



NEWS RELEASE

NMPRA

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MAY 1982

AMA AFFILIATED

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****PRESIDENT'S PAGE****

Dear Racers,

We must apologize for omitting the winners of the Tangerine in both Form 1 and QM. Somehow the information reached us and was never printed so we're playing catch up.

Congratulations to John McDermott of North Carolina who won Form 1 and knocked off fast time with a 1:12.0, and to Dave Latsha, the QM winner from Pennsylvania.

Response from those racers interested in Q-500, etc. events has been non-existent with regards to last months offer to help get the event organized, so I guess I'll just ignore that phase of racing. Thanks, Guys.

The membership drive has really been poor at best, and I am highly disappointed by the lack of enthusiasm shown by the current group of racers. We desperately need members. The current roster stands at 213 members. It's time to get off the dime, Gentlemen. We need support.

Elsewhere in this newsletter you will find a letter from Bob Brown, who is the U.S. Representative for FAI Pylon Racing. Anyone desiring copies of the FAI Pylon Rules should contact Bob directly. Send him a 20¢ stamp, too, since postage isn't cheap.

As we all know, the decals received with your NMPRA membership are unacceptable, or maybe unusable is a better word. We have looked into getting these redone, but the cost for quality decals is prohibitively high in small quantities. I am presently looking into the import of a quality line of product decals from overseas and will keep you informed as to prices and availability.

Bev is in need of some good information to print in the newsletter. With the new, smaller format, we've doubled our page availability, and some nice technical type articles would be welcome. Gary McPike will do a series on high quality finishes, and I would like anyone interested in doing something to please contact Bev or myself.

We hope you like the newsletter format that we've gone to. I know it's a little harder to read, but it saves a considerable amount on printing, and allows us more space for all those fine articles you guys are going to submit!

Best Regards,

Dave Shadel

Academy of Model Aeronautics



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As representative of F.A.I. Pylon, I have heard many positive opinions toward the "new" F.A.I. rules. An additional racing class will certainly bring excitement, as well as new life, into racing. The thought of being a world champion certainly should entice some people into F.A.I. racing. Others will consider the advantages of the noise reduction rule. Do you think we might have more racing sites if our planes were quieter? Some of the competitors are presently involved in the exciting challenge of designing a new aircraft to conform with the F.A.I. specifications. Although these new airplanes are not needed to appease the rules, seeing new aircraft on the line will be a pleasant change.

If you choose to fly F.A.I. pylon, read the rules before using any new ideas. I will help with clarification as well as accept your suggestions or constructive criticism. As your representative, I am very interested in the opinions of pylon fliers in the United States and appreciate your responses. But, remember, why complain about something if you have not tried it? There will be a world championship for F.A.I. pylon; it looks hopeful that the United States will be represented.



GUIDE TO JUDGING F3D MODELS.

The Model is to be viewed from 3 metres.

The intention is detailed in rule 5.2.1.

3 view drawings or photographs are to be provided.

What is required, is that the builder has endeavoured to produce, within the limitations of the rules, an aircraft that has the general characteristics of the intended aircraft.

To achieve this the following limitations are imposed upon the builder and therefore has to be excluded as significant judging criteria.

Rule 5.2.5. Propeller Spinner

This should be judged for general shape only, and not size, as it is impracticable to fit very large spinners to F3D models.

Also a minimum 2.5cm diam. is required, even if the full size aircraft has no spinner.

In this case the spinner or nut is to be excluded from judging.

Rule 5.2.6.1. Cross Section

The minimum height of 175mm and width of 85mm is restricting the general scale shape of the model and this should be ignored when judging.

Rule 5.2.6.2. Cowls

The cylinder head is allowed a maximum of 1cm projection outside the cowl. To facilitate this the modeller may have to alter the cowl depth away from a scale interpretation to come within the rules. The 1cm rule must be enforced, so cowl shape for some aircraft may have to be waived.

Rule 5.2.6.3. Landing Gear

This rule states that the landing gear must resemble scale as far as positioning and number. Unfortunately, because of the method of full bore take-off which is a necessary part of Pylon racing, it is necessary to position these wheels well forward of the C.G. for that reason positioning cannot be judged.

However, the general location can, for example, if the aircraft is a tail dragger, the main gear must be positioned one on each wing and in the general location of the full size counterpart.

Rule 5.2.6.4. Cockpit Canopy

The rule states it must be such, that a pilot's head of 5cm can be positioned therein. To maintain scale appearance some builders may detract from scale to meet this rule. This rule thereby cannot be enforced.

