



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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October 1979

AMA AFFILIATED

SINCE 1965

* PRESIDENT'S PAGE *

Hi Gang! As you receive this, some of you will be leaving for Las Vegas. I've published a list of those of you who are qualified. We have also sent out invitations to all on this list. If you have not received an invitation or your name does not appear on the list and you think it should, please call me right away.

LAST MINUTE NOTES

Race Headquarters: Circus Circus Toll free phone: 1-800-634-3450
for reservations. One room per contestant.

Processing: Friday, October 19 6 to 8 pm at Circusland R.V. Park across the street from the casino. There will drinks in room 1410 on Walt Schroder during processing.

Your planes will be safety checked. You need AMA and FCC license and your invitation.

Pilots meeting at 7:30 Saturday morning, October 20. Racing at 8:00 am. There will be a banquet Saturday evening at the Sahara. Please try to let Chuck Smith know as soon as possible if you are going and how many will be with you.

Chuck Smith will be mixing fuel for those who need it. For banquet reservations, fuel, ect., contact Chuck Smith 8509 Lennox Ave., Panorama City, CA 91402 phone 213-893-2232

Nominations for District V.P.s, President and Q.M. Executive V.P. close November 1. Please send these in to me. Ballots for nominations will be in the next newsletter.

See you at Vegas,

Bill

LIST OF QUALIFIERS

Gary McPike
Mel Reed
Wayne Yeager

Ed Rankin

PAST CHAMPIONS

Irwin Funderbuck
Jim Maki
Bob Violett

John McDermott

Terry Prather

TOP TEN AT NATS

Bill Preis

Dave Shadel

Eric Meyers

Bill Grove

Jim Moorhead

NMPRA OFFICERS

Bill Hager

Ed Rankin

Art Arro

A.V.P.s

Bill Williamson

George Zink

Len Yuen

Steve Barrett	Clyde Yarbrough	Jerry Boyce	George Parks
John McDermott	Greg Doe	Russ Kime	Mike Southard
Ron Gilman	Dallas Buck	Mike Atzei Jr.	Gary Heithold
Dave Pearce	Dave Donat	Joe Zdankiewicz	Rick Oliver
Gary Hover	Bruce Richmond	Leonard Walker	Mark Harter
<u>NE District</u>	Tom Baker	Larry Laulom	Charles Monnett
P. Reed	Dave Latsha	Scott Johnson	Norm Johnson
M. Helsel	<u>NW District</u>	Chick Bentz	Chuck Greenwood
T. Castellano	G. Johnson	Gene Sidwell	<u>NCW District</u>
E. Weitcock	D. Rankin	Doug Ruble	Darrol Cady
B. Wallace	A. McIndoe	Bob Root	John Pistelak
C. Telford	J. Booker	Don Kayler	Simon Dreesse
D. Kelly	B. Berlin	Len Ledson	Leon Elbert
A. Wile	N. Eddy	Ben Wetherall	Hans Algard
E. Nikodem	T. Huber	Kent Nogy	<u>NCE District</u>
R. DeBolt	A. Livesley	Ed Hotelling	Bob Onori
A. Schroder	W. Riese	Eric Ristrum	Jim Gager
D. Telford	D. Rice	Bob Novak	Barney Polzin
<u>SCE District</u>	<u>W District</u>	Mack Moffat	Ken Hulik
Brian Richmond	Ed Allen	Jim Kimbro	Tom Dudan
Bob Brogdon	Tom Christopher	<u>SW District</u>	Charlie Brunner
Bob Reuther	Harley Condra	John Jennings	Jack Clark
Dennis O'Brien	Rusty Van Baren	Tim Edwards	Roger Schlenker
Gale Jacobson	Ron Schorr	Gale Helms	Allan Booth
			Bob Hisey
			Rex Knepper
			Dave Timcoe

To: NMPRA Membership
 From: Chuck Smith, CD '79 Championship Race

Over the last few weeks, I have heard several complaints about this year's Championship Race (location, who's qualified, etc.) One of these was the fact that with the large number of entries expected (approx. 80), the luck of the draw very likely will result in a flyer finishing in the top ten without racing against a pilot capable of sub-1:20 times. The fact that we will be able to fly only eight rounds (with eight straight hours of racing each day) means that each pilot will be able to race only 24 of his fellow competitors, leaving approximately 55 pilots he won't see. With a matrix this large, luck becomes a bigger factor than normal.

To alliviate this problem, I came up with this proposal: After six rounds of racing, take the top twenty pilots in the standings (not the 20 fastest) and race five more rounds, resulting in a complete rotation among the top pilots. The final standings would then be determined by the points accumulated in 11 rounds. This would be done only if there were no frequency conflicts among the top 20. If so, then eight rounds would be flown like normal. If the frequencies worked out, racing would stop temporarily at approx. 12 noon Sunday, then there would begin three hours of what probably would be the most exciting and spectator appealing racing ever seen.

