



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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JUNE 1984

AMA AFFILIATED

SINCE 1965

President's Page

Gentlemen:

The latest word on the Championship Race is that if it is to be held in Tennessee it will be the second week in October. Plans are not positive and there may have to be a change in location. I have given Greg Doe until July 4, 1984 to give me a definite answer. He is doing his best.

The AMA Rule Book contains the basic rules by which we fly. It does not interpret or spell out clearly all rules. If there is something you are not sure of you should check for an official answer from either the NMPRA President or the AMA. If you use your own discretion and you are wrong, you will have to take the consequence, whether you have built an airplane that doesn't meet the rules, or you want to bend the rules to suit yourself. There is no place in our hobby for this kind of action.

It is time to start thinking of people who will be your future officers. A person nominated for President should have served as a district officer or have had some experience within our organization. This is not a prerequisite, but it certainly is helpful when taking on the responsibilities of this organization.

With sincere regards,

Ron



NMPRA

WESTERN DISTRICT V.P.

PH. (714) 960-5065

MIKE ATZEI SR.
207 20th ST.
HUNTINGTON BCH, CA. 92648

April 7-8, 1984

BOB DOWENEY MEMORIAL FORMULA I at Whittier Narrows

Host Club--San Gabriel Valley R.C. League

It was announce early in the year, we would be eliminating scale judging in the Standard Class. In hopes that we would be able to attract new flyers. Welcome to the ranks of Formula I racing.

Emil Ghapgharan and Gary Parise

Mild temperatures and light to mild winds, made it ideal weather condition for racing. One would think that under those condition, we would be posting Hot times. Boy was I wrong. I'm not able to recall a posting board with so many zeros. 98% posting were DNF or DNS. With so many zeros, I had a hard time recalling any great races.

Mike Atzei Jr. posted a perfect score out of nine rounds flown. Kent Nogy was down one point, loseing only to Mike in an early round. Mike also set fast time, with a 1.11.22. Fly offs contist between Tom Christopher, Tony Huber and Tony Lopez for fifth place. Tom won it easily, for Lopez receive one cut and Huber double cut out. (Poor guy! I was calling for Huber)

Duane Luyen Last two years race promoter, presented Kent Nogy with a miniature trophy of Bob Downey four foot perpetual trophy which he had won last year. Mike who placed first received the big four footer this year, plus fast time trophy. Gary Hover receive Best of Finish. All flyers receive a commemorative race patch.

Many thanks to the San Gabriel Valley Club, for their out standing job hosting this years event and to Duane for all this time spent as a promoter. Thanks again fellows.

REMEMBER, TURN LEFT, NOT RIGHT!

Mike Atzei Sr.

EXPERT

- | | | |
|--------------------|----------|-----------|
| 1. Mike Atzei Jr. | 1.11.22* | fast time |
| 2. Kent Nogy | 1.13.63 | |
| 3. Brad Young | 1.19.70 | |
| 4. Gary Hover | 1.22.10 | |
| 5. Tom Christopher | 1.15.02 | |
| 6. Tony Lopez | 1.20.97 | |
| 7. Tony Huber | 1.20.28 | |
| 8. Jay Replogle | 1.23.08 | |
| 9. Ron Schorr | 1.15.17 | |
| 10. George LaCorta | 1.25.27 | |

STANDARD

- | | |
|--------------------|---------|
| 1. Emil Ghapgharan | 1.24.86 |
| 2. Jim Peterson | 1.34.72 |
| 3. Gary Parise | 1.41.01 |
| 4. Leonard Leon | NT |

NCE SCHEDULE CHANGE

The RCCD Formula 1 and Open (Animal) 500 Race originally scheduled for July 15th in New Haven, MI has now been changed to August 19th. This is due to the proximity and schedule of the Canadian Nationals. Contact Dave Keats, 313/689-3813, for further information on the RCCD event.