Rule 5.2.7.1. Area of lifting surfaces & Rule 5.2.7.2. Wing Span

To provide a flyable aircraft and meet the above rules it is impossible to have an accurate scale replica. Judges are to judge only the shape of these lifting surfaces, to ensure that the builder has made a genuine attempt to meet the rules as far as general outline.

Judging Assessment

Considering the above limitations, if the judge feels that the modeller has not captured the general outline of the full size counterpart, the model is to be disqualified from flying.

A note should then be drafted and addressed to the contestant explaining the reason for expulsion.

FROM THE EDITOR

In answer to those who questioned why I accepted this job, my arm is doing just fine. Only took a couple of weeks to untwist. I had real doubts about doing the newsletter. It is a big responsibility, especially when you have never done it before. Seriously though, I am really enjoying it. Thanks for bearing with me while I learn what I am doing.

There have been several changes in the newsletter. I hope you like them. If not, let me know about it. Remember this is your newsletter not mine. Tell me what you want to see printed. I need a lot of information to fill these pages. Keep those reports coming. Take note of the membership application on the last page. Let's use them for new members. The applications will be there every month in the same place.

Letters have started to come in to me with opinions on different issues. They will be run verbatim if space permits. Sometimes I may have to edit them to fit. So, if you have an idea or opinion on racing- Go ahead - Send it in. Share them with the membership.

The San Luis Obispo contest is coming this month. Don't miss it. It's really a good one.

More NATS Motels:

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To say that I am disappointed in the NMPRA membership is putting it mildly. The response to the membership contest is ridiculous to say the least. Why? You have (in my opinion) the best R.C. Racing organization in the world, but it won't be for long unless each and everyone of you care enough to make it grow. Go ahead! Get mad at me! That would be better than the apathetic attitude you have shown so far.

You Quickie/Sport 500 guys are really unbelievable. A most generous offer of help is made to get you national recognition and you don't even respond to it. Are you even alive out there?!!!

Ben

CONSIDERATIONS FOR FAI PYLON RACING (F3D)

A new racing event is born and is receiving little interest from pylon enthusiasts. Why? I feel the answer is simply a reluctance to change from existing events and/or an unfamiliarity with the rules of the new event. Several potential FAI pylon racers have stated that the event is too expensive, too complicated, and so forth. However, nothing could be further from reality and I would like to clarify some important aspects of FAI Pylon Racing Rules. Listed below are the basic rules and some personal comments for reference:

I. Airframe

- 1) Aircraft specs are 527² in combined wing and tail area, 7/8" root thickness and 4.85 lbs dry weight. All current Formula I designs are legal plus the specs permit recognizable replicas of any full scale closed course race design. This includes racing versions of the Spitfire, King Cobra, Folkerts, Hot Canary, etc. Let your imagination run wild!
- 2) Landing may be fixed or retractable to resemble the full scale design. Wheel diameter is 2-1/4" and thickness is about 1/2" for 1/3 of the diameter.

II. Propulsion

- 1) Any reciprocating piston engine up to 6.6 CC. or .40 CID. No restrictions on rework, engine availability, production quantities. Engine must be cowled except for top 3/8" of cylinder head.
- 2) Shut off required the same as Formula I. No more hassles on throat diameter, carb linkage, idle check, etc., etc.
- 3) Expansion chamber muffler required. The FAI rules specify minimum dimensions which permit tuned pipes and "Magic Mufflers." These are truly quiet and just think of the numerous flying sites which now become available.
- 4) Props are fixed pitch wood or continuous filament composite type. The latter have been used by control line rat racers and Formula 40 fliers for years. They are consistent with no grain or flexing problems compared to wood. Rework to your heart's content.
- 5) Fuel is the cheapest available: 80% methanol, 20% oil. This fuel permits extended engine and plug life. Also super hot fuel proof finishes are not required. The fuel is supplied by the contest management which eliminates transportation problems.

III. Race Procedures

- 1) Course size is roughly similar to Formula I (2.49 miles) with 10 laps flown. Scoring based on elapsed time. One cut adds 1/10 of elapsed time to score, two cuts results in a zero. Best 3 scores out of 4 rounds determine the winner. No more winners due to freebies, stacked matrixes, "easy heats" or frequency clustering.
- 2) Takeoff position determined by draw. No more handicapping by finish, panel lines, "ditty-dots", doll house cockpits or scale outline.
- 3) Mid-air, timing/lap counting errors are settled by a refly. This should lessen arguments.