My thoughts in favor of this proposal include the following: 1) After six rounds of racing, a pilot not in the top twenty has no chance for first place and a remote chance for the top ten if racing were continued for eight rounds; 2) The results would reflect who truly are the best pilots in the nation; and 3) Everyone in the top twenty would have to test his skills against the best, thus taking much of the luck out of the final standings

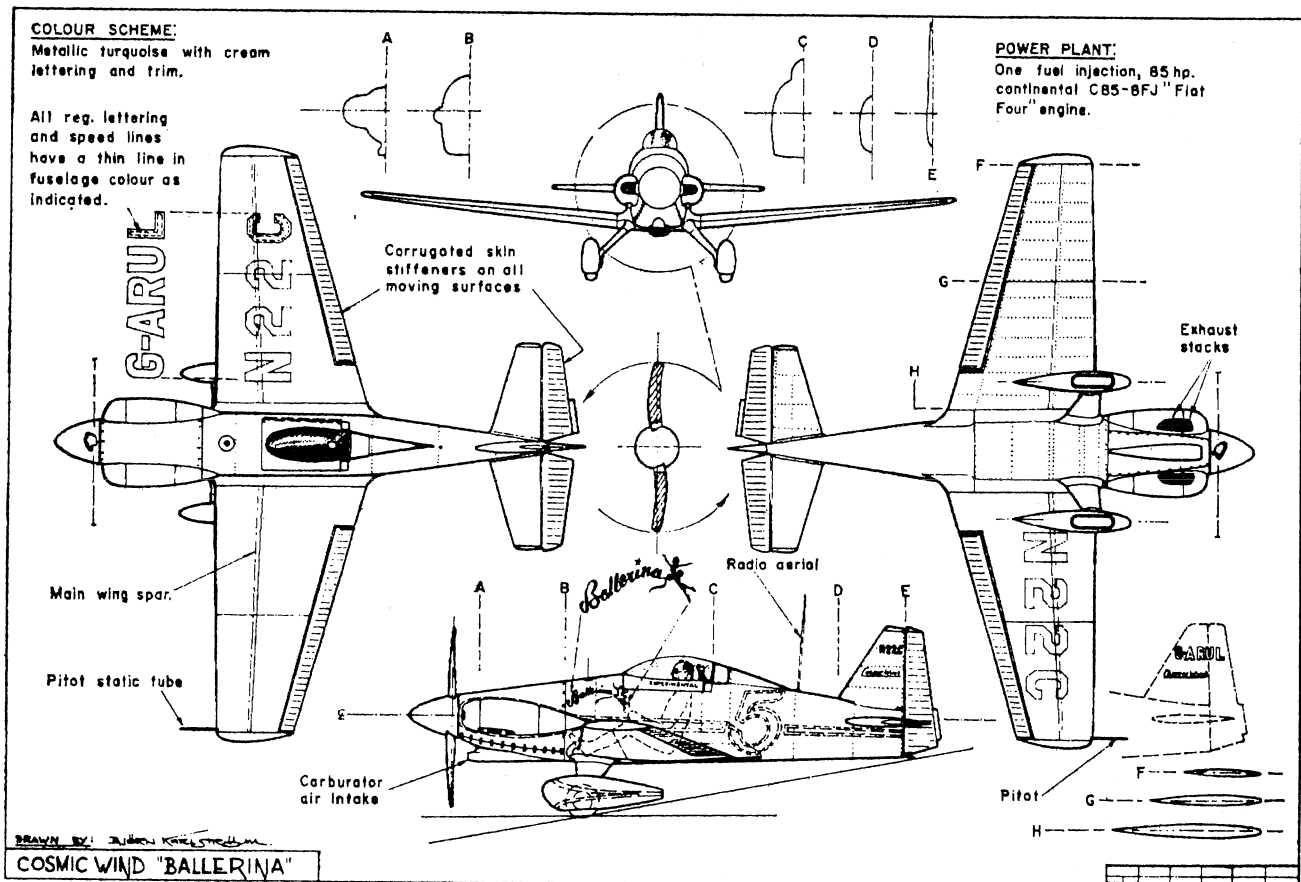
I knew from past experience that this proposal would draw considerable flak, but it is the reasons behind the dislike for the proposal that came as a surprise. Here are some of the arguments I heard against the proposal: 1) Pilots felt that they had worked hard to qualify for the contest

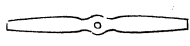
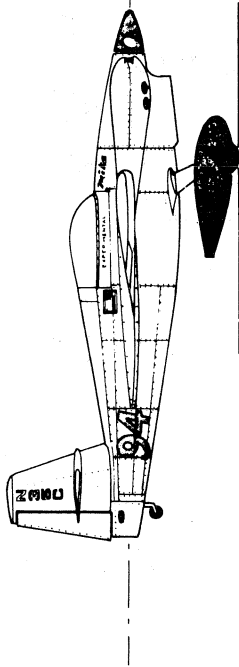
all year and didn't feel they should have to qualify again at Las Vegas. I don't think that the fact every pilot would be flying at least 12 out of the 15 hours of racing fits into the same concept that most people have in their minds about qualifying; 2) The pilots in 21-25th place after six rounds would lose their chance of getting into the "money" if the race didn't continue on for a full eight rounds. I feel that this is like saying after a contest, "I could have won if only we had gone another two rounds." I have been to several contests where six rounds were all everyone flew; and 3) The man in first place after six rounds could get zeroes in the next two rounds and finish out of the top twenty. This is possible, but those same zeroes put him out of the running in the finals anyway; and 4) Many pilots said they wouldn't even bother to come to a contest like this if there wasn't a chance that they wouldn't have to race the "hot shots" and thereby finish high in the standings. They don't want the luck of the draw eliminated. The whole concept of a Championship Race, I feel, is to race head to head against the best in our hobby, but I guess my blood must be of a different type than many other NMPRA members.

