



NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

The PREZ

Hi Gang!

The F.A.I. race has been cancelled. It looks as though someone jumped the gun. Well, maybe next year.

Well, here we are again at the end of our racing season. Remember, no points are counted for the year after October 1.

The Championship race will be October 31 and November 1 at Las Vegas, Nevada. Race headquarters is at the Circus Circus Hotel Casino. Invitations will be sent out to those of you who qualify. If you have any questions about this, talk to your V.P. or you can get in touch with me days (713-680-0248) and evenings (713-273-2086).

If your area Vice President is timely enough, we might be able to publish a list in the October Newsletter. Remember, the deadline is October 10th for Jerry to get it into the October Newsletter.

In the past, our elections have been a little loose as to when we start. We have had no set schedule. So, after some discussion with past officers, we have a schedule.

Nominations for N.M.P.R.A. President and Quarter Midget Exec. Vice President open September 10, and close November 10. The ballot will be in the November Newsletter. The deadlines for voting will be November 10 to December 15.

The December newsletter will have the results of the election and will open the nominations for the Formula I and Quarter Midget V.P.'s. Nominations will be sent to the new president and Q.M. Executive Vice President. Deadline will be February 10 and the vote will be February 10 to March 15.

The V.P. nominations and elections should be handled by the new President and Q.M. Exec. V.P., because these people will be working together for the whole year and who gets elected might make a difference as to who wants to run for V.P.

The voting on the second airplane issue will end October 10. Results will be in the October Newsletter.

See you next month.

RAVES,REVIEWS,RAMBLINGS??

. Have been flying Dave Shadel's Airtionics all this season and can honestly say I like it. The servos are smooth, powerful, and seem to center very good-coupled with a lightweight receiver makes for a good way to go. And, it has all the whistles and bells you will find on all the high priced spreads. In fact, I didn't realize how valuable one of those features could be until we tried to trim a new racer whose trans didn't have the adjustable throw feature... one hole out was too much throw, one hole in was too little. Oh, to have the ability to tweak the throw. It makes life so much simpler.

. Saw the new Max 40 and if beauty alone would win races for us, it would be the way to go...it is gorgeous. To my knowledge, no one has set up a plane and tried it. The motor guys say it will go and will be a winner next year.

. Over Labor Day contest in Dallas, I spent the entire race trimming my new pellet (sorry about the plug!) and finally got it working in the final heat, only to have it fold a wing at number 1...how embarrassing! h mm...wonder if this new carbon fiber stuff is the way to go, or if plain old glass fiber tape is just as good as claims George Parks. George says he puts a 1 inch strip top and bottom at high point of the cores...from center to tip and then puts on the skins. He hasn't folded a wing recently...think I'll try his method...it's cheaper!

. Talked to Dave Shadel yesterday (he didn't ask me to plug his radio... honest) and he told me that he had turned 5 straight 1:13 times only to lose it all when a friend of his, on his frequency, removed his turned on transmitter from the impound van. Ouch!

. Saw a fairly new kit the other day. It's a quarter midget called the Folkerts. (No, those "Folkerts" weren't flying Spitfires...old joke.) It is an unbelievably fine kit. The glass work is an art form, the foam cores are the sharpest I have ever seen and you get a spinner and spinner extension to boot. It is a class kit put out by Jim DeYoung, 15958 Parkside, S. Holland, Illinois 60473. Those who fly quarter midgets should give it a look. Jim has obviously done his homework and has truly created a labor of love. He sure as hell ain't getting rich selling it at the price he asks.

. Props are where it's at! (No kidding Small.) This has been proven out in quarter midget. When stock props (I use the term "stock" loosely) were the only ones allowed, 1:40 were the norm. Now, with reworked props allowed, you'll get blown away if you don't turn in the mid 1:20's. Me thinks the guys who go fast in formula I have solved the prop problem! (No kidding Small.)

. Well, enough of this B.S. (Bad Sentences) Got to go to the printers. See ya next month.

Jerry Small

MID-AIR AFFAIR

Some ideas have been offered concerning mid-air, an area many people feel need changing. The procedures commonly used are; at the starters direction, if no visible sign of damage, (1) leave them flying or, (2) bring them down. Planes with obvious damage are usually called down immediately.