There you have it in a nutshell and I feel that pylon racing should be the leading edge of R/C model aircraft technology. For example, the schnuerle ported ABC engines which were originally developed for speed and racing years ago are now commonplace on pattern scale and sport aircraft. However, due to ill conceived rule proposals, tuned pipes are prohibited from QM and Formula I although most pattern and some scale fliers are using them. The new FAI pylon racing event offers an expanded creativity in engines, props, and aircraft design. Who knows, maybe you can achieve equivalent QM or F1 times on alky fuel and a quiet muffler!

Submitted by,



Art ARRO ,NCE-VP

CONTEST PROMOTION

Due to numerous inquiries about promoting contests in the newsletter the following policy has been set. Copy will be run as space permits. It must be sent in 3 months in advance **READY FOR PRINT**. This will allow time to fit it in. Length will be no more than 1/4 page unless the contest is pre-entry only and you wish an entry blank included. In that case 1/2 page will be allowed.

1982 RACING SCHEDULE

NORTH CENTRAL EAST DISTRICT

May	16	Westland, Mi.	Signal Seekers	Q500 (CAPS Rules)
May	23	Delaware, Oh.	Delaware RCC	F1, Q500
June	5-6	Sylvania, Ch.	Flying Tigers	F1, QM, Q500
June	12	Milan, Mi.	CAPS	Open (Mufflers Req'd)
June	13	Saline, Mi.	Ann Arbor Falcons	QM
June	27	Ft. Wayne, In.	Flying Circuits	QM
July	18	Utica, Mi.	RC Club of Detroit	Q500
July	24	Bellevue, Oh.	Huron Valley Flyers	Q500
Aug.	14	Benton Harbor, Mi.	Whirlwinds	F500
Aug.	21	Milan, Mi.	CAPS	Q500
Aug.	22	Samaria, Mi.	Hobbystop	QM
Sept.	5	Westland, Mi.	Signal Seekers	1/2 A Pylon
Sept.	11-12	Rough River, Ky.	Louisville R/C-NMPRA	QM Championships
Sept.	18	Bellevue, Oh.	Huron Valley Flyers	Q500
Sept.	19	Saline, Mi.	Ann Arbor Falcons	1/2 A Pylon
Sept.	25	Benton Harbor, Mi.	Whirlwinds	F1, QM
Oct.	3	Samaria, Mi.	Weak Signals	Open Pylon

NORTHWEST DISTRICT

May	29-30	Kent, Washington	QM, Q500, F1
June	5-6	Calgary, Alberta, Canada	QM, Q500, F1
June	19-20	Boundary Bay, B.C., Canada	QM, Q500, F1
July	10-11	Boise, Idaho	Q500, F1
Aug.	28-29	Calgary, Alberta, Canada	QM, Q500, F1
Sept.	11-12	Boundary Bay, B.C., Canada	F1
		Northwest District Championships	

NORTHEAST DISTRICT

May	2	Hadley, Mass.	Form 1 & Form 500
May	16	Rowley, Mass.	Form 500 & 1/2 A
May	23	Niagara Falls, Ont.	Form 1 & Sport
		Bridgewater, Mass.	Form 500
June	6	Somers, N.Y.	Form 1 & Form 500
June	12	Hadley, Mass.	Form 1 & Form 500
		Harrisburg, Pa.	QM & Quickie
June	13	Hadley, Mass.	Form 1 & Form 500
		Jamestown, N.Y.	Form 1 & Sport
June	19-20	Bowie, Md.	Form 1
June	27	Rochester, N.Y.	Form 1 & Sport
		Ware, Mass.	Form 500 & 1/2 A
July	10-11	Harrisburg, Pa.	QM & Quickie
July	10	NCRCC Field	Form 1 & Form 500
July	11	NC RCC Field	Form 1 & Form 500
		Hamburg, N.Y.	Form 1 & Sport
July	17-18	Bowie, Md.	QM & Quickie
Aug.	15	Bridgewater, Mass.	Form 500
Aug.	21	Harrisburg, Pa.	QM & Quickie
Aug.	22	Rowley, Mass.	Form 500 & 1/2 A
Aug.	28	Somers, N.Y.	Form 1 & Form 500
Aug.	29	Somers, N.Y.	Form 1 & Form 500
		Hamburg, N.Y.	Form 1 & Sport
Sept.	11-12	Waterford, Ont.	Form 1 & Sport

SOUTH CENTRAL WEST

June	6	Dallas, Texas	Formula 1
June	13	Austin, Texas	Formula 1
June	19-20	Fort Worth, Texas	Formula 1
July	11	Dallas, Texas	Formula 1
Sept	4-5	Dallas, Texas	Formula 1
Sept	18-19	Oklahoma City, Ok.	Formula 1