I plan on having an enjoyable weekend in Vegas. A CD has to contend with enough complaints and belly aching without creating them by himself, so therefore the Championship this year will be run the same way it has for the last six years.

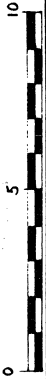
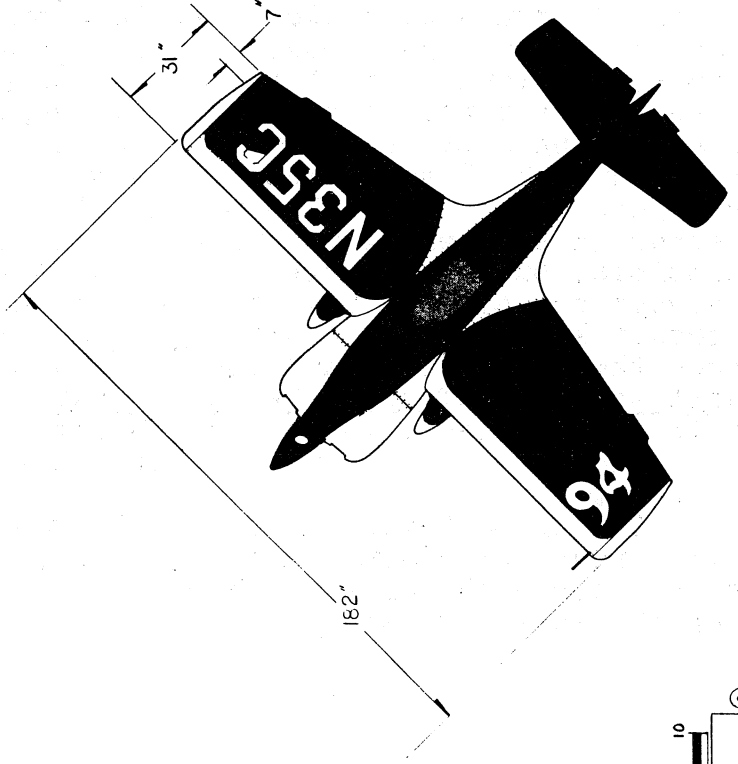
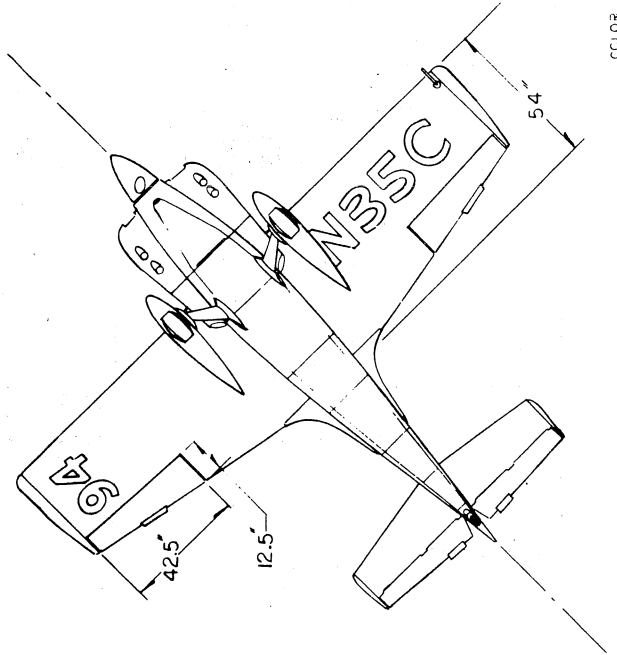
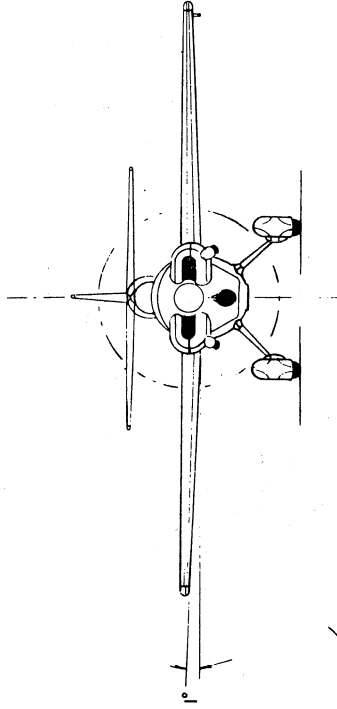
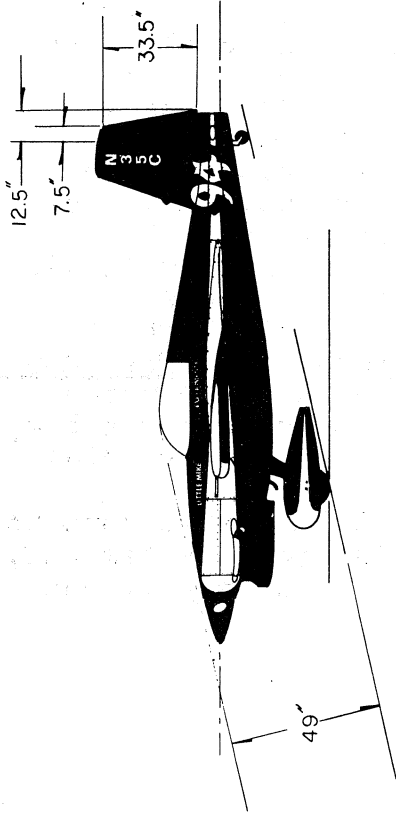
Sincerely,

Chuck Smith





61" DIA.



