his best showing in this event to date. It was a sad day for Saul Green. His 12 year old Mustang finally just came apart in the air.

Dave Kelly and Hal DeBolt are tied for season point standings with Ernie Nikodem coming on strong.

U.P.R.C. Championship Race - September 22 & 23, 1979 - Buffalo, New York
 Contact: George Baynes, 5571 Glamis Crescent,
 Niagara Falls, Ontario L2G 1G4
 Phone: 415/356-2979

Courtesy of: Pylon Cuttings
Newsletter

Results of Formula I Race held August 25 & 26 at Somers, New York

<u>Formula I</u>		<u>August 25</u>	<u>14 Entries</u>	<u>August 26</u>	<u>15 Entries</u>
1.	E. Weitock	19	1:21.6	1. T. Castellano	20 1:16.6
2.	A. Wile	18	1:21.6	2. E. Weitock	18 1:20.0
3.	P. Reed	18	1:21.8	3. C. Telford	17 1:26.2
4.	C. Telford	14	1:30.5	4. P. Reed	17 1:22.0
5.	B. Barkowski	12	1:25.7	5. M. Helsel	16 1:25.9

Submitted by: Arnie Wile, CD

Remaining N.E. District Races:

September 15/16: Hadley, Mass. Formula I

September 22/23: Ballston Spa, New York Formula I NOTE: Insurance requirements may force cancellation. Contact: Brian Sattler, 29 Waldorf Place, Schnectady, New York, 12307

Submitted by: G. Zink, NCE VP

North Central East News:

RACE REPORT

SKYMASTERS - 3rd Annual - Rochester, Mich.
August 11/12, 1979

A fine weekend of racing was had by all. Three events were flown over two days. Caps handicap Q-500 was run first again drawing a good entry and some more new faces. A perfect 5 x 4 matrix was used and resulted in several close races. D. Sumner emerged the winner after a fly-off with J. Kilsdonk.

Two rounds of QM were flown on Saturday followed by three rounds on Sunday. This was also the AMRCC (Assoc. Midwest R.C. Clubs) team race for the year.

D. Keats won F-I and there was a very good fly-off for second between A. Booth, B. Hisey, and J. Gager which A. Booth won.

QUARTER MIDGET (Pipes allowed - no idle) 15 Entries

- | | |
|------------------------|------|
| 1. D. Bebensee (Rossi) | 1:35 |
| 2. W. Yeager (Rossi) | 1:35 |
| 3. K. Heatlie (Rossi) | 1:39 |
| 4. D. Timcoe (Rossi) | 1:43 |
| 5. K. Shaw (Rossi) | 1:41 |

FORMULA I 12 Entries

- | | |
|--------------|------|
| 1. D. Keats | 1:24 |
| 2. A. Booth | 1:30 |
| 3. B. Hisey | 1:31 |
| 4. J. Gager | 1:25 |
| 5. D. Timcoe | 1:32 |

AMRCC Team Champions

J. Kilsdonk/W. Yeager

Submitted by: J. Kilsdonk

River District Eagles - Marysville, Mich.
August 18/19, 1979

This was a very well run contest. The field was real nice and the host club was very hospitable as witness by the corn roast and beer on Saturday night.

Three events were flown over two full days. 1/2A was first off on Saturday and showed some renewed interest and a couple excellent races and fast times. Doug Bebensee emerged the winner and had fast time. Quarter Midget was paced by Wayne Yeager's 1:28.8 fast time but it seems that the local competition is better than at the NATS or Warminster as Wayne could only manage a fourth place. Quickie 500 again showed the most interest but the Matrix turned out poor due to half the entries being on 72.320 which only allowed for two plane heats. Dave Timcoe had the fast time and first place since the top four places all had a perfect score for the day.

