



NEWS RELEASE

NMPRA PURPOSE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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JULY 1984

AMA AFFILIATED

SINCE 1965

President's Page

Gentlemen:

Attention District V.P.'s: due to the fact that the Formula 1 Championship Race is going to be held the second week in October, the 13th and 14th, it is most important that your qualifiers list be up to date. These names will have to be sent in by September 15, 1984. If there are any last minute changes you will have to contact me by phone. The season still ends the last weekend in September. It is now official that the race will be held in Tennessee.

I have been receiving some form letters from a small group of Quickie 500 flyers who disagree with almost everything that the NMPRA Rules Committee is working on. It's great to disagree, but without any constructive ideas your disagreement is of no help. Nobody is going to force these rules down anyones throat. These rules are supposed to help make Quickie 500 a more standardized event.

It sure would be nice to have some interesting articles for the Newsletter, so how about it fellas, please write something.

Hope to see you at the 1984 Nats.

With sincere regards,

Ron

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

You can classify take-off collisions into two types, those that occur on the ground, and those that take place in the air right after take-off. The first occurs when one plane veers violently left or right into the path of another and ends up T-Boned! The second is where they all lift off only to have a couple decide they want the same air space at the same time and end up back on the ground. Not always, mind you, sometimes they just bump and continue, anyway, these collisions are the product of two different types of take-off, "race horse", and "staggered".

In a staggered start, the planes are usually strung out in line and chances of hitting in the air are greatly reduced. Sometimes someone catches-up but not near as many as race horse starts where they are four abreast and moving! If this sounds like an endorsement of staggered starts, it's not!!! I haven't kept track over the past dozen years which type happens most but it sure seems like it's the T-Bone on the ground type and how does the start influence this??

Easy..... staggered starts gives one plane just enough time to get right in front of another because of the flagging interval. When they are pushed off together, there isn't time to get over unless they run a long way on the ground. Again, it does happen with race horse starts but the odds are greatly reduced.

What we're leading up to is, playing the odds. Since Quarter Midget allows both type starts, which to use?? Since I feel there are more collisions on the ground, I would do what I could to reduce this and order race horse starts. I have attended races in other areas where only the stagger start is used and if anyone asks why, he is usually looked on as plenty weird or a troublemaker.

In early Quarter Midget, the Formula I influence prevailed and everyone used the stagger. Thru time a lot of changes have evolved and somewhere the race horse start came along. Some time back in my area, we changed to race horse and I'm confident collisions are at a minimum.

I'm sure by now Jake is shaking his head and muttering to himself but I believe what I say and recommend you try it.

It's good to hear about the resurgence of QM in California, however, a statement in last months Cucamonga race report by Ted burns kind a bothers me. Ted reported the OPS 15 needs some changes in the head shape to make it competitive. I hope he was talking about something from the factory in lots of 500. Please guys, no experimenting. Not allowed, not even by Ron Young..

Speaking of California, now that there is QM racing again, I could use a District Vice President from that area. Someone to keep track of the races, and promote NMPRA. Anyone want to volunteer?? Isn't that much work.

Drop me a line, thanks.....

2

Yeager



NMPRA

WESTERN DISTRICT V.P.

PH. (714) 960-5065

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

Western Championship
San Luis Obispo
May 19 & 20 1984

Every time I attend the San Luis Obispo race, I'm amazed on how this small club can always be counted on to put on a good race. In years past they have always had out-standing racing, just one small problem. A rough runway! they've extended, widen and repaved it. Nice going guys, that one way of fixing that small problem.

San Luis Obispo City Recreation Center was the place to be Friday evening, for registration and static scale judging. It's always a great feeling to see old friends and to meet new friends from different parts of the country. Dub Jett & Dave Layman From Tx. Tom Strom and Don Rice from Wa. With 37 entries scale judging is no easy matter. Best of scale went to Ron Schorr.

