



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

AUG '81

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PRESIDENTS LETTER

Hi Gang!

Well, the '81 Nats is now history, as some of you may already know. If you didn't go this year, you may have missed the best Nats ever.

Quarter Midget had 18 rounds of good hard and fast racing, with Dave Latsha winning. And like a lot of others, Dave wasn't planning on attending. He made up his mind at the last minute.

Formula I had 13 rounds of very competitive racing. Tom Christopher ended up with a perfect score to win all the marbles. Tom didn't have any easy races on his way to the top. In fact, one of the best races that I have ever seen was in round #13, when Tom raced Ron Gilman. There probably wasn't 20 feet between them for the whole race. Tom won with a 1:11.44. Ron ended up with a 1:11.55. How would you like to go that fast and end up in second place?

Like I said, if you didn't go, you missed a fantastic race.

Scott Kalmus and I were C.D.s for Quarter Midget. Scott took over on Thursday to run Formula I so that I could race. Scott and his crew, with Bruce Richmond as starter, did a fantastic job running the Nats. Don't forget without these people, we couldn't have had all of that great racing. Congratulations for a job well done.

Matt Smith has passed the job of newsletter editor on to Jerry Small. Matt's work load has gotten pretty heavy this year, not giving him the time he needed for this job. Matt has done a great job for the last year and a half and we all thank him.

We had several discussions at this year's Nats about using your back-up airplane at a race. It seems as though there is no clear cut ruling on this. We have decided to put the issue up for a vote of the membership. The re-

sults will be passed on to the A.M.A. as our recommendation for a rules change.

Most of the questions were, after going to your back-up plane, for whatever reason, can you go back to your #1 airplane? If this were allowed, you could fly your older slower plane when you didn't have to go fast. Then, you could switch to your good plane when you needed to. It seems as though this isn't quite right, but lets let you decide on this. The ballot will be at the back of this newsletter. Please send them to me by 9-30-81.

The questions will be:

FOR/AGAINST

1. When you go to your back-up, for whatever reason, you must stay with it for the remainder of that contest. In other words, even if you fix your number one airplane, you can't use it at that race.
2. If you go to your back-up you may go back to your number one airplane if you have fixed the problems. For safety's sake the C.D. must check to be sure that your problem has been corrected. You may only do this once at a contest.
3. You can switch back and forth as often as you want.

See you next month,

Bill

THANKS MATT SMITH...

HELLO JERRY SMALL

As noted by Bill Hager in his column, you now have a new editor of the News Letter...actually you now have two co-editors. Dub Jett has relented also, and will help with the editing chores.

So, all district reporters and would-be reporters...send your information to me. Deadline for all materials will be the 10th of each month. This means that the newsletter layout will be started on the 10th and printed from what we have received by the 10th. Please circle your calendars. I'll try to hold up my end of the bargain.

1981 NATS NEWS BRIEF

Place: Seguin, Texas
Dates: Aug. 3rd through Aug. 8th
Time: 7:00 a.m. to 12:30 p.m.
Weather: Beautiful (average about 90 degree, light clouds, hardly any wind...perfect)

Personnel: Scott Kalmus (CD) and Bruce Richmond (flag man) from Dallas, with Bill Hager (CD) from Houston along, with a starting cast of workers...who can't be thanked enough.

Entrants: Quarter Midget -- 24
Formula I -- 42

Top Scale F-I: Dave Latsha with a perfect Polecat

Rounds Flown: Quarter Midget -- 18 rounds
Formula I -- 13 rounds

Fast Times: Quarter Midget -- 1:25.39! Keith Davidson
Formula I -- 1:11.44! Tom Christopher

Winners: Quarter Midget -- Dave Latsha
Formula I -- Tom Christopher

IMPRESSIONS: The best run contest I have ever attended. A lot of racing with few hassles. Bruce Richmond, the starter, cannot be thanked enough. He ran a taut ship, but a fair one...there were only three (3) reflays (to my knowledge) for the whole contest. That means Bruce and his people were good and kept things moving.