WESTERN DISTRICT

May	2	Whittier Narrows	SGVRCL	Quickie	500
May	15-16	San Luis Obispo	Slo Flyers	Formula	1
May	23	Hemet	Hemet Model Masters	Quickie	500
June	6	Cucamonga	PVMAC	Quickie	500
June	12-13	Sepulveda Basin	NMPRA Western District	Formula	1
July	3-4	Sepulveda Basin	BIRD Club/Valley Flyers	Quickie	500
			Night Flying and Bar-B-Que		
July	10-11	Whittier Narrows	SGVRCL	Formula	1
			Pop White Memorial		
Aug.	1-8	Lincoln, Nebraska	A.M.A. Nationals	Quarter Midget	
				Formula	1
Aug.	1	Riverside Raceway	Riverside R.C. Club	Quickie	500
Aug.	28-29	Sepulveda Basin	NMPRA Western District	Formula	1
Sept.	12	Sepulveda Basin	Valley Flyers	Quickie	500
Sept.	25-26	Whittier Narrows	BIRD Club	Formula	1
Oct.	17	Chula Vista	Chula Vista MAC	Quickie	500
Oct.	23-24	Texas	NMPRA Championships	Formula	1
Nov.	7	Whittier Narrows	SGVRCL	Quickie	500
Nov.	21	Cucamonga	PVMAC	Quickie	500

WESTERN REPORT

Western District racing started with the Valley Flyers hosting a two day event at the Sepulveda Basin on March 20th and 21st. Thirty-one somewhat waterlogged Formula 1 racers showed up after several days of rain and stormy weather. But on Saturday and Sunday the weather was great, warm sun and just enough wind to ease the landings. Unlike most season kickoff races the competition was fierce from the first round. Tom Christopher was running one of the new O.S. engines and was going good until he did a landing in the pits at terminal velocity. Gary Hover found, after all these years, that if you fly the plane down where you can see it you can go faster. It seemed to work, all of his times were below 1:20.0 with a personal fast time of 1:14.5. Fast time for the race was turned in by Dave Shadel at 1:11.7.

The results were:

		EXPERT	STANDARD	
1.	Gary Hover	1:14.5	1.	Joe Stream 1:23.2
2.	Dave Shadel	1:11.7	2.	George LaCorte 1:35.7
3.	Larry Laulom	1:16.5	3.	Leonard Leon 1:55.6
4.	Jeff Bertken	1:19.6	4.	Len Curiel
5.	Kent Nogy	1:13.5	5.	Joe Graffio
6.	Ron Schorr	1:18.4	6.	Scott Manning
7.	Rusty Van Baron	1:15.9	7.	Walborn
8.	Tom Christopher	1:15.1		
9.	Bob Nickle	1:21.8		
10.	Mike Atzei	1:14.5		
11.	Mack Moffat	1:19.8		
12.	Kim Tucker	1:17.0		
13.	Paul Stenberg	1:30.2		
14.	Doug Ruble	1:16.9		
15.	Gene Sidwell	1:30.6		

FAST.....Fast was the word for this year's Bakersfield Race. The attendance was 28 racers with 21 in Expert and 7 in Standard. The times were incredible. The first round was nothing special with everyone trying to find the course and get over the "first race jitters". Then it all broke loose. The air got good and the times went down. In 8 heats of the second round, 7 of the winning times were under 1:16 and it got better as the race progressed. In 10 rounds of racing there were 39 times posted of 1:15 or lower with Dave Shadel turning the fastest time ever of 1:07.76. (Maybe you say 9 lap time--here are his times for the whole race: 1:13.32; 1:11.87; 1:07.76; 1:09.63; 1:11.9; 1:08.8; 2 cuts, N/T; 1:13.12 and 1:10.52.)

With times like Dave's and everyone else's, San Luis Obispo should be the race of races. The contest was well run with the usual professional BARKS crew doing a great job. We had two new standard flyers flying their first Formula 1 race. Loran Furlong and Jerry Scott were both flying with Tom Christopher and using OS-40 engines. Loran was first in Standard and Jerry second--not a bad start. Ron Gilman, a local boy from Bakersfield, won the Outstanding Aircraft award with the Denight Special that was beaten by Dennis O'Brian's "mini-van" Polecat at the Championships in Las Vegas. All in all, it was a great race and anyone who could have attended and didn't missed some of the best head to head racing they may ever see.