AL FOSS
"LITTLE MIKE"
MIKE DEWEY

COLOR

1. DARK BLUE/WHITE TRIM & NOS
2. WHITE/LIGHT BLUE TRIM, GOLD US3

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R.S. HIRSCH

QM PRESIDENT MESSAGE-OCTOBER

The QM Championship race is now history and so is the old fast time of 1:29 set last year. This year it was a 1:26.62 set by Bobby Blouch. This is the fastest time known in this type of race competition. The weather was perfect for racing and so was everything else for Doug Brushaber the 1st place winner. Eleven times were below 1:30. The Louisville R/C club did their usual outstanding job. Shorty Holsclaw the C.D. for the event and all of the previous events, came all the way from Slidell, La. to head up the outstanding team. A special thanks to Mr. Holsclaw. The Rough River Park provided their usual super cooperation and service to make our stay very pleasant.

I think that some observations on the race are in order, some serious some tongue-in-cheek. This race was not a Toni race as so many of them are. Doug Brushaber flew his own design "Shark" with a Cox out of the box. That is the finned head and no exhaust extension or pipe. Bobby Blouch, the second place winner, had his own design P-51 that he has flown for several years. It is all balsa, guess Bobby doesn't like epoxy. There were several "Sharks," a couple of Rivets - the third place winner Dave Latsha flew a Rivets - and Jim Gager had his "Whatsit." Poor Jim had the fast time of 1:26.7 for a long time; in fact, almost to the last race. Gager would have done better but he did it again. For those who don't know Jim's problem - it's just that his callers never get to say "turn." Tom Christopher, who won the Doolittle race, allowed his novice caller to let him screw his needle valve full lean and flamed out during the regular race, didn't even make it to pylon 1. Wayne Yeager's caller distracted most of the pilots with her T-shirts?? A couple of planes touched during the races, but no mid-air crashes. Not very many planes crashed. The various configuration of props used demonstrates that almost any popcicle stick will work. Lou Hipkins gets the honors here. His prop was so narrow that it didn't leave a shadow. He almost bought it though as he tangled with a super Rivets at No. 1. He came away with bruised tail feathers.

The racing season should be over in most areas. It is time for the AVP's to send in their district champion names and shirt sizes. Also, for those who have flown out of their areas and received points, make sure your AVP's know about those races for the National points. For all, please refer to the February issue of the NMPRA Newsletter for the policy on the '79 QM point system. I should have all of the info by November 1.

The results of the QM rules changes should be out shortly. It is expected that few changes will be made. This is the one area that I wish had not come up. It was a monster; however, I think that all sides were heard from, the precedence has been set, and it should be a while before any more rule changes are made. The AMA rule cycle insures a two-year period of stable rules. I guess that's what some people call Democratic action -- others are not so kind. It sure would have been a lot easier to ignore the whole thing.

I also need to have the names of those who want to be AVP's and for QM President for next year. Those who are interested, your duties were outlined by Bill Hager in the January issue of the NMPRA Newsletter, and next year's duties should be similar. We need people who are truly interested in QM and racing.

RACE REPORT - QM CHAMPIONSHIP RACE

The following is a composite of information received from G. E. Jacobson, Wayne Yeaser and Floyd Fitzgerald.

Extreme competition and ferocious speeds highlighted two beautiful days of racing. The contest was sponsored by the Louisville R.C. Club with Shorty Holsclaw the C.D. Six pounds were flown plus the Doolittle fly-off. The Doolittle fly-off is the (12) fastest times regardless of scores who fly off. This year it took 1:30.0 to make it in the top (12). Jim Gager set a new record on Saturday of 1:26.74, but that only lasted 24 hours, as Bobby Blouch established the new record of 1:26.63 on Sunday.

The NMPRA added \$750.00 cash for prizes in addition to L.R.C.C. providing trophies through 5th plus fast time.

Reported by J. Kilsdonk NCE-AVP/QM

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QUARTER MIDGET CHAMPIONSHIP RACE RESULTS
September 8 and 9, 1979

ROUGH RIVER DAM STATE RESORT PARK
FALLS OF ROUGH, KENTUCKY 40119

Sponsored by: Louisville Radio Control Club - W.H. Holsclaw
C.D. - Club Trophies through 5th and Fast Time

<u>Place</u>	<u>Name</u>	<u>Fast Time</u>	<u>Points</u>	<u>NMPRA Prize</u>
* 1	Doug Brusaber Minneapolis, Minn.	1:26.90	23	\$175.00
* 2	Robert Blouch Lebanon, Pa.	<u>1:26.63</u>	22	\$125.00 + \$100.00 Fast Time
3	Dave Latsha Lemoyne, Pa.	1:31.51	22	\$100.00
* 4	Denis Bielick Glenview, Ill.	1:27.71	22	\$ 75.00
* 5	Robert Labash Roseville, Minn.	1:26.94	19	\$ 50.00
6	Floyd Fitzgerald Pontiac, Ill.	1:31.31	19	\$ 25.00
* 7	Richard Berner Glendale, Ill.	1:27.98	19	\$ 25.00
8	Stu Richmond Atlanta, Ga.	1:31.61	19	\$ 25.00

