



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

President:

Bill Hager
4622 Bridgeport Dr.
Garland, TX 75043
214/226-2779

QM Exec. & Vice Pres.

Wayne Yeager
38235 Castle Dr.
Romulus, Mi. 48174
313/941-6661

Treasurer:

Ed Rankin
6072 Wonder Dr.
Ft. Worth, TX
817/292-0465

Secretary:

John Jennings
106 Greenway
Sunnyvale, TX 75182
214/226-1018

Editor:

Matt Smith
10223 Abraham
Dallas, Texas 75227
214/285-3579

OCTOBER 1980

AMA AFFILIATED

SINCE 1965

* PRESIDENT'S PAGE *

Hi Gang!

As you read this a lot of you are putting the finishing touches on that new racer, getting it ready for this year's Championship Race to be held at Titusville, Florida on October 25 and 26.

The race will be at the Titusville-Cocoa Airport. Headquarters Motel is the Ramada Inn at the Intersection of State Rd. #50 and I-95. Special rates of \$20.00 per single and \$23.00 per double have been offered, but you must tell them when you sign in that you are with the N.M.P.R.A.

Registration is open at 6:30 p.m. on Friday October 24 at the Ramada Inn and will close at 8:30 p.m. There will be a pilot's meeting at 9:00 p.m. Racing starts at 8:30 a.m. sharp Saturday morning.

The Banquet will be at 7:00 p.m. Saturday evening at the Ramada. Our hosts this year are the Moonport Modelers Club with Rod Gier as contest coordinator and flagman on race day. I think we can all look forward to a good race. So if you are qualified try to be there.

Here is a list of the top 65 people in the point standings.

POINT STANDINGS 1980

1. Dave Shadel	613.7	6. Gary Hiethold	524.3
2. Tom Christopher	562.0	7. Andrew McIndoe	512.5
3. Tom Castellano	561.4	8. Pete Reed	512.0
4. Gary Hover	558.4	9. Norm Johnson	501.3
5. Dave Keats	558.3	10. Bill Preis	494.5

The Top Ten Receive Shirts

11.	Lloyd Burnham	488.7	39.	Laird Owens	328.0
12.	Russ Kime	479.6	40.	Gary McPike	325.5
13.	Guy Johnson	473.6	41.	Leon Elbert	313.7
14.	Bob Barkowski	456.4	42.	Art Arro	311.2
15.	Ed Hotelling	452.1	43.	Dave Layman	308.8
16.	Brian Richmond	447.3	44.	Chuck Greenwood	306.5
17.	Ed Rankin	447.0	45.	Gene Sidwell	302.0
18.	Drew Telford	444.0	46.	Greg Doe	282.8
TIE-19.	Bob Wallace	436.1	47.	Saul Green	281.5
19.	Eric Ristrim	436.1	48.	Hal DeBolt	273.3
20.	Bill Hager	429.5	49.	Dennis Sumner	269.7
21.	Bill Grove	428.0	50.	Keith Palmer	268.6
22.	George Parks	421.1	51.	Larry Laulom	261.9
23.	Richard Oliver	408.2	52.	Mark Morgan	253.4
24.	Ray McFarland	406.9	53.	Ron Gilman	248.8
25.	Ron Schorr	405.6	54.	Tom Nay	246.4
26.	Jerry Boyce	394.6	55.	Dan Kaylor	245.3
27.	Doug Rankin	386.6	56.	Dave Latsha	240.2
28.	Scott Johnson	378.1	57.	Ben Witherel	235.4
29.	Jim Moorhead	368.9	58.	Bill Williamson	235.3
30.	Matt Smith	366.6	59.	Ed Allen	224.8
31.	Dubb Jett	361.9	60.	Ed Weitock	222.9
32.	Gail Jacobson	359.2	61.	Bob Reuther	222.3
33.	Dave Timcoe	351.6	62.	Leonard Walker	215.6
34.	Mack Moffat	341.7	63.	Ernie Nikodem	213.4
35.	Keith Davidson	338.9	64.	Dave Pearce	207.5
36.	Bob Smith	335.7	65.	Joe Zdankienicz	206.8
37.	Steve Barrett	333.2			
38.	Bill Johanson	330.2			

All of the above qualified for the N.M.P.R.A. Championship Race, plus others that have not been listed, but will receive invitations.