The results are:

<u>EXPERT</u>		<u>STANDARD</u>	
1.	Dave Shadel	1:07.76	
2.	Jeff Bertken	1:14.89	1. Loran Furlong
3.	Larry Laulom	1:11.88	2. Jerry Scott
4.	Eric Ristrim	1:14.22	3. Joe Stream
5.	Kent Nogy	1:13.10	4. Jim Kelly
6.	Scott Johnson	1:13.4	5. Len Curiel
7.	Rusty Van Baren	1:14.5	6. Jerry Scoczylas
8.	Russ Kime	1:21.2	7. Charles Welborn
9.	Ed Allen	1:14.5	
10.	Tom Christopher	1:10.93	
11.	Gary McPike	1:23.0	
12.	Ron Schorr	1:17.8	
13.	Gene Sidwell	1:27.36	
14.	Paul Stenberg	1:22.9	
15.	Ron Gilman	1:11.48	

NOTE: On the Friday before the race we got a preview of the new prototype K&B engine when Bill Wisniewski put one in Joe Stream's airplane. It only flew 3 times, and all of the bugs aren't worked out yet, but what I saw was very impressive. I hope that the powers at K&B give Bill the O.K. to get it into production --- We need that engine.

Gary McPike

 Western District V.P.

WESTERN DISTRICT POINT STANDINGS (As of April 19, 1982)

<u>NAME</u>	<u>POINTS</u>	<u>RACES</u>	<u>BEST TIME</u>
1. Dave Shadel	203.5	2	1:07.76
2. Jeff Bertken	193.0	2	1:14.89
3. Larry Laulom	192.6	2	1:11.88
4. Kent Nogy	178.2	2	1:13.1
5. Rusty Van Baren	163.8	2	1:14.5
6. Tom Christopher	149.1	2	1:10.93
7. Ron Schorr	148.3	2	1:17.8
8. Eric Ristrum	140.9	2	1:12.22
9. Russ Kime	122.3	2	1:21.2
10. Bob Nickle	119.3	2	1:21.8
11. Paul Stenberg	116.9	2	1:22.9
12. Scott Johnson	116.2	2	1:13.4
13. Gene Sidwell	113.8	2	1:27.36
14. Ed Allen	111.8	2	1:14.5
15. Mack Moffat	108.6	2	1:19.45
16. Mike Atzei, Jr.	104.5	2	1:11.1
17. Gary Hover	104.0	1	1:14.5
18. Doug Ruble	94.5	2	1:16.9
19. Gary McPike	93.9	2	1:21.0
20. Ron Van Natta	82.0	2	1:27.6
21. Jay Replogle	69.9	2	1:25.5
22. Kim Tucker	66.3	1	1:17.0
23. Keith Davidson	52.6	1	1:15.0
24. Ron Gilman	50.2	1	1:11.48
25. Joe Stream	38.1	2	1:23.2
26. Jay Ross	25.2	1	1:56.0
27. Loran Furlong	23.8	1	1:30.7
28. Len Curiel	20.2	2	1:23.2
29. Jerry Scott	20.1	1	1:32.31
30. George Lacorte	18.3	1	1:35.7
31. Leonard Leon	14.9	1	1:55.6
32. Jim Kelly	12.5	1	1:37.31
33. Joe Graffio	8.1	1	---
34. Jerry Scoczylas	5.0	1	1:32.0
35. Scott Manning	4.6	1	---
36. Charles Welborn	2.4	2	1:52.51

Compiled by Gary McPike (Western District V.P.)

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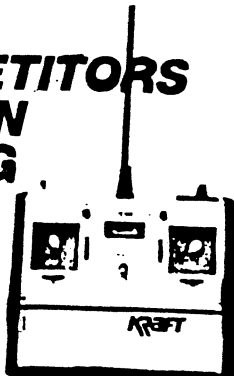
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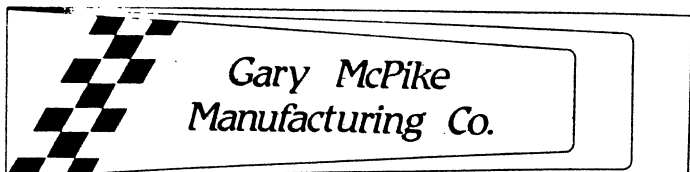
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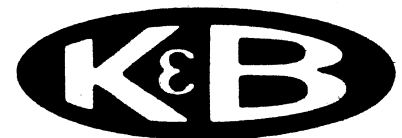


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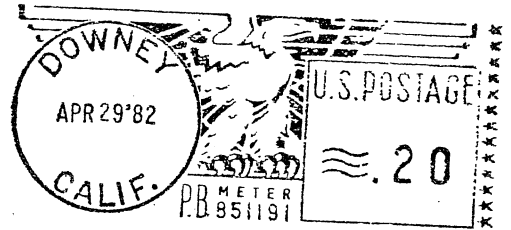
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