<u>Place</u>	<u>Name</u>	<u>Fast Time</u>	<u>Points</u>	<u>NMPRA Prize</u>
* 9	Lew Hipkins Bala Cynwyd, Pa.	1:30	18	\$ 25.00
10	Leroy Webb Campos, Ill.	1:31.24	18	\$ 25.00
* 11	Jimmy Bartels Cordova, Tn.	1:28.51	18	
* 12	James Gager Ft. Wayne, In.	1:26.74	17	
* 13	Paul Zink Jamaica, N.Y.	1:29.22	17	
* 14	Tom Christopher Los Angeles, Ca.	1:27.51	16	Winner of the Jimm Doolittle Race, Trophy and \$100.00 from Louisville R/C Club
15	Richard Steine Minnetonka, Mn.	1:33.59	16	
16	Albert Schwartz St. Paul, Mn.	1:35.66	16	
* 17	Wayne Yeager Romulus, Mi.	1:29.15	15	
* 18	Gail Jacobson Atlanta, Ga.	1:29.46	15	
19	Jack Clark Des Moines, Ia.	1:36.48	15	
20	John Krauer Detroit, Mi.	1:43.52	15	

*Qualified for the Jimmy Doolittle Race - Twelve Fastest Times.
43 Contestants - 53 Pre-registrations.

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(Editors Note: Jake has written two excellent letters to the Louisville R/C Club and the Governor of Kentucky expressing NMPRA appreciation of the QM Championships. This "PR" phase of our sport is very important in establishing the recognition of pylon racing, both for the host club and provider of the contest site. How many racing associations and societies out there have written such letters of appreciation? Very few, I believe. Space does not permit publication of these letters, but

both Jake and I have copies for your reference. Just send your request along with a stamped, self-addressed envelope. A few appreciative words will go a long way in securing a suitable site and a number of workers for next season's races.)

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AROUND THE PYLONS
District By District

Western District News

by Gary McPike-VP

WESTERN DISTRICT CHAMPIONSHIP FORMULA 1 RACE
Van Nuys, CA. August 25-26, 1979
C.D. Gary McPike
AMA Sanction #1314

Our normal August heat wave broke on Thursday and the weather couldn't have been finer for a Formula 1 race. Light winds and temps in the low 80's.

The race drew 27 expert and 9 standard racers for two days of "hot racing."

Unlike most of our contests, where the host is a club, we did not have much manpower to draw from. On Saturday I had a full crew to work the course, but on Sunday, when the call for workers went out, there were three, with some more to trickle in later. So . . . the pilots worked the course for each other, half the pilots and callers worked for the other half and then changed at the mid-point in the round. This went on for two rounds until enough permanent workers arrived to fill in around the pylons and count laps. This worked great, and many of the racers got a first-hand view as to how hard it is to work some of the positions on a race course. We got through Sunday and had a total of nine rounds of racing. Many thanks to everyone who pitched in and to the regular workers.

Watch out for the K&B, the bugs are gone and they're moving. Thirteen of the racers were running K&B engines and they were going! Third through 6th of the top 10 experts and six of the nine standard racers were running K&B's. I hope this is a sign of things to come; it will be good to get away from a single engine event.

One of our standard racers, Mack Moffat, finally put it all together and now is an expert. In a race where the plane was flying about 1:12, and his thumbs were working around 1:30, he managed to pull it together with a 1:21.5, but I think he had to change his shorts afterwards. Congratulations Mack!

Bob Smith (remember him?) and Scotty Smithwick were back with us again, both doing well.

Bob flying a borrowed Polecat and Scotty a Dara. The Polecat was returned to its owner after the race and the Dara should be headed for the Smithsonian Institute.

Again, thanks to everyone for helping and making this an easy race to C.D. in that it was my last. Next year the only decision I am going to make is which prop to run.

The results are:

Expert

1.	Dave Shadel	1:14.2	Brand X
2.	Bob Smith	1:17.8	Brand X
3.	Kent Nogy	1:17.8	K&B
4.	Larry Laulom	1:18.8	K&B
5.	Ronald Scherr	1:20.7	K&B
6.	Scott Johnson	1:19.4	K&B
7.	Ed Allen	1:18.7	Brand X
8.	Don Kaylor	1:23.4	Brand X
9.	Russ Kime	1:25.6	Brand X
10.	Tom Christopher	1:12.9	Brand X - Fast Time Recorder

Standard

1.	Mack Moffat	1:21.5	Brand X
2.	Harry Gould	N/T	K&B
3.	Charles Bentz, Jr.	1:40.2	Brand X
4.	Joe Stream	1:44.1	K&B
5.	Scotty Smithwick	1:36.5	K&B

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South Central West News

by Ed Rankin-VP

DALLAS PYLON RACE
September 2-3, 1979
Ed Rankin

Our August 19th F-I race at Oklahoma City was "rained out" after four rounds. We voted to rerun this race on Saturday, September 29th before the September 30th race at Oklahoma City so that we wouldn't lose our NMPRA points. The interest in qualifying for the NMPRA championship race at Las Vegas is really high, as attested by the members' desire to rerun the August 19th race. We have had seven races and we have three more to go. We plan to give trophies to the top 10 district point winners.

Q-500 was held on Saturday with 23 entries and 5 rounds. George Parks, Gale Helms and Phil Bussell took the trophies. Congratulations to Phil for his first RC pylon trophy. This is Phil's first year in flying RC pylon, and he has made good progress.