Saturday morning brought clear sky and mild temperatures, perfect for racing. The first two rounds went pretty mild, with everyone trying to feel out what type of prop to use. Strange things seem to always be happening when your racing. In the third round Dave Shadel and Mike Atzei Jr. were brought to the line, now this should be a good hot race. Early Dave posted a 1.14.18 and Mike posted a 1.12.71. Dave off first, Mike off on his tail. Dave kept about a 30 foot lead, flying was real tight. In the sixth lap Mike was rounding #2 when he cut thru #2 & #3 then got off course causing him also to cut #1. He was now out of the race and had his hands full trying to land his plane. (When he went to retrieve his plane a small bird was jammed into his wing. It's seems that the bird was sitting on top of the lap counters cage, then decided to fly off at the wrong time.) Dave was now able to coast for the remaining laps. to post a fast time of 1.09.43. In the third round, Kent Nogy and Tony Hubber mid-air, it was a tough break for both of them, no one likes a mid-air.

Six rounds wer flown on Sat. Jeff Bertkin held a perfect score, Dub Jett down 1 Pts, Dave Shadel down 4 Pts, Tom Christopher and Paul Stenberg down 5 Pts, Larry Laulom and Scott Manning down 6 Pt.

A Sat. late afternoon barbecue feast was planed at the flying field with Steak, Chicken, Beans, Salad & Bread. Enough for all to eat, seconds and thirds for some hungry flyers and all for a very modest price. Its sometimes nice to just sit around and talk to other flyers about what went wrong in a day of racing, rather then going to get cleaned up and attending a big banquet.

Sunday morning S.L.O. club had another surpise plan for those who attended. Pancake breakfast at the flying field. Now I had to pass on those pancakes, for I was still full from the evening before. For those who did have it said it was a good morning treat.

Sunday weather was a little bit cooler and times were down a bit. Racing was still hot and heavy. A total of ten rounds were flown, place standing change with ever round. Ron Schorr lost his best of scale with a folded wing. Kent Nogy lost his back up plane with a bad servo. Bad engine runs cause a lot of flame outs. Don Rice had the best sounding 4 cycle there. Tenth round cause Jeff Bertkin to loose his perfect score to Dave Shadel, and Dave held on to his fast time with a 1.09.43

Calcutta race had Tom Christopher as the auctioneer, auctioning off 13 fastest available pilots for a price tag between \$60.00 too \$230.00 dollars. Bringing the grand total to over \$1.000.00 Dollars. Disbursement of race purse is, 45% to pilot's sponsor, 45% to winning pilot, 10% to host club. Three four man heats are set up, the winner of each heat gets to race against the fast time holder, being Dave Shadel. Anything goes you have no friends when your out on the line. Kent Nogy, Larry Laulom and Paul Stenberg, all won their heats, every one else was out of it. Now you had Kent, Larry, Paul and Dave going for all the marbles. It took us all by suprise when Larry jumped out in front for a while and flamed out, which left Dave out in front, then he too flamed out, which left Kent and Paul to battle it out. Kent had the fastest of the remaining two planes, to win the race of races. Good luck to all next time.

Congratulation to Kent on winning the calcutta race and to Jeff Bertkin who made us believers on a nice victory thru the back door. Just Kidding Jeff.

At this time I would like to thank the SLO Flyers for their outstanding job of hosting this race and to all those pilot's and callers who came from out of their district to attend are race.

Hope to see you at the National

Mike Atzei Sr.

EXPERT

1st.	Jeff Bertkin	1.13.60
2nd	Dave Shadel	1.09.43*
3rd	Paul Stenberg	1.17.61
4th	Dub Jett	1.14.44
5th	Mike Atzei Jr.	1.10.89
6th	Larry Laulom	1.15.40
7th	Tom Christopher	1.13.20
8th	Paul Benezra	1.23.78
9th	Brad Young	1.17.77
10th	Scott Manning	1.19.13

STANDARD

1st	Mark Smith	1.23.35
2nd	Bill Malo	1.29.76
3rd	Chuck Brown	1.27.07
4th	Jim Kelly	1.35.16
5th	Mark Lattimore	1.35.14

* Fast time

The Smyrna Air Races - April 28 & 29 - Smyrna, Tn. - C.D. G. Doe
 Quickie 500 Quarter Midget Formula 1

The headline could have read "Smyrna Air Races Rained Out". At least five potential contestants drove to Smyrna, Tn. and went home without flying once. They were the ones who knew for sure that the race would be cancelled.