Matt has published district point standings for all of the districts, except for the N.W. District. The V.P. for the district was Don Rice. I'm not sure what happened, but we have received nothing from him. We have managed to put together this list of names for that district and some points. If anyone else has been overlooked, please let me know as soon as possible.

1.	Andrew McIndoe	512.5	4.	Doug Moisuk
2.	Guy Johnson	473.6	5.	Barrie Berlin
3.	Doug Rankin	386.6	6.	George Soderberg

If you are nominated and elected (or asked) to do a job and you accept, then you should follow through on it. If you see any possible reason for not meeting your obligations, then don't accept them. Especially when it will effect other people.

If you don't receive an invitation for the Championship Race by October 18 and you think that you qualify, please call me at once.

This newsletter is a reprint of one that was to go out in September. Matt delivered a box of newsletters to the post office never to see them again. We will make up the lost issue by the end of the year.

See you at Titusville.

BILL



NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

Q.M. Executive Wayne Yeager
Vice President 38235 Castle Dr.
 Romulus, Mi. 48174
 313/941-6661

If you are not aware, there are several proposals submitted for official AMA rule change consideration that are radically different from our current rules.

I don't have the official language as yet but I do know they are on the order of; change to 3.5 cc (.2136) and keep stock; change to 3.5 cc and allow engine rework ala Form I and keep the present .15's but allow engine rework.

I did obtain a copy of another proposal which allows .21's to run with the current .15's. The author listed several reasons as indicated in the proposal and in addition felt the proposal would be appropriate because it gave us an engine to turn to if the supply of .15's dries up (which appears to be happening) and most importantly, does not obsolete our current equipment except for the wings.

I'm not urging support of this proposal, however, AMA will most certainly approach our organization for advise on passage or denial and I need to be in a position to indicate how the majority feels. I certainly have no intention of advising how I personally feel, but without input from you, will have no choice but to do so.

Remember, AMA does not pass rules. We do, therefore it is up to us to tell AMA, "this is the manner the racing fraternity would like this proposal handled."

I must have some feedback. The various racing associations should discuss this and please, please notify me as how the majority feels.

Attached is the proposal,

Yeager

PROPOSAL TO ALLOW ALTERNATE ENGINE/AIRPLANE RESTRICTIONS FOR QUARTER MIDGET PYLON RACING

HISTORY:

The original QM event was designed around the 2.5 cc (.1524 cu.in.) engine. At that time, and for years after, the market and associated technological developments for high performance engines was much broader due to the other competition events sharing this common engine size, most notably the CL Speed, FAI Speed, and CL Scale Racing (Goodyear), along with the Free Flight events.

However, in recent years, there has been a sharp decrease in this market and the availability of this size engine in a competition form (i.e. Schneurle ports, ball bearings, etc.) is approaching extinction.

Meanwhile, a new market has evolved in the 3.5 cc (.2136 cu.in.) category, due principally to the phenomenal increase in RC Car and RC Boat activity. Hence, there are several high quality, high performance engines currently produced, such as OS, Super Tigre, KB, HB, and OPS. These are all of the front rotor RC type and would be easily adaptable to QM airplanes.

EFFECTS ON PRESENT EVENT:

This proposal is not intended to replace the current QM event or to initiate another separate racing event. It is intended to allow the competition a choice of engine-airplane combinations which will be flown integrally in the same event at the contestant's option, so as not to obsolete present equipment.

A second consideration is not to obsolete the various fiberglass fuselage designs that are currently available. The only change to the model would be in the wing area. New foam cores could easily be made to accommodate both the present fuselages and the increased wing area required if a competitor chooses to run a 3.5 cc engine. The proposed increased minimum weight will be taken up in the larger engine and increased wing size.

SPECIFIC PROPOSAL:

1. Brief summary of proposed change:

This change proposes alternate engine-airplane restrictions to allow for available engines in the 3.5 cc (.2136 cu.in.) class in addition to the current 2.5cc (.1524 cu.in) restriction. If the larger 3.5 cc engine is used, a larger (375 sq.in.) wing and a higher minimum weight (3 lb.) is proposed.