AN EASTERN NATS OPPORTUNITY

Want to race at the Nats this year, but Reno is too far, too uncertain in regards to weather, altitude, etc? Fret no more, as there is a Canadian National Model Airplane Championships scheduled for July 16-22 at the Cayuga Dragway in Cayuga, Ontario. The site is located about a one hour drive west of Niagra Falls for those without an Ontario map.

Three R/C pylon racing events: Formula 1, Formula 500 (Sport), and FAI are scheduled for July 16-17. Final registration and processing will be on July 15. Form I and FAI will be flown to AMA and FAI rules as per the 1984 Rulebook. Formula 500 will be flown to Canadian rules, and their rulebook is available from MAAC HQ, Box 9, Oakville, Ontario, Canada L6J HZ5. Payment is \$4.00 in Canadian funds via Money Order. Entry forms are also available from the same source. The pre-registration deadline by mail is July 1st, so act now if you plan to attend.

P.S. This event is especially important for those Form 1 fliers who plan to compete at the NMPRA Formula I Championship Race, tentatively scheduled for October in Smyrna, TN. The top three Formula 1 place winners at the Canadian Nats automatically qualify for the Championship Race provided they are active members by July. If your location and/or schedule does not permit qualification by other means, please consider attending the Canadian Nats. Our Northern neighbors have always hosted a good race, and there's keen competition from the Canadians as well as many NE and NCE District members. See you there.

Begin registration procedures now by requesting application forms from MAAC. I have a limited number available upon request.

Submitted by,

A. ARRO

Art Arro NCE/VP
1014 Woodbridge
Ann Arbor, MI 48103

CAPS Q-500 RACE
WESTLAND, MICH.---MAY 20, 1984

This race was the "non REV-UP" event. REV-UP props, which have been used exclusively on the CAPS circuit for seven years, were not allowed at this event because of the non availability of their popular 9-6 for over a year. While this was only a trial balloon, it did prove to be quite successful, as the other brands seem to have little effect on the times. The best times were turned with Master Airscrew plastic 9-6, at about 17,000 RPM. While Zinger Regular 9-6 and Progressive Pitch 9-4,6 along with the 9-6 Power Props all did well.

The race didn't get started until 1:30 p.m. due to continued "possible showers", but when it did, the racing was very close and very fast, particularly so for the first race of the year. Due to frequency matrixing, three-plane heats were necessary and 50 heats plus two fly-offs were completed in a little over 5 hours. There were no refls and only two crashes, both at No. 3 pylon. Dave Keats, Mike Lasker, and Billy Johanson finished five rounds with perfect scores and provided an exciting fly-off with Dave taking all the marbles.

Frank Baird, a novice, won the CAPS fast time award, posting a 1:40 for 8 laps.

RESULTS

<u>POS.</u>	<u>NAME</u>	<u>PTS.</u>	<u>TWO BEST FAST TIMES</u>	<u>POS.</u>	<u>NAME</u>	<u>PTS.</u>	<u>TWO BEST FAST TIMES</u>
1.	D. Keats	20	1:48, 1:50	16.	D. Sumner	14	1:53, 1:57
2.	M. Lasker	20	1:48, 1:50	17.	G. Wells	13	1:46(N), 2:08
3.	B. Johanson	20	1:53, 1:53	18.	K. Hulik	13	1:53, 1:56
4.	W. Yeager	17	1:54, 1:57	19.	D. Gohn	13	2:08, 2:09
5.	B. Pence	17	1:53(N), 2:01	20.	B. Ptak	13	2:09(N), 2:12
6.	D. Cohen	17	1:55, 1:57	21.	J. Widman	13	2:10(N), 2:12
7.	J. Cohen	16	1:52, 1:53	22.	F. Baird	12	1:40(N), 2:00
8.	J. Kilsdonk	16	1:54, 1:55	23.	K. Heatlie	10	1:54, 1:56
9.	T. Kwiatkowski	15	1:53, 1:57	24.	M. Klintworth	10	2:01, 2:20
10.	B. Hisey	15	1:55, 2:00	25.	W. Herbert	9	2:14, 2:16
11.	A. Merlino	15	1:58, 1:59	26.	S. Metzger	8	2:06, 2:10
12.	R. Morgan	15	1:58(N), 2:04	27.	R. Knepfer	7	2:01, 2:04
13.	F. Johanson	15	1:59, 2:01	28.	R. Blake	6	2:10, 2:35
14.	J. Krauer	15	2:00, 2:00	29.	M. Logan	5	2:32(N) --
15.	A. Apaza	14	1:47(A), 1:55	30.	A. Wakeford	3	2:15, --