Others waited around to hear the inevitable "cancelled due to rain". But wait, by 11:00 am Saturday, after only 1.2 inches of rain in three hours, the sun came out and so did 36 Quickie 500's. Five rounds were completed by 6:30 pm and trophies were presented in the dark.

Racing began Sunday at 9:00 am, only to cease four heats into Quarter Midget. From 9:30 to 1:00 the weather gods treated us to a spectacular downpour of 1.9 inches of rain. Contestants and workers alike were packing up and heading for dryer places, mostly home!

Why the rain quit, we may never know. Maybe someone wanted to see if the contest director could live up to his promise to complete both Quarter Midget and Formula 1 before dark! It's a tribute to both the workers and the contestants that 45 heat races were flown in 5½ hours Sunday afternoon.

There were many excellent races in all three events, and the final results are listed below. One of the more impressive performances that comes to mind was Bob Brogdon's K&B powered Pole Cat, which won First Place, Fast Time and Best Finish in Formula 1.

Stop watches were awarded to the top six places in Q.M. and F-1.

While there are always winners and losers in racing, in my book, everyone who worked or flew at the Smyrna "Rain" Races was a winner. Thanks to everyone for supporting our event, and not losing hope in the face of such lousy weather.

Quickie 500

- | | | | | |
|-----------------|----------------|----------------|----------------|-----------------|
| 1) M.Klutz | 9) D.Whiteaker | 16) B.Etter | 23) G.Kiestler | 30) H.Helman |
| 2) D.Latsha | 10) J.Bartels | 17) L.Burns | 24) M.Black | 31) D.Winfield |
| 3) B.Schuster | 11) B.Roos | 18) R.Tucker | 25) J.Clarke | 32) M.Wileaver |
| 4) J.DeMeritte | 12) D.Proctor | 19) J.Moorhead | 26) G.Pannell | 33) D.Ennis |
| 5) T.Gardenhire | 13) P.Farmer | 20) S.Conley | 27) G.Jacobson | 34) R.Armstrong |
| 6) B.Clayton | 14) S.Kovach | 21) R.Young | 28) M.Paritz | 35) M.Gore |
| 7) N.Nicklaw | 15) C.Burnette | 22) M.Gilreath | 29) H.Murray | 36) T.Grether |
| 8) E.Maroon | | | | |

Quarter Midget

- | | | | | | |
|------------------|--------|-----------------|--------|-----------------|-----|
| 1) G. Jacobson | 1:29.1 | 8) B. Roos | 1:32.1 | 15) C. Burnette | N/T |
| 2) J. Bartels | 1:27.3 | 9) B. Schuster | 1:31.7 | 16) D. Ennis | N/T |
| 3) T.Kwiatkowski | 1:31.2 | 10) R. Knepper | 1:29.5 | 17) M. Gilreath | N/T |
| 4) J. DeMeritte | 1:36.4 | 11) B. Richmond | 1:30.0 | 18) T. Grether | N/T |
| 5) D. Latsha | 1:24.6 | 12) S. Kovach | 1:47.9 | 19) E. Maroon | N/T |
| 6) D. Whiteaker | 1:41.7 | 13) M. Klutz | 1:38.5 | 20) J. Moorhead | N/T |
| 7) L. Hipkins | 1:33.0 | 14) N. Nicklaw | 1:44.4 | | |