2. Exact wording proposal for Rule Book:

Change 4.1, 10.0, and 11.0 to:

<u>Max. Engine Displacement</u>	<u>Min. Wing Area</u>	<u>Min Weight</u>
.1524 (2.5 cc)	300 sq.in.	2.5 lbs.
.2136 (3.5 cc)	375 sq.in.	3.0 lbs.

All other rules, including fuselage specifications and wing thickness, remain the same.

3. Logic behind change:

Please refer to above History.

Oklahoma City F-1 Race

9-20-80 & 9-21-80

Reporter - Ed Rankin

The end of the SCW District season was highlighted by a double race. Another highlight was the 40MPH winds with gusts to 45 MPH that marred a good race. Some of us who didn't have spare airplanes to race withdrew to save them for the Championship race. "We had 21 entries on Saturday and 23 entries on Sunday. Five rounds were flown with four plane heats. Bill Pries won first place both days and Norm Johnson won second place both days. Prizes were clock/radios, calculators and multimeters were awarded for first, second, and third place. The competition was very high because everyone was making their last try to qualify for the Championship race. Also, a calcutr was held on Sunday which sharpened the competition even more.

On Saturday night we held our district banquet. We elected our V.P for next year (your reporter), set the race schedule, and discussed district rules and business. At the end of the race on Sunday the district Championship points awards were given out for 1st thru 10th. Also, the the people who qualified for the Championship Race was announced. The district season points results, and the results of the two contests are as follows: 9-20-80 Oklahoma City F-1 Race 21 entries, 5 rounds, 4 heats:

Place	Name	Points	Time	Airplane / Eng
1	Bill Pries	20	1:23.3	Toni /ST
2	Norm Johnson	19	1:21.7	Pole Cat / ST
3	Chuck Greenwood	17 *	1:34.7	Toni /ST
4	Dubby Jett	17 *	1:28.6	Toni /ST
5	Bob Onori	15	1:21.5 **	Toni /ST

9-21-80 Oklahoma City F-1 Race 23 entries, 5 rounds, 4 heats:

1	Bill Pries	19	1:23.6	Toni /ST
2	Norm Johnson	17 *	1:21.9 **	Pole Cat / ST
3	Ric Oliver	17 *	1:25.9	Tom Cat / ST
4	Mike Southard	16	1:25.8	Pole Cat /ST
5	Dubby Jett	15	1:27.9	Toni /ST

* Tie broken by flyoff

** Fastes Time

SCW DISTRICT FINAL SEASON POINT STANDINGS (Best of 6 Races)

Place	NAME	Points
1	Gary Hiehold	524.3
2	Norm Johnson	501.3
3	Ed Rankin **	447
4	Bill Hager **	429.5
5	George Parks	421.1
6	Ric Oliver	408.2
7	Ray McFarland	406.9
8	Matt Smith **	366.8
9	Dubb Jett	361.9
10	Steve Barrett	333.2

11	Dave Layman	308.8
12	Chuck Greenwood	306.5
13	Mark Morgan	253.4

** NMPRA Officers Automatically Qualify, and are not counted in the Top Ten

* Placed in Top Ten at 1980 for Qualification

14	John Jennings	**
15	Phil Bussell	*

Billings Falls Race - Formula 1 - Billings, Mt.

August 31, 1980

Reported by Mel Reed - VP

Place	Name	Points	Airplane / Eng	Time
1	Leon Elbert	20	Toni / x40	1:29
2	Simon Dreese	17	Toni / K&B	2:08
3	Dale Cowger	11	El Bandito / B&B	1:42
4	Mike Speary	8	Pole Cat / K&B	1:47
5	Mel Heggins	8	Pole Cat / K&B	1:57
6	Hans Algard	8	LRIA / K&B	2:38
7	Mel Reed	6	Minnow / K&B	2:03
8	John Pistelak	6	Pole Cat / x40	2:47