The problem or complaint is with the automatic call-down when involved with any little bump or nudge. The C. D.'s argument is usually: "how do you know the antenna isn't cut in half or how do you know the stab isn't cracked and will fly apart after a couple of turns?" Good arguments because it certainly would behoove us to sacrifice safety for any reason. However, how many times have you witnessed a slight mid-air in which the starter allowed them to continue and they later crashed because of damage received in the mid-air? I'm sure it has happened but not very often. I personally can never recall it happening but I'm sure there are those of you who have.

I'm not suggesting we allow them to continue after a mid-air because there's always the chance something is wrong but I sure do have some sympathy for the flyer who is doing well and has to take a "0" when a call-down reveals no damage. The object still is to race which means everyone in the air, if possible.

The C. D. who automatically downs any planes involved is not doing anything wrong. He's just fulfilling his obligation by observing good safety rules.

The problem does not lie with the call down, but rather his awarding no points and no chance to recover lost points. We need a better system for recovering points to those unjustly called down.

What if we call down the entire heat when there is any mid-air, examine them and re-fly the heat. If there is damage and the flyer cannot get it repaired before the scheduled re-fly, then he gets a zero. If he can repair it, let him fly. The object is to race, not win by default. There will probably be some argument on that point and maybe justifiably so but even if you don't allow damage repair on a re-fly, at least allow the undamaged planes a chance. Seems a little more fair to me. C. D's will probably complain that it could extend a contest which is fact but I think you'll find in most contests it would only result in a heat or two more.

No decision is needed on most because many are in-the-ground, instant kit. The problem is with the slight bump, nudge, whatever. Whats everyone think? Send in some comments.

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

SW NEWS

September 5, 1981

Dear Jerry:

Enclosed is a Formula 500 Race report from Whittier Narrows, California. Since Formula 500 never gets written up from Southern California, I thought the rest of the country would like to know what we are doing. Quickie racing is very popular here, usually drawing 40 to 50 entries per race. Southern California rules are used (since 1976) K&B 6.5 engines, 400 foot course. Props and fuel supplied by Hosting Club.

Forty-nine entries showed up August 23rd, for four rounds (that's all we could get in) of expert and standard Quickie 500 racing (classes were run separately). In expert class, Larry Laulom breezed with a perfect score and fast time, Larry is definately the man to beat. Tony Lopez won a fly off with Rod Larsen to take second and third places respectively. In standard William Rutherford flew off with Steve Harris for first place. About the sixth lap, Bill flamed out just before he mid-aired with Steve. First place was decided by fast time. Race was put on by San Gabriel Club, which presented 2 K&B 6.5's, 2 O.S. max rear exhaust 6.5's, two Bridi 500 kits as 1-3 places. Trophies were given for fast time.

Betty Stream and her daughter did an excellent job on the Mattrix.

RESULTS

<u>Expert</u>		<u>Standard</u>	
*1. Larry Laulom	108.4	*1. William Rutherford	127.6
2. Tony Lopez	114.2	2. Steve Harris	132.0
3. Rod Larsen	118.0	3. Russ Braco	?
Fast Time		Fast Time * Dave Gavin	127.5

* New Experts

Len Curiel 29C
7011 Petit Ave.
Van Nuys, California 91408

SCW NEWS

9/7/81 Dallas R/C F-I Race

Reporter-Ed Rankin

Six rounds with 16 entries were flown in ideal weather (91 degree F, 45% humidity, 5 mph wind). The Dallas work crew with Bruce Richmond as starter did another great job. Two district races and the AMA Nat's completes a full year of work for them.

Norm Johnson continued his winning combination this year with another first place. He is really putting it all together this year. At the NAT's he clocked a 1:16.2, and at this race he clocked a 1:15.7.

Congratulations Norm! Other fast times recorded were: Rankin - 1:18.5 and 1:18.7; Greenwood - 1:19.8.