--J. Kilsdonk

As Promised: The Rest of The Quince Rules
 PROPELLOR:

Only commercially available wood, fixed pitch, two-blade propellers are allowed. One blade may be sanded on top side only for balancing. The prop shaft hole may be enlarged if necessary. No other modifications to the propeller are permitted.

RACE COURSE:

The race course used may be either the A.M.A. Formula I course (100 feet by 608 feet, Rule Book Section 41.11) or the A.M.A. Quarter Midget course (100 feet by 475.5 feet, Rule Book Section 42.18.1).

GENERAL:

In general the "Operation of the Race" will be according to the A.M.A. Formula I rules (Section 41.12) except as noted below. Starting order will be determined by the CD. The CD may modify the race procedure or other rules as he deems necessary. Safety rules, mid-air collisions, landing areas, the lap counting system, etc. should be discussed with all pilots and callers in a pre-race briefing. A.M.A. and N.M.P.R.A. safety rules pertaining to aircraft and the race operation must be obeyed.

PILOT HANDICAP SYSTEM:

All pilots are grouped into one of three classes, based on previous performance, and are intermixed into the matrix without regard to their classification.

The NOVICE Class is limited to pilots with limited racing experience. These pilots are required to fly only 8 lap races until they go below the cut-off times as shown below. They are then moved to the Advanced class.

The ADVANCED Class is limited to those pilots who have moved up from the Novice class. These pilots are required to fly only 9 lap races until they go below the cut-off time. They are then moved to the Expert class.

The EXPERT Class is for all pilots who have moved up from the advanced class, any pilot who automatically advances himself and for all pilots previously classed as Expert. These pilots always fly 10 lap races.

Once a pilot has moved up he cannot go back to a lower class. Pilots can move up classes within a contest. Once the cut-off time has been achieved, a pilot will automatically advance to the next higher class in the very next heat he flies.

To avoid confusion for the lap counters, the lap counting boards should be adjusted to show the laps completed for each pilot before the start of each heat. For example, the lap counting board would show two laps completed for a Novice pilot and one lap completed for an Advanced pilot before the heat is started.

CUT-OFF TIMES:

Course Used:	Cut-off time:
QM (475.5'x100')	1 min. 45 sec.
Form. I (608'x100')	2 min. 00 sec.

N.M.P.R.A. Q-500 Committee Chairman,

Cliff Telford
March 10, 1984

Suggested changes to be made April 20, 1984.

- 1) Fuselage - Change minimum width to 2 7/8".*
- 2) Engine - Change displacement to 403 cu. in.*
- 3) Fuel - Add wording "commercially available".*

The Pomona Valley Model Airplane Club (PVMAC) put on the second Quarter Midget race of the season and the "FIRST ANNUAL NOVAK ELECTRONICS QUARTER MIDGET RACE". Bob Novak of Novak Electronics after missing the first, and very successful, race put on by the San Gabriel R/C club at Whittier Narrows, offered to sponsor a race to keep the ball rolling here in Southern California. Gary Long and Tony Lopez of the PVMAC offered to promote and C.D. the race. And away we went, with another fine example of the increasing interest in this exciting event that combines the simplified race operation and reduced speed of Quickie 500 with the scale appearance of Formula One. NOVAK ELECTRONICS donated TWO of their new narrow band receivers for first place in standard and expert as well as providing trophies thru 3rd place in each class. K&B donated TWO of their excellent COX/K&B Conquest .15's for fast time in each class. Thank you Novak Electronics, K&B, and PVMAC!!