Gt Falls Race - Formula 1

Sept 6 & 7 1980

Reported by Mel Reed - VP

Place	Name	Points	Airplane / Eng	Time
1	Leon Elbert	20	Toni/x40	1:31
2	Mel Reed	18	Minnow/ x40	1:36
3	Arnie Linberg	15	Shoestring/K&B	2:10
4	John Pistelank	12	Pole Cat/x40	1:57
5	Hans Algard	8	LRIA / K&B	2:01

Northwest Pylon Championships

Sept 20 & 21, 1980

Formula 1

Reported by Mel Reed - VP

Place	Name	Points	Airplane / Eng	Time
1	Leon Elbert	20	Toni / x40	1:35
2	Mike Sperry	20	Pole Cat / K&B	1:39
3	Hans Algard	16	LRIA /K&B	1:57
4	John Pistelak	15	Pole Cat / x40	1:41
5	Web Higgins	14	Toni / K&B	1:41
6	Arnie Lindberg	8	Shoestring / K&B	2:01
7	Simon Dreese	6	LRIA / K&B	1:47
8	Mel Reed	0	Minnow / x-40	0000

The Final Points Standing for the

NCW DISTRICT

Place	Name	Points	Races
1	Leon Elbert	313.7	4
2	John Pistelak	185	4
3	Mel Reed	136.3	4
4	Hans Algard	135.1	4
5	Simon Dreesse	91.3	2
6	Dale Cowger	64.7	1

NCE District News

Race report ***** Flying Tigers R/C Club ***** Toledo, Ohio

The Flying Tigers hosted their first pylon race on September 14, 15, with three events, Quickie 500, Quarter Midget and Formula I, flown during a two day weekend. The weather conditions were warm but with intermittent thunderstorms and rain showers during both days. It seemed that we had a rain break during or at the end of each round of racing. This didn't stop our fliers or workers from putting on a super race in all three events.

Saturday morning began with 21 entries in Quickie 500 flying under the CAPS handicap rules. There were many new novices at this race and these flew only 8 or 9 leps under the CAPS system. The CAPS recently voted to open the engine rule to select securle engines; OS, Fox, ST, plus a COMO 40 and several of these engine types were sprinkled throughout the entries. Most fliers stuck with the K & B 8011 engine and this engine took the top three places in the event. My personal feeling is that the schnuerle engines did not show any distinct advantage over the K & B 8011 although unfamiliarity with props and handling characteristics probably hurt those using the new engines. Anyway, after five rounds it was a 4 way tie for first place with the final placing determined by time due to frequency conflicts. The final results of Quickie 500 were: Ken Heatlie 1:48.9, Art Arro 1:57.4, Dennis Sumner 1:58.7, and John Kilsdork, 1:59.7. John used a Como 40 and all four fliers were tied on point down from a perfect score. All of the times were flown over the 2½ mile Formula 1 course. There were several Novice and Advanced fliers in the top ten placings also.

After Quickie 500 on Saturday the course was shortened to the standard 2.0 mile length and two rounds of Quarter Midget were flown. There were 15 entries in QM on Saturday and 3 planes heat were flown due to frequency conflicts. The remaining three rounds of QM were flown on Sunday morning with many close heats. After it was all over the results looked like this:
16 Entries 3 Plane Heats 2.0 Mile Course.....

Place	Name	Points	Best Time	Plane / Engine
1	Wayne Yeager	20	1:34.9	Toni / Cox
2	Dennis Sumner	19	1:34.5	Toni / Rossi
3	Dave Kents	18	1:38.7	LR-1A / Rossi
4	Keith Shaw	16	1:39.5	Goon / Rossi
5	John Kilsdunk	15	1:42.8	Toni / Rossi

Beautiful trophies were awarded to the top three place winners.

Formula 1 entries drew 13 fliers from three states. Indiana, Michigan and Ohio. The planes were static judged and divided into four groups. There was no "Best of Show."