<u>Place</u>	<u>Name</u>	<u>Airplane/Eng.</u>	<u>Points</u>	<u>Time</u>
1	Norm Johnson	DeKnight Spc./ST	23	1:15.7
2	Mike Southard	Polecat/K&B	22	1:22.2
3	Dave Layman	Polecat/ST	18	1:21.5
4	Gene Smith	Tomcat/K&B	17	1:32.1
5	George Parks	Toni/ST	16	1:21.7

We can't believe that this season is coming to an end with just two more races left in Oklahoma City. All of the guys are anxious for the Championship Race in Las Vegas. The results of this race and our district point standing follows:

TOP 10 NMPRA CHAMPIONSHIP POINTS SCW DISTRICT

<u>Place</u>	<u>Name</u>	<u>Points</u>	<u>Contests</u>
1	Norm Johnson	513.4	6
2	George Parks	383.3	5
3	Dave Layman	358.0	6
4	Mike Southard	356.2	5
5	Chuck Greenwood	306.1	4
6	Gary Heithold	296.3	5
7	Scott Kalmus	256.4	4
8	Ric Oliver	251.2	5
9	Ed Rankin	220.0	4
10	Dubby Jett	208.2	5

NE NEWS

June 28		Hamburg, NY		Hosts: Niagara Sunday Flyers		11 Entries	
1	R. Paine	Toni/X40	17 1:29	7	G. Gau	Minnow/K&B	9 1:35
2	D. Keats	Toni/X40	16 1:23	8	E. Smith	Polecat/K&B	4 1:32
3	Dn. Thomas	Toni/X40	14 1:30	9	B. Brandow	Toni/X40	4 1:36
4	A. Mack	Stinger/K&B	12 1:34	10	Dv. Thomas	LR1/K&B	4 1:43
5	D. Kelly	Polecat/K&B	12 1:35	11	M. Burg	LR1/X40	0 ----
6	E. Nikodem	Toni/X40	10 1:32				

July 25		Hadley, Mass		Hosts: HCRC		13 Entries	
1	L. Burnham	DeNight/X40	20 1:25	8	V. Sutton	Toni/X40	15 1:41
2	B. Wallace	DeNight/X40	18 1:25	9	L. Weddle	Polecat/X40	12 1:27
3	E. Weitock	Toni/K&B	18 1:26	10	D. Wichowski	DeNight	12 1:58.5
4	D. Berner	Toni/X40	17 1:23	11	T. Dooly	Toni/K&B	10 1:39
5	T. Castellano	Polecat/X40	16 1:22	12	K. Palmer	Dara/X40	9 1:39
6	A. Wile	Polecat/X40	16 1:25	13	F. Heil	LR1/X40	0 ----
7	D. Sawicki	Polecat/K&B	15 1:30				

July 26		Hadley, Mass		Hosts: HCRC		14 Entries	
1	B. Wallace	DeNight/X40	19 1:20	8	E. Weitock	Toni/K&B	14 1:22
2	D. Berner	Toni/X40	18* 1:23	9	A. Wile	Polecat/X40	14 1:27
3	L. Weddle	Polecat/X40	18* 1:22	10	D. Sawicki	Polecat/K&B	10 1:30
4	T. Dooly	Toni/K&B	17 1:30	11	D. Wichowski	DeNight/X40	9 1:54
5	K. Palmer	Minnow/X40	16 1:19	12	T. Castellano	Polecat/X40	8 1:13.9
6	V. Sutton	Toni/X40	16 1:33	13	L. Burnham	DeNight/X40	3 1:23
7	F. Heil	LR1/X40	15 1:31	14	P. Reed	Polecat/X40	0 ----

*Flyoff

Aug 2		Rochester, NY		Hosts:		7 Entries	
1	R. Paine	Toni/X40	19 1:25	5	S. Green	Mustang/K&B	1 1:56
2	E. Nikodem	Toni/X40	18 1:21	6	B. Harris	Polecat/K&B	0 ----
3	Dn. Thomas	Toni/X40	18 1:26	7	G. Gau	Toni/X40	0 ----
4	Dv. Thomas	Toni/X40	2 1:43				

Aug 9		Hamburg, NY		Hosts:		11 Entries	
1	D. Keats	Toni/X40	20 1:27	7	Dn. Thomas	Toni/X40	7 1:39
2	D. Kelly	Polecat/K&B	18 1:32	8	G. Gau	Toni/X40	2 1:41
3	R. Paine	Toni/X40	14 1:33	9	B. Harris	Polecat/K&B	0 ----
4	F. Anderson	Toni/X40	14 1:38	10	S. Green	Mustang/K&B	0 ----
5	E. Smith	Polecat/K&B	13 1:40	11	Dv. Thomas	Toni/X40	0 ----
6	E. Nikodem	Toni/X40	9 1:32				