SHARK! SHARK!

Trends in equipment at the race showed that a school of sharks had descended on Cucamonga, with probably 25% of the entrants flying this fine QM racer by Doug Brushaber. Lyle Larson also had his new Spitfire with an inverted engine. Lyle hadn't intended to race this little beastie but had to break it out after a midair in the 3rd round with yours truly. It looks like it will be a good one, and pretty scale too. The older designs in evidence such as the Prather Little Tony, Bob Root's P39 and Lyle Larson's Loki, showed that they don't give away much if anything to the newer designs - as a matter of fact Lyle's Loki set fast time of 1:23.6 before it (and the prop) bit the dust. It still boils down to the driver in most cases.

Almost everyone was using the recently reintroduced (and welcomed) Cox/K&B Conquest .15 with a few of the oldy but soodie Rossi's making their presents known as well - Dennis Stotts was running a OPS .15 but it appears to need some changes in the head shape to be competitive. Two of the best engine men around, Clarence Lee and Ron Youngs, were on hand helping where needed - and making notes I'm sure!

Everyone is still using wood props, although there is a lot of experimenting going on with carbon fiber props, nobody has them doped out yet, when they do watch out!! The most successful props seem to be based on the Top Flight 7 X 6 Power Prop thinned a lot and shortened a little, with strange and secret incantations chanted while rubbing 5 year old Yak curd briskly into the grain 3 min. before each heat. (Does anybody know of a reliable supply for grade "A" ased Yak curd?? or for that matter any good chants, I'm willing to try anything!!!).

S O A P B O X

This race was marked by the consensual atmosphere usually reserved for Quickie races and was well run by the PVMAC club, much to their and the fliers credit. This is what racing was invented for, "friendly" competition. Not to down grade the competition, but where everyone whether, a winner or not, goes home at the end of the race and feels they have had a good day of racing, and that no one used unusual pressure to influence the outcome of the race. In other words, a flyer's race and not a contest to see who can yell the loudest!! I can't recall a single argument for the entire race!!! Wonderful - if we can keep a cap on it...

Please DO SO ... I'm personally in favor of a basketball type technical foul to take care of the chronic arguer -- one #5% and you get a 0 for that heat - three and you're out for the day. Let's face it racers we need the clubs to operate the races for us and they don't need any "pit" Pylon Judges to tell them who did or didn't cut or what somebody's time REALLY was - official means OFFICIAL. I Don't mean that you shouldn't check to make sure the official really means your plane - show it to them and say "is this the one you saw cut?" if they say "yes that's the one" then that's it! You can show your disappointment but don't take it out on the official. (don't worry I just had my bulletproof vest dry cleaned and checked out for that one.)

Race results of the "FIRST ANNUAL NOVAK ELECTRONICS QM RACE"

Expert			Standard		
PLACE	NAME	BEST TIME	PLACE	NAME	BEST TIME
1	TOM CHRISTOPHER	1:28.29	1	BOB BAKER	1:36.6
2	BOB NOVAK	1:35.65	2	BOB AUTRY	1:31.09
3	BOB ROOT	1:33.8	3	RANDY BLOOM	1:46.71
4	LYLE LARSON	1:23.6	4	ROGER MORRELL	2:08.65
5	BOB NICKLE	1:30.2	5	DENNIS STOTTS	1:42.00
6	BOB GILLESPIE	2:15.03	6	BOBBY GILLESPIE	N.T.
7	LARRY STOTTS	1:25.5			
7	GARY LONG	1:40.17			
9	MACK MOFFAT	1:30.8			
9	LOREN FURLONG	1:32.06			
9	EMIL GHAPGHARAN	1:35.7			
9	LEE VONDERHEY	1:42.27			
13	TED BURNS	1:39.06			
14	SCOTT MANNING	N.T.			
15	JOHN CREAGH	N.T.			