Formula 1 began on Sunday afternoon to climax the two days of racing. Two and three plane heats were flown due to bundling up on the 72.240 MHZ frequency. A new face was present in the form of Bob Johnson flying a K & B 6.5 powered old, Stafford Minnow. The flying was good but consistency finally determined the place winners. There were numerous zeros due to the usual reasons, ie, no starts, double outs, but a couple new ones were devised at this race. Dave Timeoe, Caps President, took the wrong transmitter from the impound. He didn't realize this until he was about to takeoff and went to flip the dual rate switches into there correct position. The switches weren't there and only then did he realize that he had the wrong transmitter! Dave frantically ran to his caller and shut down just seconds before release! Another goosegg!! After five rounds the results looked like this:

NCE District News - Flying Tigers r/c Club...

13 Entries 3 Plane Heats 5 Rounds Flwon

Place	Name	Points	Best Time	Plane / Engine
1	Dave Keats	20	1:24.2	Toni / ST x-40
2	Art Arro	19	1:27.4	Toni /K & B SRII
3	Rex Knepper	18	1:27.2	Toni / ST x-40
4	Bill Johnson	14	1:28.9	Toni / ST x-40
5	Dennis Sumner	14	1:30.0	Pole Cat / ST x-40

Trophies were awarded to the top three place winners and gift certificates were given to the workers who timed laps, dropped flags and in general, helped to put on a great race. This was the Flying Tigers first race and I recommend all NMPRA members to attend next year.

Race report submitted by
Art Arro NCS - VP

NCE DISTRICT FORMULA 1

FINAL POINTS STANDINGS

Place	Name	Points
1	Dave Timcoe	351.6
2	Dave Kents	343.3
3	Bill Johnson	330.2
4	Art Arro	311.2
5	Dennis Sumner	269.7
6	Rex Knepper	193.8
7	Ken Hulik	153.6
8	Joe Cohen	146.0
9	Bob Hisey	134.4
10	Dan Kane	108.3
11	Barney Polzin	107.6
12	Fred Johanson	100.5
13	Alan Booth	94.0
14	Steve Metzger	70.3
15	Jim Gager	66.8
16	Wayne Yeager	62.0
17	John Krauer	49.9
18	John Kilsdonk	29.9
19	Fred French	17.0

Congratulations to Dave Timcoe for his top performance in only his second year of flying Formula 1. Accolades are in order for Dennis Sumner placing fifth overall in his first season in the event. Many thanks to everyone who participated in flying Formula 1 during the 1980 season. This year began with a lot of uncertainty due to a lack of races in the schedule. However, five fine races were held due to the efforts of Dave Keats who C.D.'d three of them and Rex Knepper and Fred Johanson who took care of the remaining two. All of the fliers should thank these individuals and their workers without which we would have no racing at all.

Art Arro NCE - VP

SCE- District Points

The following is the FINAL TOTAL points for Formula-1 and QUALIFIERS for the National Championships to be held in Titusville, Florida October 25, & 26. Asterisks designate those who have qualified. If you cannot attend, PLEASE let me know, so that someone who may wish to attend and has not qualified may fill your slot. (I believe this can be done, and if you want to attend and are a national member, get in touch with me.) 305-482-7002

NAME (position)	TOTAL SEASON POINTS	
1-Brian Richmond *	447.3	top ten-Nats
2-Jim Moorhead *	368.9	top ten-Nats
3-G.E. Jacobson *	359.2	
4-Bob Schuster *	291.7	
5-Greg Doe *	282.8	
6-Tom Nay *	246.4	
7-Dave Latsha *	240.2	
8-Bill Williamson*	235.3	
9-Bill Preis *	229.3	
10-Bob Reuther *	222.3	
11-Dave Pierce *	207.5	top ten-Nats
12-Dennis O'Brien*	170.4	SCE-V.P.
13-Irwin Funderburk*	168.8	past natnl. champ
14-Bruce Richmond*	143.7	
15-Bob Violet * *	119.8	past natnl. champ
16-Bob Brogdon *	107.5	top ten-Nats
17-Dallas Buck *	107.5	
18-Lew Hipkins	68.3	
19-Charlie Brunner	61.5	
20-R.H. Griffin	61.2	
21-Rick Cranmer	58.2	
22-Jim Maki *	55.0	past natnl. Champ
23-Eric Meyers	53.4	
24-Clyde Yarbrough	49.9	
25-Paul Schattauer	29.1	
26-Jim Bartels	24.9	
27-Tom Pownall	23.2	
28-John McDermott*	19.8	past natnl. Champ
29-Buck Jones	19.7	
30-Dave Donat	15.4	
31-Bob Onori	10.5	
32-Richard Dennett	8.5	
33-Len Lyons	8.5	
34-Arthur Reuther	7.0	

Total of twenty (20) people qualified in SCE district. Ten of above (10) are because they finished in the top ten at the Nats, or they are past National Champions. The cutoff for people qualified within the district by virtue of points accumulation is Mr, Dallas Buck, or the seventeenth position above.