Aug 16		Somers, NY		Hosts: Somers RC Club		14 Entries	
1	E. Weitock	Tomcat/X40	20 1:17	8	L. Weddle	Polecat/X40	11 1:23
2	A. Schroder	Polecat/X40	18 1:40	9	K. Palmer	Minnow/X40	7 1:19
3	A. Wile	Polecat/X40	16 1:21	10	V. Sutton	Toni/X40	7 1:23
4	T. Dooly	Polecat/K&B	15 1:40	11	J. Sera	Toni/K&B	7 1:37
5	D. Berner	Toni/X40	14 1:25	12	B. Wallace	DeNight/X40	4 1:30
6	D. Sawicki	Polecat/K&B	13 1:31	13	T. Castellano	Polecat/X40	0 ----
7	D. Wichowski	DeNight/X40	12 2:06	14	F. Heil	Tomcat/X40	0 ----

FOREIGN POLICY

Dave Tappin was kind enough to send us a copy of his OPS Trophy race report. Also, Dave's cover letter asks some questions of us. Send me your options, ideas, thoughts, etc. and we will print them here and forward a copy to Dave Tappin. His questions are:

- What is our (NMPRA) reaction to the new FAI specifications?
- Do we see it as a replacement for our Formula I?
- Would we build new airplanes to compete in the class?
- Or, would we merely change engine and exhaust systems?

Dave's cover letter also states that an international race for the new specifications will be held in Yorkshire, England on July 10-11th, 1982.

Thanks Dave, for your letter and race results.

Report by Dave Tappin

MACH AURORA MODEL CLUB, under the direction of Piero Taconi, were once again the hosts for the annual FA1 Class F3D Pylon Race competition held near Milan on June 5-7, and sponsored by the OPS Company.

The impending rule change to the smaller Formula One size model due to be implemented in 1982, meant that this meeting was the last International likely to be run to the existing regulations, consequently a good entry of 45 competitors from Italy, France, Germany, Austria, Switzerland and the UK turned up to fly.

As expected the majority of entries opted for the well proven rear-induction, rear-exhaust OPS 40. Out of the total entry 38 OPS, two HP, one KB, and four of the new Picco 40's were used.

These latter engines, which are still under development, were favoured by Italy's two quickest flyers, Angelo Missaglia (holder of Italian National FAI, record of 1.28) and National Champion, Carlo Lenti, Missaglia's engine was the original Works Prototype stamped No. 1 on the crankcase whilst Lenti had No's. two and three with slight porting changes.

Said Carlo, "I'd liken the motor at this stage to the F1 turbo Ferrari last year, the potential is there in plenty, but it is ultra critical on the pipe, and requires more work on the porting before we are happy; by next year it will be good."

As is usual with the OPS Trophy, the organisation was up to a very high standard. All Flag Marshalls worked in safety behind protective barriers, consisting of wire netting stretched across a metal frame, similar protection being provided for time-keepers and the Line Director.

Observation of the Friday and Saturday morning practice sessions revealed that nobody had a really clear-cut advantage, but my impression was that Swiss Ace, Victor Casutt, flying his immaculate OPS powered 'Winner' was the fastest, although Pick, Lindemann, Lenti and our own Paul Careless were very close.

Interference wreaked havoc during the practice period, although the UK were fortunate, only 'Taff' Smith suffering a wipe-out when his reserve crashed on the Friday.

In contrast, the German team were decimated by interference, at least seven racers, including Manfred Pick's No. 1 going in before the competition commenced.

Round One

The competition got under way after lunch on Saturday and British interest centred on Heat Two in which Smith took on Martinelli and Heineman. The wind was gusting badly crosswind and on take-off the "Calcutt Special" slewed violently to the left. By the time Smith had settled down the opposition were at the No. 1 Pylon, but he gradually "reeled-them-in" and finished in a time of 1.41 — not bad considering the poor start.

Griggs was drawn next against Missaglia and Brennen and the heat that ensued set the trend for what was to be a disastrous meeting for him when the OPS refused to fire. Missaglia who was to retire after the opening round was in all sorts of trouble with his new engine and cut repeatedly. Brennen took the heat in a slow 2.17.

Heat 6 had the Italians buzzing with anticipation when Lenti turned out against Burnage and Gellenback. On the one-minute signal he fired up the Picco but as he peaked out the needle immediately before the 'off' his tuned pipe broke loose: not the best start to the competition for the Trophy Holder.