Formula 1

- | | | | | | |
|-------------------|--------|--------------------|--------|--------------------|--------|
| 1) B. Brogdon | 1:12.9 | 7) G. Heithold | 1:21.0 | 13) G. Howard | 1:30.6 |
| 2) Brian Richmond | 1:14.8 | 8) B. Schuster | 1:29.8 | 14) R. Knepper | 1:26.5 |
| 3) D. Latsha | 1:16.2 | 9) G. Pannell | 1:23.8 | 15) J. DeMeritte | 2:04.4 |
| 4) B. Reuther | 1:18.3 | 10) J. P. Hanway | 1:37.8 | 16) J. Bartels | N/T |
| 5) J. Moorhead | 1:18.4 | 11) T. Kwiatkowski | 1:37.8 | 17) L. Hipkins | N/T |
| 6) G. Jacobson | 1:18.4 | 12) D. Winfield | 1:38.3 | 18) Bruce Richmond | N/T |

TO: NMPRA Q-500 RULES COMMITTEE

FROM: Cliff Telford, Chairman

DATE: June 16, 1984

The ballot which I submitted to you on May 16, was returned by eight committee members. Meyers wished to abstain on this ballot; Brown and Kelly did not respond. The results are as follows:

	JACOBS	JETT	KILBONK	MEYERS	LATSHA	NIKODEM	TELFORD	WALLACE	
Allow Foremost Mount	Y	Y	N	A	Y	N	Y	N	Y=4, N=3, A=1
Allow Schneurle	Y	N	Y	A	N	N	N	N	Y=2, N=5, A=1
Allow ABC	Y	N	Y	A	N	Y	N	N	Y=3, N=4, A=1
Allow PDP	Y	Y	Y	A	Y	N	Y	N	Y=5, N=2, A=1

Therefore the first draft of the Q-500 rules will be changed to reflect the voting as above. The Foremost mount and PDP porting will be allowed. Schneurle porting and ABC metallurgy will not be allowed.

This information will be transmitted to Ron Schorr, and Bev Wisniewski for inclusion in the NMPRA newsletter immediately. I will send a revised or final draft of the rules to all committee members as soon as possible.

Thank you for your time, effort and patience.

Sincerely,

Clifford A. Telford

CAT:nt

"A temporary, tack-glue joint isn't."

"Propeller -- a device for measuring the pain threshold of a finger."

This was the fifth annual race weekend sponsored by the Flying Tigers, and it featured CAPS racing at its finest.

Q-500: Saturday dawned warm (80°) and somewhat humid, with a whisper of breeze (cross-wind of course) and drew 36 entries in Q-500---count 'em folks! If there is any hesitation in other parts of the country to support handicap Q-500 with schneurle engines---don't knock it 'till you try it. All entries used the Spickler design, stock props, with S.T. S-40 (ringed) except Art Arro, who used a KB #8011. He tried the 475' QM course in anticipation of the National NMPRA Q-500 rules and also allowed Master airscrew props which some flyers now actually prefer to Rev-Up.

The Q-500 race was a bloodbath as three flyers centerpunched #2 pylon (A Merlino, R. Knepper, J. Krauer), and Billy Johanson tested #3 and lost, in the fly-off. John Kilsdonk and Tom Kwiatkowski engaged in a spectacular mid-air between #2 and #3, and there were four other crashes due to pilot error.

Mike Lasker easily won the fly-off for first with Rick Bork and Billy Johanson (see above). Ace Merlino won the CAPS fast time award with a 1:32.8.

The large turnout in Quickie precluded running any QM on Saturday.

Sunday brought cooler temps (75°), less humidity, and a steady 15 mph wind down the course. The Saturday evening thunderstorms left the field swampy enough to cause some problems landing the QM's and FI's.