Fast time Expert
Lyle Larson 1:23.6

Fast time Standard
Bob Autry 1:31.09

The tremendous interest we have recieved for QM raceing has prompted the more progressive clubs to add some races to their admittedly packed contest schedules.. Which we dearly appreciate.. This is the updated QM schedule for So. Cal. for the rest of '84.

Jun. 3	Victory Hobbies QM race	Sepulveda Basin
Jun. 23,24	All race weekend 1/4 midset, Q500, F1	Chula Vista Border State Park (Camping ok)
Nov. 11	San Gabriel Valley R/C club District Championship Race	Whittier Narrows

It looks like QM has gotten off to a fine start - we only need one more race to fill the schedual for district championship points. Assuming that we will find a sponsor for one more race I am keeping track of race results for our district.

There has been some talk around the Quickie 500 and Quarter Midset circuit to form a So. Cal. raceing association to coordinate the raceing schedual with the clubs and do general public relations and training type work to help promote raceing in the So. Cal. district. Any one who has thoughts on this please drop me a line.

Ted Burns
4316 W 164th St.
Lawndale, Ca. 90260

1984 RACING CALENDAR

WESTERN DISTRICT

March 4	Poor Man's Quickie, Riverside RC Club, Riverside Raceway
March 10-11	Formula 1, NMPRA, Sepulveda Basin
March 25	Quickie 500, MARKS, San Bernardino
April 7-8	Bob Downey Memorial Formula 1, SGVRCL, Whittier Narrows
May 19-20	Western Championships Formula 1, San Luis Obispo
June 10	Quickie 500, Pomona Valley MAC, Cucamonga
June 23-24	Race Weekend - 1/4 Midget, Q500, Formula 1, Chula Vista

SEMPRA 1984 RACE SCHEDULE

APRIL 28-29	SMYRNA, TENN.	Q-500, QM, F-1	GREG DOE
MAY 19-20	ORLANDO, FLA.	Q-500, QM, F-1	BILL WILLIAMSON
JUNE 9-10	ATLANTA, GA.	F-1	BOB BROGDON
JUNE 23-24	ATLANTA, GA.	Q-500, QM	GAIL JACOBSON
JULY 21-22	ROSWELL, GA.	Q-500, QM	BUDDY ROOS
SEPT. 22-23	SMYRNA, TENN.	Q-500, QM, F-1	PHILLIP BOYD

SOUTH CENTRAL WEST DISTRICT

April 14,15	Paris, Arkansas	F-1, F-1
May 5,6	Shrevesport, LA	QM, Q-500, F-1
May 26,27	Dallas, TX	Q-500, F-1
June 9,10	Austin, TX	F-1, F-1
June 23,24	N. Dallas, TX	Q-500, F-1
July 7,8	Dallas, TX	QM, Q-500, F-1
July 21,22	Lockhart, TX	Q-500, F-1
Aug. 5-12	AMA NATS Reno, NV	QM, F-1
Sept. 1,2,3	Dallas, TX	QM, Q-500, F-1
Sept. 15,16	Ft. Worth, TX	F-1, F-1

NORTH CENTRAL EAST DISTRICT

May 20	Westland, MI	Q-500 (Special Rules)
June 2-3	Sylvania, OH	Q-500, QM, Form 1
June 24	Dayton, OH	Q-500
July 1	Bellevue, OH	Q-500
July 15	New Haven, MI	Form 1, Open 500
July 22	Westland, MI	QM
Aug 5	Rochester, MI	Q-500
Aug 25-26	LaSalle, MI	QM
Sept 8-9	Rough R., KY	QM Championships
Sept 23	Westland, MI	MW Q-500 NATS
Oct 7	LaSalle, MI	Form 1, Open 500

Please consult the competition calendar in Model Aviation for further details and C.D. contact. Note special rules for Q-500 and Open 500 prevail in NCE District.