NATIONAL MINIATURE PYLON RACING ASSOCIATION

WESTERN DISTRICT
38611 CAROLSIDE AVE.
PALMDALE, CA 93550
(805) 273-0109

DISTRICT POINT STANDINGS AS OF SEPTEMBER 29, 1980

POSITION	POINTS	NO. OF CONTESTS	POSITION	POINTS	NO. OF CONTESTS		
1	Dave Shadel	613.7	6	30	Chuck Smith	116.2	2
2	Tom Christopher	562.0	6	31	Bob Wilde	115.1	2
3	Russ Kime	479.6	6	32	Harley Condra	92.0	2
4	Gary Hover	456.8	5	33	Tad Sato (S)	88.8	6
5	Ed Hotelling	452.1	6	34	Doug Ruble	88.0	1
6	Eric Ristrim	436.1	6	35	Doug Rankin	83.4	1
7	Bill Grove	428.0	6	36	Bob Root	78.8	1
8	Ron Schorr	405.6	6	37	Joe Stream (S)	75.6	6
9	Jerry Boyce	394.6	4	38	Tony Amezcua (S)	74.5	3
10	Scott Johnson	378.1	6	39	Paul Frogge (S)	72.9	4
11	Mack Moffat	341.7	6	40	Robert Grove (S)	71.9	3
12	Keith Davidson	338.9	5	41	Jay Replogle (S)	54.2	2
13	Bob Smith	335.7	4	42	Harry Gould (S)	50.4	4
14	Laird Owens	328.0	5	43	J. Skoczylas (S)	46.6	3
15	Gary McPike	325.5	5	44	Jay Ross (S)	43.7	2
16	Gene Sidwell	302.0	6	45	Charles Bentz, Jr.	42.7	1
17	Larry Laulom	261.9	4	46	Kent Nogy	39.0	1
18	Ron Gilman	248.8	3	47	Jeff Bertken	37.7	1
19	Dan Kaylor	245.3	3	48	Jim Kimbro	33.2	1
20	Ben Witherel	235.4	6	49	Yasuhiro Tsuzuki (S)	33.0	1
21	Ed Allen	224.8	3	50	Kollander	28.7	2
22	Leonard Walker	215.6	4	51	Bob Nickle	19.9	2
23	Joe Zdankienicz	206.8	3	52	Don Dumbrowski (S)	19.5	1
24	Charles Bentz, Sr.	193.3	3	53	Bill Rutherford (S)	17.8	2
25	Bob Novak	178.7	4	54	Leonard Leon (S)	13.9	2
26	Rusty Van Baren	175.8	2	55	Tony Lopez (S)	12.4	2
27	Paul Ristrim	132.6	6	56	Jules Martin (S)	3.5	1
28	Mike Atzei, Jr.	118.7	2	57	Richard Sulber (S)	1.2	1
29	Jim Kelly (S)	116.8	5	58	John Braun (S)	1.2	1