QUARTER MIDGET PYLON (Pipes allowed - no idle)

- | | |
|-----------------------------|--------|
| 1. D. Bebensee (Para-Rossi) | 1:30.7 |
| 2. D. Sumner (Para-Rossi) | 1:35.1 |
| 3. D. Gall (Para-Rossi) | 1:32.5 |
| 4. W. Yeager (Toni-Rossi) | 1:28.8 |
| 5. K. Shaw (Goon-Rossi) | 1:39 |

Submitted by: J. Kilsdonk

CPC RACES - Quincy, Ill.
August 19, 1979
(Phoned into Wayne Yeager)

QM	(9 Entries)
1.	Charlie Smith 1:43.7
2.	Leroy Webb 1:42.1
3.	Roger Schlenker 1:44.1
4.	Jack Clark 1:44.4
5.	Jim Gager 1:42.9

FI	(8 Entries)
1.	Bob Onori 1:16.37
2.	Bill Pries 1:16.8
3.	Jim Gager 1:33
4.	Jack Clark 1:25.3
5.	Roger Schlenker 1:32.5

Submitted by: J. Kilsdonk
NCE: QM-AVP

Editor's Note: Formula I race scheduled for September 16 in Toledo, OH has been cancelled due to lack of a suitable field. Also the OPRA Championship Race in Dayton, OH on September 22/23 has been cancelled. The OPRA has been disbanded due to lack of interest and financial difficulties. Final Formula I standings to be reported next month.

North Central West News:

QM Race Report - Pikes Peak R/C Club
Colorado Springs, CO
June 24, 1979

20 Entries: 12 Expert, 8 Novice

<u>Expert</u>	<u>Best Time</u>	<u>Novice</u>	<u>Best Time</u>
1.	D. Pisciotta 2:01	1.	R. Pike 2:32
2.	R. Gates 1:47	2.	M. Johnson 2:41
3.	J. Cole 2:34	3.	H. Sudver 3:02
4.	B. Turner 2:28	4.	J. Anderson 4:11
5.	M. Larson 1:37	5.	J. Workman 2:44

Submitted by: Bill Pachak
NCW-AVP

North West News:

BOUNDARY BAY (B.C.)
JUNE 17-18
FORMULA I RACE REPORT
OR

"BOOKER WINS IN CANADA, REISS POSTS FAST TIME"

After a temporary delay due to bad weather, the first R.C.F.C.B.C race of the season got off to a great start when 29 entries reported for judging.

Now fellas, I've always been an optimist, and to me that was a sight which hasn't been seen at many races in many districts for a number of years Pylon racing in the North-west with the help of the N.W.P.R.A. is definitely on the upswing. Let's keep it going. Bring a friend to a pylon race! More later in another editorial.

Six rounds were flown and when the final bell rang, Jim Booker, that man from Boise, walked away with the 1st place gold. Jim had a perfect score of 24 points and flew all day like he was on a track.

I don't think he got flustered once. His trade mark is complete cool! Another cool head from Boise area walked off with the fastest time. Walt Reiss posted an impressive 1:22.36.

Great job you gals & guys of R.C.F.C.B.C. for a well run and well attended contest.

BOUNDARY BAY, B.C. June 17-18

Top ten out of 29 Entries (7 rounds):

<u>Name</u>	<u>Points</u>	<u>Plane</u>	<u>Engine</u>	<u>Best Time</u>
1. Jim Booker	24	Toni	X40	1:23.72
2. Len Yvew	21	Toni	K&B	1:22.38
3. Nelson Eddy	20	Toni	X-40	1:27.80
4. Guy Johnson	19	Toni	X-40	1:23.29
5. Ralph Cooney	18	LR-1A	X-40	1:22.69
6. Barrie Berlin	18	Pellets	K&B	1:33.87
7. Walt Reiss	16	El Bandito	X-40	1:22.36
8. Tony Huber	15	Toni	X-40	1:27.18
9. Bob Hunt	14	Thunder Chicken	X-40	1:22.91

FAST TIME - Walt Reiss 1:22.36

Submitted by: Stan Brown

BOISE, IDAHO MAY 26-27

Top five out of 11 Entries (8 rounds):