The atmosphere of the whole contest was good and kept very professional, with people like Whit Stockwell and his dad, Bob. Bob kept everyone involved with his glib handling of the PA System, while Whit kept the heats moving.

I liked the team concept. The Shinohara team, with their fireworks arrival each morning; and the Circus-Circus team, with their pink and blue everything.

The "best" Formula I airplane is apparently still a myth. Christopher went like hell with his Polecat, as did Dave Latsha and others. Ron Gilman and his team proved that his Denight Special was as fast as anyone. And, the venerable Toni proved once again, it could go as fast as it's motor and pilot could go, as was proven by the likes of Eric Ristrim, Dave Pearce, and many others.

Flying was some of the best I have ever seen. Guys like Christopher, Rusty Van Baren, Bill Hager make it look easy.

Motors were mostly Tigers with a sprinkling of K&Bs which were very fast in the right hands, such as Kent Nogy. And, people who have gone fast elsewhere, went fast in Texas.

Those that missed this one, missed a classic. Wish they were all run this well, along with the beautiful weather.

FORMULA ONE PYLON
FINAL STANDINGS

	<u>NAME</u>	<u>POINTS</u>	<u>TIME</u>
1	Tom Christopher	52	1:11.44
2	Eric Ristrim	49	1:17.50
3	Ron Gilman	47	1:11.55
4	Russell Van Baren	45	1:16.19
5	Dave Pearce	44	1:18.73
6	David Latsha	43	1:16.03
7	Gary Hover	41	1:20.41
8	Bill Hager	40	1:16.84
9	Robert Brogdon	39	1:21.03
10	Chuck Greenwood	39	1:20.93
11	David Shadel	39	1:17.39
12	Jerald Boyce	38	1:15.89
13	Mr Gail Jacobson	38	1:17.62
14	Norman Johnson	37	1:16.12
15	Kent Hogy	35	1:16.96
16	William Rutherford	33	1:15.40
17	William Preis	33	1:20.32
18	Dub Jett	32	1:20.48
19	Stephen Barrett	31	1:20.08
20	Robert Onori	29	1:23.37

QUARTER MIDGET
FINAL STANDINGS

	<u>NAME</u>	<u>POINTS</u>	<u>TIME</u>
1	David Latsha	68	1:27.09
2	Gail E. Jacobson	63	1:27.90
3	Douglas Brueshaber	60	1:27.84
4	George Parks	58	1:26.24
5	Richard Steine	56	1:36.93
6	Carl Laymon	55	1:31.60
7	James Eide	53	1:34.48
8	Bruce Hobbs	53	1:40.99
9	Stephen Barrett	51	1:34.85
10	Keith McClure	49	1:38.73
11	Keith Davidson	42	1:25.39
12	Daniel Kane	38	1:31.73
13	Duane Pisciotta	38	1:40.67
14	Erik Dwyer	35	1:54.93
15	William Rutherford	31	1:41.65
16	Fred French	20	1:35.45
17	Robert Petrinec	19	1:48.50
18	G & G Racing	17	1:54.29
19	Charlie Chambers	15	1:53.29
20	Matt Smith	14	1:43.39

NCE NEWS

DAVE KEATS' ANNUAL MUD RACE *June 14, 1981 - Sylvania OH*

This race was originally sanctioned by the Radio Control Club of Detroit (RCCD) at their sod farm site in Michigan. However, the site was lost due to a non-club member (and non-AMA member) crashing his sport plane on a neighbor's property. An argument followed and as a result, the field owner banned R/C flying on the sod farm. The 7th Annual RCCD race was cancelled and discussions between Dave Keats, the C.D. and Rex Knepper of the Flying Tigers led to the hosting of a two event race at the Tiger's field in Ohio. Sanction approval was quickly granted by AMA Hq. and the race was on. However, Dave seldom sends his sanction requests to the weather gods; consequently, we have the worst of it! Last year, the contest was held in spite of cold weather, high winds, thunderstorms and a flooded field. The 1981 Dave Keat's Mud Race was no exception with several inches of rain falling all day Saturday and Sunday morning. Flash flood warnings were issued throughout the area. However, these conditions didn't deter local racers from turning left and having a good time.