F-I was held on Sunday with 18 entries and 5 rounds. The weather was hot (95°F) and humid (90%) and took its toll on engines. Gary Heithold won this one in a fly-off with Steve Barrett (age 16). This is Gary's fifth race and his second first-place. If he does good at the next three races, he may win the district. Steve has become the top flyer in this district and has already qualified for the championship race with his sixth-place win at the Nat's. The race results are as follows:

<u>Place</u>	<u>Name</u>	<u>Airplane/Engine</u>	<u>Points</u>	<u>Time</u>
1	Gary Heithold	Toni/ST	18	1:27.8
2	Steve Barrett	Toni/ST	18	1:22
3	Gale Helms	Toni/ST	17	1:22.7
4	Tim Edwards	Toni/ST	17	1:27.5
5	George Parks	Toni/K&B	16	1:19

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OKLAHOMA F-I RACE
September 16, 1979
Ed Rankin

A beautiful day for racing (80°F, 10 m.p.h. winds) with 23 entries and 5 rounds flown. This was our eighth race this year with two more to go to finish the season.

We started a little late because of a SCW district meeting. In this meeting the "Slow Down" rules were discussed and voted on. Naturally, we don't want to change anything; however, since we have to do something, we voted for the 15% nitro by a margin of 5-1. Also, we voted 100% not to have any form of qualifying at the NMPRA championship race. We have qualified all year long for this race to get there and don't need anymore of it.

The competition is getting better each race, as discussed previously in our race reports. There were 10 contestants in the low or mid 1:20's. As a result, you had to clock at least 1:22 to win a heat race. I think we have a good group of flyers who can place well at the championship race.

Steve Barrett had a perfect score and a low time of 1:21 to win first place. Steve is 16 years old and has become our top flyer in this district. He had no cuts and was very consistent.

One of the exciting races was with Pries, Helms and Rankin. They were neck and neck all through the race with Pries winning with a 1:20.8. Helms was second with a 1:21.2 and Rankin had two cuts for a zero. The race results are as follows:

<u>Place</u>	<u>Name</u>	<u>Airplane/Engine</u>	<u>Points</u>	<u>Time</u>
1	Steve Barrett	Toni/ST	15	1:21
2	Bob Onori	Toni/ST	14	1:24.5
3	Tim Edwards	Toni/ST	13	1:26.2
4	Pat Jones	Toni/ST	13	1:29.8
5	Bill Pries	Toni/ST	12	1:20.8

* * *

SCW DISTRICT POINTS - FORMULA 1
(6) Best Contests (9/16/79)

<u>Place</u>	<u>Name</u>	<u>Points</u>
1	Tim Edwards	538.1
2	John Jennings	499.6
3	Gary Heithold	458.5
4	Gale Helms	456.8
5	Steve Barrett	448.5
6	George Parks	411.9
7	Norm Johnson	411.0
8	Mark Harter	365.7
9	Charles Monnett	356.0
10	Ed Rankin	344.2
11	Chuck Greenwood	328.8
12	Ric Oliver	308.0

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NCW District News

by Mel Reed-VP

MONTANA LABOR DAY CHAMPIONSHIPS
September 2, 1979
7 Entries for 5 Rounds

<u>Place</u>	<u>Name/NMPRA</u>	<u>Heat Point Total</u>	<u>Plane/Engine</u>	<u>Fast Time</u>
1	Mel Reed (2G)	17	Minnow/K&B	
2	Web Higgins	12	Bandito/K&B	1:34.2
3	Leon Elbert (33G)	12	Toni/Brand X	
4	Mike Sperry	7	Polecat/K&B	
5	Simmon Dreese (3G)	3	Toni/O.S. Max	

NCW FORMULA 1 DISTRICT CHAMPIONSHIPS
September 23, 1979
8 Entries for 5 Rounds

<u>Place</u>	<u>Name/NMPRA</u>	<u>Heat Point Total</u>	<u>Plane/Engine</u>	<u>Fast Time</u>
1	Leon Elbert (33G)	19	Toni/Brand X	1:43
2	Mel Reed (2G)	14	Minnow/K&B	1:50
3	Web Higgins	11	Polecat/K&B	1:41
4	J. Weinane	10	LR-1A/O.S. Max	2:09
5	T. Bovington	10	Mustang/HP	2:17

NCW FINAL POINT STANDINGS - FORMULA 1

<u>Place</u>	<u>Name</u>	<u>Points</u>
1	Mel Reed	302.7
2	Leon Elbert	244.2
3	Simon Dreese	173.4
4	Darrol Cady	105.8
5	John Pistelak	99.5
6	Hans Algard	24.8

* * *

North Central East News

All end-of-season races were cancelled as reported in the last News Release. As a result of this curtailed season, we are able to report final standings for QM and Formula I in this issue. The QM standings were compiled by John Kilsdonk QM-AVP and Formula I by Wayne Yeager V-P.

NCE-QM FINAL POINT STANDINGS

In summary, we had (11) QM races in district in which (85) different flyers competed; (57) were NMPRA members, (28) were not.

Based on best (5) contests, Doug Bebensee would have won had he been an NMPRA member. Doug had 489.3 points.