<u>Name</u>	<u>Points</u>	<u>Plane</u>	<u>Engine</u>
1. Jim Booker	32	Toni	X-40
2. Doug Rankin	26	Polecat	K&B
3. Tony Huber	25	Toni	X-40
4. Barrie Berlin	23	Pellets	K&B
5. Greig Simpson	23	Polecat	X-40

FAST TIME - Walt Reiss 1:24

WHIDBEY ISLAND, WA JULY 14-15

Top six out of 19 Entries (7 rounds):

<u>Name</u>	<u>Points</u>	<u>Plane</u>	<u>Engine</u>	<u>Best Time</u>
1. Tony Huber	27	Toni	X-40	1:27.01
2. Guy Johnson	25	Toni	X-40	1:23.07
3. Al Livesey	22	Toni	X-40	1:22.11
4. Doug Rankin	21	Polecat	X-40	1:26.06
5. Len Yuen	20	Toni	K&B	1:18.65
6. Nelson Eddy	20	Toni	X-40	1:23.45

FAST TIME - Len Yuen 1:18.65

NW Contest Schedule: 4th Annual Western Pylon Championships - Sept. 22/23
Boundary Bay Airfield Formula I Saturday and QM/C-500 Sunday.
Pre-registration only before September 16.

Contact: Guy Johnson, 5256 48th Avenue, Delta, B.C.
604/946-1873

SPOKANE, WASH. AUGUST 12

Top 10 out of 22 Entries (6 rounds):

<u>Name</u>	<u>Points</u>	<u>Plane</u>	<u>Engine</u>	<u>Best Time</u>
1. Jim Booker	24	Toni	X-40	1:21.45
2. Andrew McIndoe	22	Toni	X-40	1:21.15
3. Nelson Eddy	19	Toni	X-40	1:22.98
4. Tony Huber	19	Toni	X-40	1:26.11
5. Ray Strom	19	Pellets	K&B	1:42.60
6. Ralph Cooney	18	LR-1A	X-40	1:31.29
7. Guy Johnson	17	Toni	X-40	1:28.07
8. Charles Labass	17	Midget Mustang	X-40	1:48.37
9. Walt Reiss	15	El Bandito	X-40	1:28.55
10. Al Livesey	15	Toni	X-40	1:30.08

Submitted by: Len Yuen
NWVP

THE LAST LAP

During the 1979 Nationals in Lincoln, NB, I attended the AMA Executive Board meeting on July 31, 1979. "Improved Safety Proposals from the NMPRA" was the 4th item on their agenda and I was there to respond to it. However, it was nearing midnight by the time the Council reached this topic and by then they voted to table it along with all subsequent topics on that meeting's agenda. In briefly talking with AMA officers I determined that we are still "under the gun" to come up with additional safety procedures. So if you have any thoughts on the subject, let Bill Hager know about them.

Also, during the Nats I talked to many pylon contestants and the general opinion was that there is "nothing left to do short of killing the event" to improve safety beyond the procedures developed by the NMPRA Safety Committee. The only additional recommendation which may help is to require a radio range check during aircraft safety inspection. Other than this single point there was nothing which was even feasible. I guess it will be our turn in the wringer whenever the "improved safety" topic comes up on the AMA agenda.

In concluding this column, I advise anyone traveling to the Las Vegas Championship Race via commercial airline to make their reservations immediately. I made my own in mid-August and got one of the last remaining seats left. Remember that you can always cancel out if something falls through at the last moment. Plan ahead for this race so as not to be disappointed.

Yours in safe racing,



Art Arro

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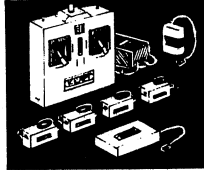
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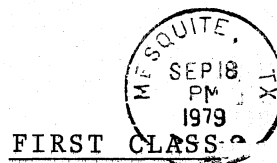


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