Twenty-eight entries turned out for Q-500 which is the largest turnout ever for this event in the area. There were many new faces along with several old racers who came out of the woodwork to fly. Believe me, the CAPS Quickie Handicap system of giving novice pilots two laps head start on the lap cards really encourages participation in the event. Ron Bumb, a novice racer, won 1st Place and never broke the 2-minute threshold to advance to the next higher class. Second and third in Q-500 were taken by Denny Sumner and John Kilsdonk, respectively. Ken Heatlie flew a 1:56.9 for 2½ miles which was really smoking for the conditions.

Due to the large Quickie turnout, Formula I did not begin until after 4 PM. Intermittent sunshine and a nice breeze helped dry out the field, but there were numerous ponds in which to liquid-cool your engines if one landed in them. There were 15 entries in Form I including a few new faces and a contingent from Canada. Many zeroes were encountered during this first Formula I race of the season. Our Canadian neighbors had several races under their belts, but this didn't help them from laying goose eggs also. I had two zeroes myself due to nose-overs on takeoff. The "runways" were 4 x 8 sheets of Masonite inclined uphill into the rough and a lot of up elevator was required to get airborne quickly.

After the final heat was flown and all participants looked like mud turtles, Dave Keats emerged as the winner. He had the unbeatable combination of high point score and fast time of the day. Second and third places went to Wayne Yeager, QM Exec. VP, and Bob Hisey, co-honcho of the Toledo Weak Signals Expo. Bob was tied with Dave until a re-fly of the last heat netted him a mid-air and total destruction of his Toni. Mike Lasker, the other member of the collision, landed with only superficial damage.

Congratulations to all fliers and Flying Tiger workers who braved the elements to put on a super race.

RESULTS

<i>June 14, 1981</i>	<i>15 Entries</i>	<i>Sylvania OH</i>	
<u>Place</u>	<u>Name</u>	<u>Aircraft/Engine</u>	<u>Fast Time</u>
1	Dave Keats	Toni/ST	1:28.8
2	Wayne Yeager	Toni/ST	1:35.6
3	Bob Hisey	Toni/ST	1:35.0
4	Mike Lasker	Toni/ST	1:33.7
5	Joe Cohen	Toni/K&B	1:53.0

2ND ANNUAL DELAWARE MODEL AIRPLANE CLUB RACE

June 21, 1981 Delaware OH

This Formula I race was weathered-out after two complete rounds which were flown during intermittent thunderstorms. A deluge of rain accompanied by high winds, nearby lighting strokes, and a tornado warning finally cancelled the contest. The race is rescheduled for Saturday, July 25, at the same time, 11 AM, and same site. Fred Johanson will be the C.D. and he is looking for a large turnout to support Formula I in the NCE District. See you there.

***** NEW RACING PRODUCT REVIEW *****

During the last Toledo Expo, I noted that Dave Brown, pattern pilot, had picked up the Southern R/C Products line of goodies. Their Sorghum is always recommended for skinning foam wings and Mix-A-Matic epoxy is my favorite building adhesive for firewall installation, glassing wing center sections, etc. Well, this existing product line is now available through Dave Brown Products and he's added a few new items worthy of mention.

The first item is Carbon Fibre Tape which is a composite material suitable for reinforcement of high stress areas such as Formula I wings. To quote Dave, "Carbon Fibre is among the strongest materials known to exist in terms of strength to weight ratio. It also bonds well with epoxy resins familiar to most modelers making it relatively easy to use". The weight of Dave's Carbon Fibre Tape is .05 oz/ft and the price is \$4.95 for 12'.

The application which immediately comes to mind is strengthening Formula I, or QM, foam wings by applying a spanwise ribbon of Carbon Fibre Tape along the high point of the airfoil during wing skinning. This provides a full length spar to distribute the G-forces which build up during pylon turns. Many racers are leery of using short wood spars because they produce a stress riser and the wing breaks at the spar termination. Ask me about the demise of my Midget Mustang!