(S) - Standard Flyer

NMPRA NORTH EAST AREA

FINAL STANDINGS of the 1980 SEASON

P1.	Pilot	Points	P1.	Pilot	Points
1	Tom Castellano	561.4	36	Warren Batson	93.8
2	Pete Reed	512.0	37	Steve Baker	93.0
33	Lloyd Burnham	488.7	38	Mike Grady	92.1
4	Bob Barkowski	456.4	39	Mark Freiberg	88.0
5	Drew Telford	444.0	40	Dave Savicki	75.0
6	Bob Wallace	436.1	41	Gary Gau	73.4
7	Arnold Wile	423.0	42	Jim Gager	57.8
8	Dave Keats	346.8	43	Mike Hiesel	51.6
9	Tom Dooley	314.5	44	Frank Anderson	50.9
10	Jim Nikodem	311.4	45	Wayne Yeager	49.7
11	Larry Weddle	304.3	46	Phil Sibille	48.8
12	Denny Thomas	286.6	47	Bill Brandow	43.2
13	Saul Green	281.5	48	Bob Harris	39.9
14	Harold deBolt	273.3	49	Richard White	37.6
15	Keith Palmer	268.6	50	Mike Burg	35.3
16	Ed Weitock	222.9	51	Al Mack	33.5
17	Ernie Nikodem	213.4	52	Jim Isham	31.8
18	Frank Heil	192.2	53	Denny Beach	31.8
19	Anthony Schroder	172.0	54	Al Baker	27.0
20	Jack DePace	171.3	55	Ralph Perillo	26.0
21	Richard Palace	163.8	56	Lew Hipkins	25.4
22	Dave Kelly	161.6	57	John Papageorge	23.0
23	Glen Sicotte	157.2	58	Brian Belleveau	21.8
24	Rick Paine	152.0	59	Greg Spicer	18.1
25	Dave Tincoe	150.2	60	Cliff Telford	18.1
26	Dick Berner	149.6	61	Jerry Flynn	17.3
27	Paul Sternberg	134.2	62	George Brown	16.1
28	Dave Latsha	132.2	63	Dan Willard	14.9
29	E. J. Smith	131.6	64	Bob Dart	9.7
30	Roger Binger	123.3	65	Guy Beaudoin	8.1
31	Joe Solko	122.0			
32	Garrie Taylor	111.9			
33	Gail Jacobson	98.3			
34	Vance Sutton	96.7			
35	Charles Boyer	94.2			

Points are based on the total of the 6 best race scores of each pilot.

NMPRA numbers and membership is not indicated due to the unavailability of a 1980 NMPRA roster.

The North East area held 19 Formula I races in 1980. 2 races were rained out. This activity looks as though it will continue and improve in the years ahead. I am stepping down as AVP now and I urge the racers to find and support a new AVP. I have enjoyed working with and for the people in racing here and wish you all the very best of luck in the future. Very special thanks to Bernice Williams, Dave Kelly and Roger Binger for all their help with the race scores and for getting information out to the racers in their areas.

George Zink

HOUSTON AREA PYLON RACING ASSOCIATION

'ROUND THE PYLON JULY 1980

Editor:

Gene McMahan
1201 Bering Dr. #47
Houston, Tx. 77057
(713) 789-8208

The biggest race so far in the 1980 season in the Houston Area took place on July 12th and 13th as the Gulf Coast R/C Club of Pasadena hosted the "Lone Star Regional Q-500 Race". Five hundred dollars in prize money and six trophies were awarded after the two day meet. Sixteen entries were recorded with George Parks and Brian Palacios from San Antonio and Phil Bussell from Dallas joining thirteen entrants from the Houston Area.

The two day meet was marred only by the oppressive heat wave that all of Texas seems to be experiencing. A record temperature of 104 degrees was recorded on Saturday with the humidity almost as high. The race was shortened to four heats on Saturday and a like number on Sunday morning in an effort to beat the heat.

The caliber of racing was very high with several knock-down, drag-out races taking place. George Parks dominated the racing with superb control of the course. He won each of his eight heats and the difference between his fast-time and "slow-time" was only ten seconds.

The winning pilots, prize money, airplane, engine, and fast-time:

- 1) George Parks --- \$150 -- Cheetah ---- Como - 1:25
 - 2) Jerry Small ---- \$100 -- Scat Cat --- ComO - 1:32
 - 3) David Layman --- \$ 75 -- Scat Cat --- Como - 1:33
 - 4) Paul King ----- \$ 50 -- Rebel 500 -- Como - 1:42
 - 5) Peter Campo ---- \$ 25 -- Original --- Como - 1:31
- Fast-time: George Parks - \$100

The HB is conspicuous by its absence; there were at least three entered.