NMPRA-NCE-Quarter Midget
Final Top Ten - 1979

	<u>Total (No. Contests)</u>	<u>Best (5) Contests</u>
1. Wayne Yeager 5W	656.5 (8)	461.2
2. Denny Sumner 21W	434.8 (6)	394.1
3. Floyd Fitzgerald 19V	421.9 (5)	421.9
4. Dave Timcoe 9W	409.4 (6)	393.6
5. Ken Heatlie 19W	371.8 (5)	371.8
6. Leroy Webb 29W	366.5 (5)	366.5
7. Duane Gall 12V	323.2 (5)	323.2
8. Allen Booth 78V	306.5 (5)	306.5
9. Dennis Bielick 16V	385.2 (5)	285.2
10. John Kilsdonk 17W	283.2 (6)	266.2

Top Twenty NCE Formula I
Final Point Standings
6 Races Reported

	<u>Number of Races</u>	<u>Points</u>
* 1. Bob Onori	5	440.0
* 2. Bill Pries	5	382.2
* 3. Jim Gager	5	258.9
* 4. Art Arro	4	241.6
* 5. Wayne Yeager	5	236.3
* 6. Barney Polzin	3	225.1
* 7. Ken Hulik	4	184.5
* 8. Tom Dudan	5	176.1
* 9. Jack Clark	3	148.5
*10. R. Schlenker	3	146.9
*11. Allen Booth	3	142.5
*12. Bob Hisey	4	139.9
*13. Rex Knepper	3	112.2
*14. Dave Timcoe	3	107.4
15. J. Moorehead	1	102.7
16. B. Reuther	1	98.8
17. F. Johanson	4	84.0
18. D. Bielick	2	83.5
19. B. Hager	1	78.6
*20. Eric Meyers	1	75.4

* Indicates qualification for Championship Race due to point standings, NMPRA Officer or top ten at Nationals.

Reported by W. Yeager, V-P

* * *

North East District News

Results of 1/4 Midget, Sport & Form 1 Races
Courtesy of Pylon Cuttings
Held August 25 and 26 at Lockport, New York

1/4 Midget: 6 Entries

	<u>Plane/Motor</u>	<u>Points</u>	<u>Time</u>
1. Don Steeb	Toni/Cox	9-1/2	1:53
2. Hal DeBolt	Firecracker/Cox	9	1:51
3. Ernie Nikodem	P-51/Rossi	5-1/2	1:54

Don Steeb had five heat wins for his first win this season on another rather windy QM day. Heading into the final race Hal DeBolt seems to have the league championship locked up since entries have been around six and his lead over Ernie Nikodem is eight points.

Formula I: 6 Entries

	<u>Plane/Motor</u>	<u>Points</u>	<u>Time</u>
1. Dave Kelly	Stinger/K&B	15	1:31
2. Ernie Nikodem	Toni/K&B	14	1:31
3. Hal DeBolt	Mustang/K&B	12	1:39

Dave Kelly had five firsts for his second Form I victory of the season. Dave leads Hal DeBolt by two points for the league championship with one race to go, the closest race of the three events for the league title.

Somers, New York Race Results, August 25 Courtesy of P.R.O. News

1x Ed Weitock	19	1:21.6	8x Glenn Sicotte	9	1:33
2x Arnie Wile	18	1:21.6	9s Gary Milliken	9	1:44.2
3x Pete Reed	18	1:21.8	10x Mike Helsel	8	1:21.7
4x Cliff Telford	14	1:30.5	11x Drew Telford	8	1:37
5x Bob Barkowski	12	1:25.7	12s John Papageorge	6	1:43.2
6x Tom Castellano	11	1:15	13x Lloyd Burnham	3	1:35.3
7x Bob Wallace	11	1:27.6			

Tom Castellano set a new record for our area when he turned his 1:15. The only two standard flyers mid-aired Gary Milliken and John Papageorge.

August 26 Formula I

1. Tom Castellano	20	1:16.6	6. Bob Wallace	15	1:25.2
2. Ed Weitock	18	1:20	7. Lloyd Burnham	15	1:26.6
3. Cliff Telford	17	1:26.2	8. Anthony Schroder	15	1:28.2
4. Pete Reed	17	1:22	9. Dick Berner	14	1:26.6
5. Mike Helsel	16	1:25.9	10. Arnie Wile	12	1:23.5

11.	Dan Willard	9	1:30.5
12.	Larry Weddle	6	1:27.6
13.	Glenn Sicotte	6	1:27.6
14.	Drew Telford	3	1:30
15.	Bob Barkowski	3	1:30.4

Top Twenty NE District Formula I
 Final Point Standings
 17 Formula I races reportd
 2 races cancelled
Only the best 6 races are counted

	<u>Number of Races</u>	<u>Points</u>	
1.	P. Reed	10	533.3
2.	T. Castellano	11	514.4
3.	M. Helsel	9	512.0
4.	B. Wallace	11	472.6
5.	E. Weitock	9	458.6
6.	A. Wile	11	406.7
7.	C. Telford	6	406.1
8.	E. Nikodem	6	372.8
9.	D. Telford	8	365.1
10.	H. DeBolt	6	360.4
11.	D. Kelly	6	349.8
12.	A. Schroder	8	314.2
13.	P. Zink	3	251.3
14.	B. Barkowski	6	243.3
15.	L. Burnham	6	242.4
16.	L. Weddle	8	235.4
17.	D. Berner	5	230.5
18.	P. Stenberg	6	223.3
19.	J. Papageorge	8	191.5
20.	D. Willard	8	189.6

Reported by George Zink-VP

* * *

THE LAST LAP

As indicated all year and especially in the last issue, "SAFETY" is the prime concern for R/C pylon racing. The letters from John Worth, AMA Executive Director, to Bill Hager last month emphasize the topic, particularly in regard to slowing down the speeds.