On my latest Formula I, which is a Midget Mustang, I applied Carbon Fibre Tape during the wing skinning stage and it couldn't have been easier. Just follow Dave's instructions on handling the material. I chose to use slow curing epoxy as the adhesive and merely laid the carbon ribbon on the skin at the appropriate place. The material absorbed epoxy well and could be carefully squeegeed out for minimum weight buildup. From there on, apply the skins as usual and never fear of folding a wing again. Incidentally, I also applied strategic strips of Carbon Fibre Tape under the glass in the wing center section.

A second product which I found suitable for Formula I is a new prop offered by D&W Products in Santa Rosa, CA. They direct sell their D&W Airscrew and offer a prop size measuring 8-5/8" x 6-5/8" specifically for Formula I. I purchased several to try last spring and they looked real good. The pitch accuracy between opposing blade stations was very good and averaged about 6.6". The wood was quite clear and both blades exhibited equal stiffness or flexibility depending which way you look at it. The blade area is larger than the Rev-Up Series 400B and similar to the Top Flite Pylon Racing props. There is a lot of lumber which should satisfy the prop whittlers and reworkers.

The only fault I found was a cavitation condition by a single prop which was eliminated by raking back the leading edge and blunting the airfoil near the tip.

The proof of the prop is flight performance and I must admit that I've never clocked one on the course as of this writing. Several test flights with the D&W Airscrew looked real fast, but the elapsed time is the bottom line. If you care to experiment with a new product, give the D&W Airscrew a try. Their ad can be found in "Model Aviation" magazine. Inductory price is \$1.50 per prop plus \$1.00 postage and handling.

Submitted by,

Art ARRO, NCE-VP

1981 CANADIAN NATIONALS R/C PYLON REPORT

July 13-14 and 17-18, 1981

Huron Park, Ontario

by Art ARRO, NCE-VP

Two racing events, Sport Pylon and Formula I, were flown at the 1981 Canadian Nationals under the sponsorship of the Model Aeronautics Association of Canada (MAAC). The meet drew numerous entries from the U.S. and Canada and was comprised of fliers seeking an alternative from the AMA Nationals held in Sequin, Texas.

Sport Pylon was held during fair, but windy weather on July 13-14 with a total of 10 rounds flown. The turnout for this event was less than expected at 14 entries. The Sport Pylon rules were along the lines of the new proposed AMA Formula 500 event with 12% air-foiled thickness wings, 500 square inch wing area and 15% nitro fuel. All aircraft were spec checked during registration along with a stringent safety inspection following NMPRA Safety Guidelines. Seven complete rounds of 3 plane heats were flown on the first day. Clearly in the lead was Mike Helsel of Minnesota flying a Supertigre G-40 equipped with a tuned pipe muffler. Mike's fast time was 1:39.5 on a Formula I size course and he was never pushed! There was considerable consternation over his tuned pipe, but nothing in the rules specifically forbid its use. The second and third places were held down by Art Arro and Dave Keats, respectively. Both Art and Dave flew Spickler Quickie 500 airplanes equipped with the K&B 8011 engine equipped with conventional mufflers and were about 20 seconds slower than Mike Helsel. The final three rounds were flown on July 14 and the finishing order remained the same with Mike Helsel in 1st, Art Arro in 2nd and Dave Keats in 3rd Place.

Formula I was flown later in the week and drew 22 entries from as far away as Vancouver, British Columbia and Connecticut. Ten complete rounds were flown during two early afternoon time slots on July 17 and 18. Ed Smith, the Event Director, negotiated with R/C Scale and obtained the best flying conditions for Formula I with respect to wind and sun angle. Many close races were flown during both days with several mid-air collisions as a result. Billy Johanson, from Columbus, Ohio, was involved in two of them which dampened his spirits considerably. However, the times were mediocre with most of the competition flying in the mid-20's. Less than a handful of pilots found the secret or were pushed to times in the low 20's at this race. Most everyone flew only fast enough to win or place without experiencing a mid-air.