Again, Mel Brewer put on a super race with help from Fog Tanner, Jr., Jan Britcliff, Mr and Mrs. Dave Schutz, and the unsung heroes who manned the timer pits, the flags at number one pylon, and the re-fueling station. Thanks people. Lets face it fellows --- if it weren't for Mel Brewer and the G.C.R.C. Club, Q-500 racing in Houston would be non-existent. (Well -- Almost)

FIELD REPORT

The field has been christened by flying around three pylons built by Paul King and myself. The field is flyable but needs grass cutting.

Peter and John Campo have built lap counters and stand. Part of the material was donated by Mike Samano. Claude Cavanaugh has volunteered to construct the protective cage for the timers.

CONTEST CORNER

July 20 ---- HAPRA Q-500 at HAPRA field. CANCELLED, conflicts with San Marcos Air Races.

Sept. 27, 28 - Q-500 National Championship Race, HAPRA Field.

Next meeting: July 17 - 7:30PM, Mike Samano's, 5614 Leeland
Say ----- let me tell you how cool it is in the mountains of Colorado.
Oh shoot, you probably wouldn't believe me anyway.
Keep 'em flying, *Gene*

**The Winning Combination for Pylon Racing
The Little Toni and Terry Tigre**

Available At Your Local Dealer

- World Record Design Little Toni..... \$129.95
- Little Toni Wing Kit..... 42.95
- Little Toni Q.M. Racer..... 89.95
- Little Toni Q.M. Wing Kit..... 32.95
- Joined Epoxy Wheel Pants (Formula 1)..... 12.95
- Joined Epoxy Wheel Pants (Q.M.)..... 10.95
- Axle Retainers - Formula 1 (Med.)..... 2.49
- Axle Retainers - Q.M. (Small)..... 2.49
- Heavy Duty Dural Gear - Formula 1 Med..... 5.95
- Heavy Duty Dural Gear - Q.M. Small..... 4.95

Available Direct Only

- Customize your S.T. X-40 (Must be new)..... \$110.00
- S.T. X-40 Rear Exhaust Extension..... 5.00
- S.T. X-40 Exhaust Adapter "O" Rings - Pkg. 3..... 1.50
- S.T. X-40 Drive Washer Puller..... 15.00
- S.T. X-40 Bar Stock Exhaust Adapter (1 1/2" Angle)..... 8.00
- Rossi Rear Exhaust Extension - Unslotted..... 5.50



PRATHER PRODUCTS

1680 Ravenna Ave., Wilmington, CA 90744 • (213) 835-4764

"RIVETS"

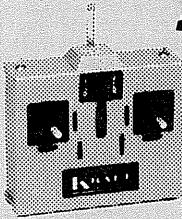
D.L'S. MODELS

'T'-TAIL Q.M. KIT

KIT \$75 DELIVERED - EPOXY GLASS FUSE.

1141 Columbus Ave., Lemoyne, Pa. 17043
Ph. (717) 737-7577 - Free Brochure

RACERS CHOICE: KRAFT



WRITE FOR FREE CATALOG
450 West California Ave.
P.O. Box 1288
Vista, California 92083
(714) 724-7148
TWX: 910 322 1471



LEE CUSTOM ENGINES

Custom versions of all engines in
K & B/Veco line including marine.

C. F. Lee Mfg. Co.
7215 Foothill Blvd.
Tujunga, Calif. 91042

Lets put your Ad here!

Contact Bill Hager for
price & availability

Lets put your Ad here !

Contact Bill Hager for
Price & availability

BOB REUTHER



BOBBY WORLD

Quality R. C. Products

6402 Hwy. 100 • Nashville, Tenn. 37208
356-1225



"MATCHED PERFORMANCE SYSTEMS"
K & B ENGINES • K & B FUELS • K & B GLOW PLUGS

"MATCHED FINISH SYSTEMS"
K & B SUPER POXY PAINTS • K & B FIBERGLASS
K & B SUPER POXY RESIN
K & B MICRO BALLOONS FILLER

12152 SO. WOODRUFF AVE., DOWNEY, CALIF. 90241

Matt Smith
NMPRA News Release Editor
10223 Abraham
Dallas, Texas 75227

FIRST CLASS



TO:

Ed E. Rankin
6072 Wonder Dr.
Ft. Worth, Texas 76133