National Champions clashed in Heat 3 when Careless was drawn against Casutt. At the Flag Paul's 'Piranha' slewed badly and

though he tried hard, the gap didn't shrink, the Swiss taking it by two seconds in a time of 1.35; the best so far.

Heat 12 provided proof that Line Director, Claudio Tonelleri meant to implement the FAI regulations to the letter, when he disqualified Waltcheck for failing to cut his motor within the required time. Technically he was right, but to say that the normally jovial Austrian was less than happy about having his opening time of 1.40 scrubbed, is just a slight understatement.

Round Two

Third and fourth best times in the opening round had given the UK team a good start but the first of a long series of setbacks occurred in the second heat of this round when Smith's aeroplane again veered badly on lift-off, this time going straight in. Griggs again had fuel problems, the motor quitting after three laps, and both Jackson and Bristow zeroed out. Careless's engine lost power badly when he again met Casutt, his result-

Results — OPS Trophy 1981

Pilot	Country	Engine	R/C equipment	Model	Best time
1. C. Lenti	Italy	Picco 40	Pro Line	Pink Panther	1.33.75
2. M. Pick	W. Germany	OPS.40	Becker	Moskito	1.34
3. E. Waltcheck	Austria	OPS.40	Carrera	Winner	1.38
4. T. Lindemann	W. Germany	OPS.40	Simprop	Moskito	1.38
5. M. Landes	W. Germany	OPS.40	Multiplex	Moskito	1.42
6. P. Careless	GB	OPS.40	Futaba	Piranha	1.37
7. V. Casutt	Switzerland	OPS.40	Carrera	Winner	1.34
8. C. Nova	Italy	OPS.40	Futaba	Pink Panther	1.40
9. G. Giulianetti	Italy	OPS.40	MRC	O/D	1.41
10. A. Smith	GB	KB40	Kraft	Calcutt Special	1.41
11. P. Forsinetti	Italy	OPS.40	Proline	Pink Panther	1.40
12. L. Steinbiss	W. Germany	OPS.40	Becker	Moskito	1.41
13. R. Razzi	Italy	OPS.40	Rossi	O/D	1.44
14. G. Brouquier	France	OPS.40	Kraft	O/D	1.46
15. H. J. Schallan	W. Germany	OPS.40	Carrera	Winner	1.47
16. P. Mucedola	Italy	OPS.40	Rossi	Pink Panther	1.48
17. A. Martinelli	Italy	OPS.40	Olympic	O/D	1.45
18. L. Messer	W. Germany	OPS.40	Carrera	Moskito	1.50
19. N. Pilla	Italy	OPS.40	Futaba	Pink Panther	1.55
20. S. Fois	Italy	OPS.40	Futaba	O/D	1.43
21. H. Hausner	W. Germany	OPS.40	Microprop	Moskito	1.59
22. P. Weber	W. Germany	OPS.40	Multiplex	Winner	1.56
23. P. Burnage	GB	OPS.40	Skyleader	Mako	1.58
23. B. Lucca	Italy	Picco 40	Futaba	O/D	1.54
25. G. Jackson	GB	HP.40	Futaba	Mako	1.56
26. L. Zuberli	Italy	OPS.40	Futaba	O/D	2.05
27. A. Mantelassi	Italy	OPS.40	Futaba	Pink Panther	2.02
28. H. Heineman	W. Germany	OPS.40	Multiplex	Moskito	2.04
29. W. Brennen	W. Germany	OPS.40	Becker	Moskito	2.05

Competitors 30-45 unplaced as they did not record three times out of five heats flown.

ing time of 1.49 being way off his true potential and Burnage set the only other UK time of 2.15 — well below his true potential. Incredibly Waltscheck was again disqualified for failing to cut the motor promptly, this time after a 1.38 sizzler. It must be said that at this time Austria/Italian relations were at their lowest ebb since 1918!

Meanwhile, Lenti had sorted out the 'Panther' and he hurled it round the turns to dead heat with Casutt at 1.35. As the first day drew to a close the competition was starting to simmer.

Round Three

After a fabulous Saturday night barbeque, Round Three commenced bright and early. Sunday with a sizzling 1.34 from Casutt, the best time recorded in the contest so far.

Again the British were in trouble, Griggs' 'Moskito' cut again after a lap. Careless's engine was getting worse and to crown it all, Smith's motor, rebuilt overnight from his two wrecks, just wouldn't start on the line.