1981 NCE SEASONAL POINT STANDINGS
AS OF 15 AUGUST

<u>Name</u>	<u>Points</u>	<u>Races Entered</u>	<u>Name</u>	<u>Points</u>	<u>Races Entered</u>
Bob Hisey	264.9	4	Ken Hulik	123.6	3
Dave Keats	251.5	3	Fred Johanson	118.7	3
Mike Lasker	251.2	4	Dennis Sumner	84.8	2
Rex Knepper	219.3	4	Dan Kane	66.2	1
Art Arro	190.2	3	Bob Paine	35.5	1
Alan Booth	176.5	3	Bill Johanson	33.5	3
Jim Gager	154.3	3	John Krauer	21.8	1
Wayne Yeager	147.5	4	Paul Trestan	16.1	2
Joe Cohen	147.0	4	Ed Smith	1.2	1
Ron Bumb	140.5	2			

These standings will be final unless another race, tentatively scheduled for 27 September, is flown. If you intend to enter the NMPRA Formula I Championship Race, please contact me for qualification information.

A. ARRO

Art ARRO, NMPRA/NCE-VP
1014 Woodbridge
Ann Arbor, MI 48103

NCW NEWS

Calendar of Events for the North Central West

June 28, Great Falls; Formula I, Sport Pylon.
July 19, Missoula; Sport Pylon.
August 16, Great Falls; Formula I, Sport Pylon.
September 6, Billings; Formula I, Sport Pylon.
September 19-20, Helena; Formula I, Sport Pylon.

The contest results on May 17, in Helena of Formula I.
Submitted by Leon Elbert

<u>Place</u>	<u>Name</u>	<u>Airplane/Eng</u>	<u>Points</u>
1	Web Higgins	Toni/K&B	19
2H	Hans Algard	LR-1/K&B	18
3	Tom Bovington	Toni/K&B	17
4	Leon Elbert	Toni/ST	16
	Simmon Dreese	LR-1/K&B	0
	Mel Reed	Toni/ST	0
	Mike Speery	Polecat/K&B	0
	John Pistalek	Polecat/ ST	0
	Gerome Weimand	LR-1/ OS	0

Fast Time for the day was 1;25 by Leon Elbert

The contest results on June 7, Billings
Submitted by Leon Elbert

<u>Place</u>	<u>Name</u>	<u>Airplane/Eng</u>	<u>Points</u>
1	Web Higgins	Toni/K&B	18
2	Leon Elbert	Toni/ST	16
3	Simmon Dreese	LRI/ OS	12
4	Tom Bovington	Toni/K&B	9
5	Mike Speery	Polecat/K&B	7
6	Mel Reed	Toni/ST	0
	Hans Algard	LR-1/K&B	0

Fast Time for the day was 1:25 by Leon Elbert

NE NEWS

May 3 Hadley, Mass Hosts: HCRC 12 Entries

1	M. Helsel	Polecat/X40	20	1:17	7	E. Weitock	Polecat/X40	8	1:33
2	P. Reed	Polecat/X40	20	1:24	8	T. Dooly	Toni/K&B	6	1:41
3	T. Castellano	Polecat/X40	16	1:20	9	K. Palmer	DeKnight /X40	3	1:49
4	B. Barkowski	Toni/X40	11	1:31	10	L. Burnham	Toni/X40	0	----
5	L. Weddle	Polecat/X40	11	1:31	11	D. Sawicki	Polecat/K&B	0	----
6	A. Wile	Polecat/X40	9	1:34	12	B. Wallace	DeKnight/K&B	0	----

May 17 Niagara Falls, Ont Hosts: Niagara Falls Pylon Club 11 Entries

1	D. Thomas	Toni/X40	15	1:27	7	M. Burg	LR1 /X40	9	1:35.5
2	D. Keats	Toni/X40	12	1:22	8	J. Krauer	Toni /X40	8	1:44
3	D. Kelly	Polecat K&B	12	1:22	9	E. Nikodem	Toni /K&B	7	1:32.5
4	B. Brandow	Toni/X40	12	1:32.5	10	R. Paine	Toni /K&B	7	1:41
5	B. Harris	Polecat/K&B	12	1:40.5	11	E. Smith	Polecat /K&B	0	----
6	G. Gau	Minnow/K&B	10	1:44.5					