1984 N.W.P.R.A. RACING SCHEDULE

DATE	EVENT	LOCATION	GROUP
APRIL 1	F-500 PYLON RACING	KENT	HAWKS
APRIL 28/29	F-1 PYLON	TOLEDO	MRRCS
MAY 5	F-1 PYLON	KENT	HAWKS
MAY 6	F-500 CHAMPIONSHIPS	KENT	HAWKS
MAY 5/6	CAN-500, F-1	MOOSE JAW SASK.	MJRCC
MAY 26/27	CAN-500, F-1 SPONSORED BY MOLSON'S BREWERY	REGINA, SASK.	RWF
JUNE 9/10	CAN-500, F-1	BOUNDARY BAY BC	RCFCBC
JUNE 23/24	CAN-500, F-1	CALGARY	CMPRA
JUNE 30/JUL 1	F-500, F-1 PYLON	SPOKANE	NWPRA
JULY 7/8	CAN-500, F-1	EDMONTON	ERCS
JULY 14/15	F-500, F-1	MONROE	PROPS
JULY 21/22	CAN-500, F-1	N, BATTLEFORD SASKATCHEWAN	NWRCC
JULY 22	MARYMOOR SPORT PYLON	REDMOND	MARC
AUG 5-12	A.M.A. NATIONALS	RENO	AMA
AUG 25/26	CAN-500, F-1	CALGARY	CMPRA
SEPT 9	F-500 WINTER SEASON OPENER	KENT	HAWKS
SEPT 22/23	NORTHWEST F-1 CHAMPS.	BOUNDARY BAY BC	RCFCBC
OCT 7	F-500	KENT	HAWKS
OCT 13/14	F-1 EAST/WEST CHALLENGE	SPOKANE	NWPRA
NOV 4	F-500 PYLON	KENT	HAWKS

RMPRA

Following is the racing schedule for 1984

April 29	Pikes Peak R/C	Quickee 500	
May 6	Pueblo	Quickee 500/Quarter Midget	RMPRA
May 20	Pikes Peak R/C	Quickee 500	RMPRA
June 3	Jefco	Quickee 500	RMPRA
June 24	Pikes Peak R/C	Quickee 500	RMPRA
July 8	Pikes Peak R/C	Quarter Midget - changed To Q-500	RMPRA
July 22	Pikes Peak R/C	Quickee 500	
August 12	Jefco	Quickee 500	RMPRA
August 19	Pikes Peak R/C	Quarter Midget Q-500	RMPRA
August 25/26	Pueblo	Formula I	
September 9	Pikes Peak R/C	Quickee 500	
September 23	Pikes Peak R/C	Quarter Midget Q-500	RMPRA
September 30	Pueblo	Formula I/ Quarter Midget	RMPRA
October 14	Pueblo	Formula I/Quickee 500	RMPRA

Rocky MT Pylon
- Racing Assoc.

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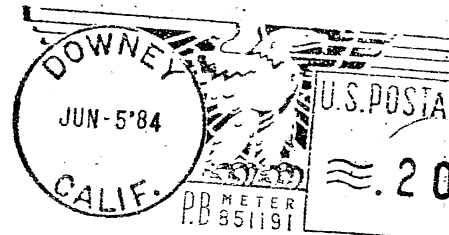
Annual dues Non Flying members \$13.00 U.S.
Flying members \$18.00 U.S.

1984 Membership Application

Please fill out the following application completely. It is most important that you let us know your interest. If you fly Formula One, Quarter Midget and Quickie 500, fill in how much interest you have in each event. Non Flying members have all rights and privileges except flying and gathering points.

NMPRA

Bev Wisniewski
9222 Cedar Street #2
Bellflower, CA 90706
(213) 866-2703



Ed Rankin
6072 Wonder Dr.
Ft. Worth, TX 76133

1ER