Round Four

This round of the meeting was dominated by Lenti whose 1.37 gave him pole position for the round, one second up on Lindemann who had improved steadily as the race progressed. In search of that last 100rpm, Casutt tweaked the needle a notch too far this time, the OPS cutting immediately after take-off and spoiling his 100 per cent reliability record. Smith finally coaxed the ailing K&B round in 1.46 to keep alive his hopes of a semi-final place and Jackson (1.58) matched Careless whose engine was still deteriorating. Burnage, Bristow and Griggs all recorded zeros in this round.

Round Five

We now saw what perhaps might have been, when Griggs finally overcame his fuel problems to set a time of 1.38 which tied the round with Waltscheck, just one second ahead of Lindemann.

Needing just a 1.44 to make the semi's Smith's 1.47 wasn't quite quick enough. Ironically Careless flew 1.44 this time, ahead of Burnage (1.58) and Bristow who recorded a Meeting best of 2.05. Ominously Casutt's engine died yet again before he had completed a lap. The worried expression on engine man Waltscheck's face told its own story — what a time to encounter this sort of problem.

Semi-Finals

In the first of three semi-finals, third-best qualifier Pick, was drawn with Giulianetti and Careless. The race was no contest, the wily German Ace cruised it with a well flown 1.35, after Giulianetti struck needle trouble on the line and Careless's engine went rich in the air.

Semi-final No. 2 matched fastest qualifier, Casutt, with Nova and Landes. Unbelievably after stripping the model completely in an attempt to sort out the trouble experienced in the final two rounds, Cassut's plug blew on the line and he was out of the race. Landes won the semi in 1.45 just inches ahead of the up-and-coming Italian.

Last of the three semis brought together Lenti, Lindemann and Waltscheck and it was a beauty, the three aeroplanes howling round the turns close together for lap after lap. Because of the staggered start it was impossible to say who won but the watches made it Lenti just fractions ahead of Waltscheck, poor Thomas Lindemann missing the final by under a second — so near and yet so far.

Finals

And so after many heats we came at last to an intriguing final between a German airline pilot, an Italian jewellery manufacturer and an Austrian wine merchant. How's that for variety?

Tension mounted as all spectators and competitors turned out to watch what

promised to be a great final to the competition. As the dust cleared after the opening lap, it appeared that Pick was in the lead just slightly ahead of Waltscheck and Lenti. For two laps there was no change but by three, Waltscheck had definitely pulled back the deficit the two leaders, by now having a slight lead over Lenti. At five laps, I made Waltscheck ahead by a whisker but to the delight of the locals Lenti, straining every nerve, started to close the gap.

The difference in flying styles at this stage was really marked, the Italian's aeroplane seeming to twitch all over the place in contrast to the smooth flying of the two leaders as he got closer and closer. At the end of ten laps the watches made him the winner by less than a second, from Pick, Waltscheck ruining his chance of victory by coming inside the No. 2 Pylon in the closing stages. So that was it, a fitting farewell to the racing specification that has reigned since 1970.

As from 1982, now that the compromise Australian proposal has been made official, we move into what I am convinced will be a new Golden Era of Pylon with race fans from all over the world competing together for the first time instead of squabbling over the interminable FAI/F1 argument.

At the time of writing it seems that International Meetings will be held next year in Italy, England and Las Vegas USA, leading up to the first Pylon World Championship in 1985.

For your columnist this is a dream come true.

If you fancy building a new specification racer contact Geoff Ellis of 1 Longwood Close, Slaid Hill, Leeds 17 who offers the following Formula One kits in fibreglass/foam.

Ballerina; Lil. Tony; Ricky Rat; Shoestring; Miss Dara; Loki 1; Polecat; El Bandito; Stinger.

Prices not decided at this time but ring Geoff on Leeds 663744 for details.