June 7 Waterford, Ont 12 Entries

1	G. Gau	Minnow/K&B	13	1:45	7	D. Kelly	Polecat /K&B	5	1:28
2	D. Keats	Toni/X40	12	1:24.5	8	E. Smith	Polecat /K&B	5	1:34.5
3	E. Nikodem	Toni/X40	12	1:30	9	P. Viney	Cosmic Wind /K&B	3	1:56
4	B. Brandow	Toni/X40	11	1:33	10	D. Thomas	Toni/X40	0	----
5	M. Burg	LR1 /X40	10	1:29	11	B. Harris	Polecat /X40	0	----
6	R. Paine	Toni /X40	7	1:30	12	J. Krauer	Minnow/X40	0	----

June 14 Somers, NY Hosts: Somers RC Club 9 Entries

1	T. Castellano	Polecat/X40	20	1:16	6	D. Berner	Toni /X40	7	1:37
2	J. Papageorge	Toni/X40	16	1:46	7	D. Sawicki	Toni /K&B	6	1:47.5
3	V. Sutton	Toni/X40	15	1:36.4	8	F. Heil	LR1 /X40	3	1:49.4
4	T. Dooly	Polecat /K&B	13	1:34	9	L. Weddle	Polecat /X40	0	-----
5	A. Wile	Polecat/X40	11	1:27					

June 20-21 Bowie, Md Hosts: PGRC

Expert: 15 Entries

1	T. Castellano	Polecat/X40	27	1:12.2	9	T. Dooly	Polecat /K&B	14	1:36.1
2	P. Reed	Toni/X40	26	1:22.1	10	D. Telford	Polecat /K&B	13	1:22.6
3	L. Burnham	DeKnight/X40	26	1:20	11	B. Wallace	DeKnight/X40	11	1:27.2
4	D. Latsha	Toni/X40	25	1:15.4	12	F. Heil	LR1 /X40	11	1:32
5	K. Palmer	DeKnight/X40	23	1:22	13	A. Weil	Polecat /X40	9	1:26.9
6	L. Weddle	Polecat/X40	19	1:19	14	M. Helsel	Polecat /X40	3	1:24.6
7	S. Baker	Toni /???	19	1:32.5	15	E. Weitock	Polecat/X40	0	----
8	D. Berner	Toni /X40	14	1:22.4					

Standard: 8 Entries

Fuel: 40%

1	J. Solko	Toni /K&B	27	1:33.5	5	F. Melton	???'???	20	1:34
2	R. Palace	???'???	25	1:33.8	6	G. Taylor	Toni /K&B	14	1:44.4
3	M. Freiberg	Toni/X40	20	1:32.6	7	D. Sawicki	Polecat /K&B	9	1:24.1 !
4	G. Truett	LR1 /???	20	1:33.2	8	Moreland	???'???	0	----

NE District Point Standings Top 20 as of July 7
(No results from the June 28 Hamburg race yet)

T. Castellano	22-L	4 races	358.5	D. Berner	17-K	3	169.4
P. Reed	1-PR	3	270.8	G. Gau	14-L	2	144.8
L. Weddle	60-J	4	215.5	S. Baker	5-R	2	143.4
T. Dooly	14-M	4	213.7	B. Brandow		2	135.7
K. Palmer	18-J	3	202.0	F. Heil		3	124.0
A. Wile	8-M	4	201.3	E. Weitock	33-N	3	121.4
L. Burnham	14-J	3	193.9	B. Wallace	12-J	3	120.7
M. Helsel	5-A	3	186.2	D. Telford	11-Q	2	120.6
D. Latsha	7-N	2	184.4	D. Kelly	77-X	2	119.4
D. Keats		2	171.3	D. Thomas		2	103.8

Three races to be held at West Suffield, Cn hosted by the fine crew of the Northern Connecticut RC Club had to be cancelled. Seems like one of their "neighbors" has set up radio equipment and shoots down planes for fun. The FCC has been contacted several times with no results to date. Anyway, their fine flying site has been lost, hopefully not permanently.