We need your thoughts on this and please write them down and send to Bill Hager ASAP.

It will probably take less time than reworking a prop and both the officers and safety committee will know your stand on this to suggest realistic recommendations to the AMA.

Our Prez, Bill Hager, will schedule a meeting at the Formula I Championship Race in Las Vegas on October 20-21. However, only the top percentage of the "go-fastest" guys will be in attendance and get input from QM flyers, Quickie pilots and even Half-A racers. These categories constitute a large part of the membership and they should be heard from also. The deadline is quickly drawing near and we need your comments. Speak up or forever hold your peace! Do it now!

Yours in safe racing, Art Arro

* * *

NEW PRODUCTS

For you Quickie lovers, K&B has made some changes to their popular #8011 engine. All K&B #8011 engines now manufactured utilize a new carburetor made by Irvine Engines in England. The change from the Perry was necessitated by economics, with the Perry going out of sight in price. Also, many users encountered difficulties in maintaining consistent needle settings with the Perry. The Irvine carburetor should be an improvement in this department. However, the Irvine has a bore diameter of .297" compared to .240" nominal of the old Perry. This increase in choke diameter is offset by a continuous jet tube across the venturi which reduces its area somewhat.

I personally have not compared the two carburetors in terms of static RPM or flight performance, but imagine that the Irvine carb would have the edge.

Also, K&B has distributed a "Q" version of the #8011 engine specifically for Quickie racing. The only difference here is a slightly higher compression ratio resulting from squeezing the head down deeper into the bore. The shaft, bypass and exhaust timing are all identical to the standard #8011. This compression increase will probably benefit racers flying at high altitude sites or during cold weather. K&B provides brass head gaskets with the "Q" version to adjust the compression ratio for local conditions.

K&B has manufactured at least 500 engines in the "Q" model for wide distribution and availability. If the "Q" engine is in large demand, then additional runs will be made.

The above information was obtained first hand from K&B Customer Service and presented here to quell any rumors regarding changes in the #8011 engine and the impact on Quickie rules.

* * *

MORE SAFETY

An R/C Pylon Safety Check List is enclosed on the opposite page for your reference. This list was used at the Nationals and should be used at every race. The NMPRA Safety Committee endorses this Check List. Check your planes now and bring them up to specs.

RC PYLON SAFETY CHECK LIST

The following is a check list from which the inspectors can work to expedite the inspection time and insure that each plane is thoroughly gone over:

1. Short pieces of rubber tubing will be used to secure all clevises to prevent them from becoming disconnected in flight.
2. Throttle shut-off will be visually inspected, and may be functionally tested during the contest.
3. All screws holding the engine to the mount and the mount to the firewall must be there and be secure.
4. Receiver and battery pack shall be protected against vibration in accordance with the radio manufacturer's recommendations.
5. Washers will be used on all screws holding the servos to mounting trays and, also, on screws holding the tray to the rails. (All washers will be approximately the same diameter as the grommets). Servos mounted directly to rails will also have washers on the mounting screws. In addition, all servo trays will have at least one extra safety screw (not necessarily turned down tightly) placed between the grommets on the rear of the tray to prevent the tray from slipping out of the grommets in flight.
6. A keeper, or collar, will be on all pushrods that have a right angle bend that connects them to the servos. S-bends are acceptable. If a clevis is used at both ends of a pushrod, one of the clevises will be secured so that it will not turn.
7. All control surfaces will be firm on the hinge line without excess slop (at the discretion of the safety inspector).
8. Positive, thread-type wing bolts or screws will secure the wing in place on all two-piece aircraft.
9. Any aircraft sustaining any damage, including landing damage, will be inspected by a safety director before it is flown again.
10. A positive method of holding the wheel on the axle will be used and the wheel shall not bind.
11. The entire aircraft shall be inspected for any stress cracks.
12. If flutter is detected during a race, the aircraft will be inspected after landing to determine the cause. If it is located, it must be corrected before the aircraft is flown again.

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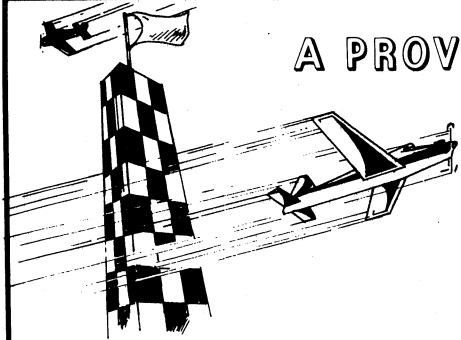
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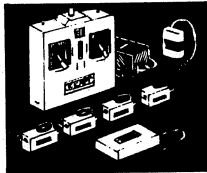
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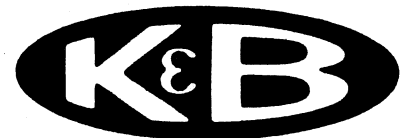
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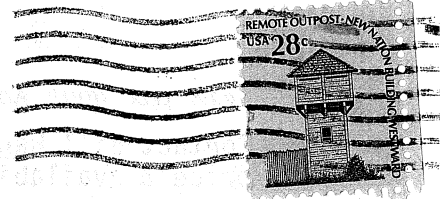


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