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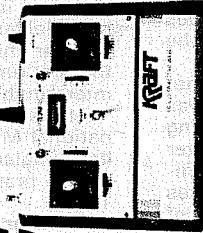
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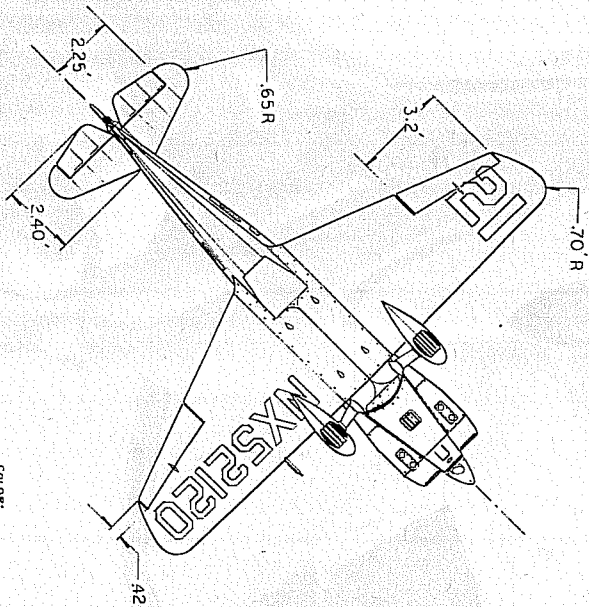


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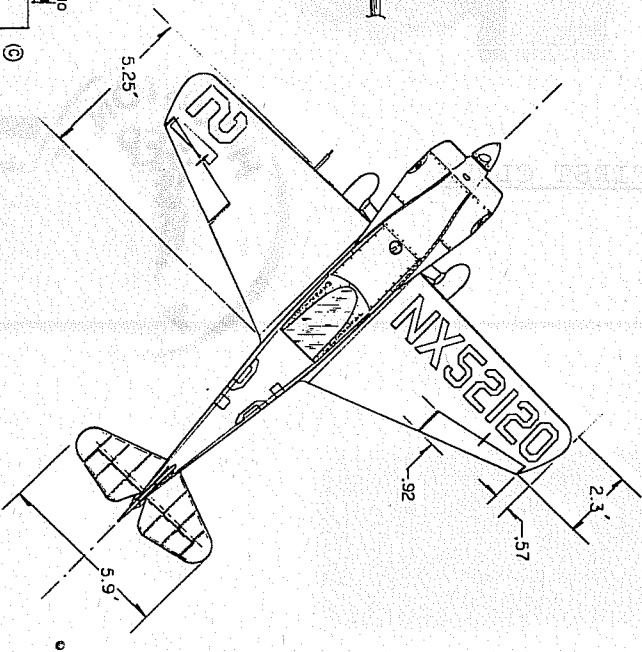
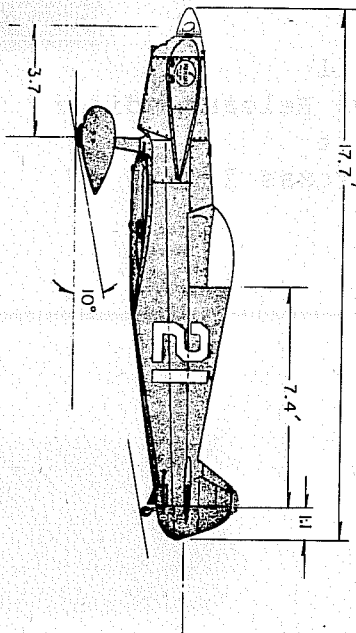
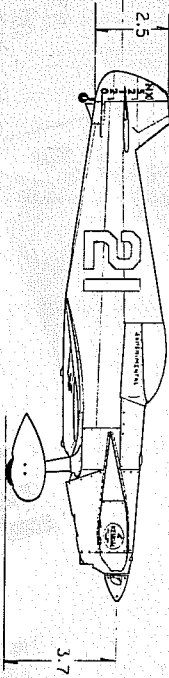
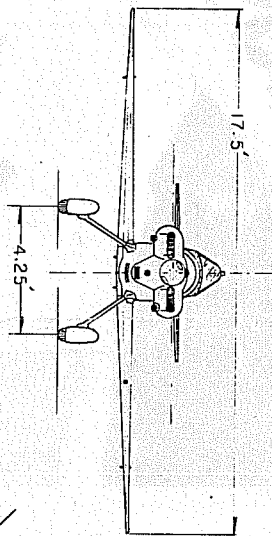
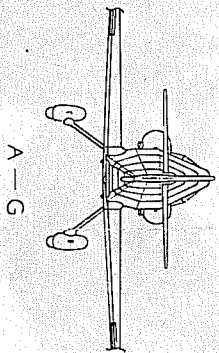
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