The Hamburg race originally scheduled for August 16 will be held on August 9. Please update your Schedules.

Have you got that new FAI racer ready yet??? Should be an interesting event with many more planes to model. Hope to see you at the big race following the Championship Race in Las Vegas. Now if I can only figure out how to say the magic words that will transform these plans I've drawn up into a nice, light fiberglass fuselage. I never really appreciated the luxury of kits until now!!!!

Tom Dooly

Quarter Midget - Northeastern States Regional Championships

OVERALL RESULTS and NMPRA SUMMARY
Harrisburg, Pa., July 11 and 12, 1981

Name	Plane	Eng.	Fast Time	Total 2-day Pts.	NMPRA Position	NMPRA	
						11th Points	12th Position Points
1. Bob Blouch	Blouch P 51	Cox	1:25.4	*36	4	86.6	2 96.1
2. John Kilsdonk	Toni	Cox	1:36	*36	2	96.1	3 91.4
3. Dave Latsha	Rivets	Cox	1:23.6	*36	1	100.9	4 86.6
4. Gail Jacobson	Pole Kitty	Cox	1:29	31	8	67.6	1 100.9
5. Al Grove	Rivets	Cox	1:34.6	28	5	81.9	8 67.6
6. Dennis Sumner	Toni	Cox	1:37.5	27	3	91.4	11 53.4
7. Ken Heatlie	Toni	Rossi	1:43	21	13	48.9	5 81.9

SCW NEWS

Dallas R/C F-I Race, 7/12/81

Reporter - Ed Rankin

No rain was the good news, but the bad news was 100 degree temperature and 80 percent humidity. This was real tough on the workers without shade from the hot Texas sunshine. They did a real good job with Bruce Richmond as starter. Only one refly with the 19 entries, four-plane heat, and six rounds. Also, we had no crashes for the second race in a row.

The competition is up to national standards in our district, requiring a 1:16 to 1:18 to win a heat. A 1:22 will win you a good solid fourth place in a fast heat. It was evident from the beginning that George Parks and Bill Hager had the fastest, most consistent engines, and they were the one to heat. They were tied with perfect scores until Bill had a cut in the fourth round, and dropped one point. At the end of six rounds, George had a perfect score of 24 points for a first place, and Bill had 23 points for a second place. Bill took the fastest time trophy with a 1:16.4, but George was right behind him with a 1:17.5.

The results of the contest and the NMPRA district points follows:

Dallas R/C F-I Race, 7/12/81

19 Entries, 4-Plane Heats, 6 Rounds

<u>Place</u>	<u>Name</u>	<u>Airplane/Eng</u>	<u>Points</u>	<u>Time</u>
1	George Parks	Toni/ST	24	1:17.54
2	Bill Hager	Pits Pellet/ST	23	1:16.4
3	Chuck Greenwood	Pole Cat/ST	19	1:23.05
4	Mike Southard	Denight Spc./ST	18	1:26.8
5	J. P. Hanway	Toni/ST	18	1:28.74

Top 10

NMPRA Championship Points
SCW District
(5 Contests)

<u>Place</u>	<u>Name</u>	<u>Points</u>	<u>Contests</u>
1	Norm Johnson	415.4	5
2	George Parks	311.1	4
3	Dave Layman	272.9	5
4	Chuck Greenwood	259.7	3
5	Gary Heithold	256.4	4
6	Mike Southard	244.7	4
7	Scott Kalmus	229.4	3
8	Doe Barrett	201.7	4
9	Dubby Jett	200.5	4
10	Ric Oliver	185.5	4

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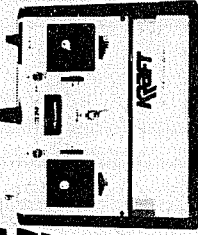
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