QUARTER MIDGET: QM drew the normal 18 entries, most of whom were displaying some new "winter horsepower" but had rusty thumbs. Except for the mentioned landing problems, the racing was typically uneventful but very competitive. Steve Metzger got good draws and easily won first place while a four-way fly-off developed for second. John Kilsdonk beat out Dave Keats, 1:26 to 1:30, while Ace Merlino cut and Billy Johanson double cut. Mike Lasker won the CAPS fast time award with a 1:24.9

FORM I: Form I saw the usual ten entries plus one (this writer---flying a Keats renta-I). Lots of experimenting with props and engines and the usual high count of zeros ended with Mike Lasker in first and a three-way fly-off for second. Ken Hulik beat out both Rex Knepper and Dave Keats going away. Wayne Yeager won the CAPS fast time award with a 1:25.0.

SUMMARY: Good weather, good racing and those of us who flew all three events got in enuff racing to hold us 'till at least Wednesday.

Congratulations to Mike Lasker who won both Q-500 and FI and also won QM fast time.

--- John Kilsdonk

RACE RESULTSTOLEDO FLYING TIGERSREX KNEPPER, C.D.GREAT LAKES PYLON WEEKEND
JUNE 2,3, 1984Q-500

<u>POS.</u>	<u>NAME</u>	<u>PTS.</u>	<u>FAST TIME</u>	<u>POS.</u>	<u>NAME</u>	<u>PTS.</u>	<u>FAST TIME</u>
1.	M. Lasker	19	1:37.3	19.	D. Gohn	11	1:53
2.	B. Johanson	19	1:35.6	20.	A. Apaza	10	1:37
3.	R. Bork	19	1:40	21.	R. Morgan	10	1:47
4.	W. Yeager	18	1:35.7	22.	G. Versaw	10	1:49
5.	K. Hulik	17	1:34.7	23.	A. Wakeford	9	1:48
6.	G. Richardson	16	1:49	24.	L. Ratkos	9	1:56
7.	D. Cohen	15	1:37.2	25.	D. Keats	8	1:41
8.	B. Hisey	14	1:47	26.	T. Kwiatkowski	8	1:44
9.	J. Carter	14	1:47	27.	A. Booth	8	1:54
10.	S. Metzger	14	1:49	28.	J. Widman	7	1:42
11.	A. Merlino	13	1:32.8	29.	B. Harris	7	2:35
12.	A. Arro	13	1:42	30.	H. Apaza	6	1:33
13.	P. Waters	13	1:45	31.	J. Krauer	3	1:45
14.	M. Herbert	12	1:59	32.	K. Heatlie	3	2:05
15.	R. Blake	12	2:10	33.	M. Klintworth	2	1:59
16.	J. Cohen	11	1:38	34.	R. Howard	0	N/T
17.	J. Merlino	11	1:49	35.	J. Kilsdonk	0	N/T
18.	R. Overman	11	1:50	36.	R. Knepper	0	N/T

QUARTER MIDGET

1.	S. Metzger	19	1:30.6	10.	K. Hulik	11	1:32.9
2.	J. Kilsdonk	17	1:27.0	11.	D. Sumner	11	1:35.0
3.	D. Keats	17	1:29.3	12.	T. Kwiatkowski	11	1:38
4.	A. Merlino	17	1:28.0	13.	K. Matney	9	1:48
5.	B. Johanson	17	1:26.4	14.	R. Knepper	7	1:26.2
6.	W. Yeager	15	1:28.0	15.	R. Blake	3	1:53
7.	M. Lasker	14	1:24.9	16.	J. Carter	2	1:39
8.	B. Howard	12	1:53	17.	J. Cohen	0	--
9.	D. Cohen	11	1:29.5	18.	K. Heatlie	0	--

FORMULA I

1.	M. Lasker	18	1:31.7	Toni X-40
2.	K. Hulik	16	1:26.1	Toni X-40
3.	R. Knepper	16	1:29.4	Toni X-40
4.	D. Keats	16	1:25.1	Toni X-40
5.	W. Yeager	15	1:25.0	Pellets X-40
6.	J. Kilsdonk	13	1:33.0	Toni X-40
7.	S. Metzger	13	1:33.1	Estrellita X-40
8.	A. Arro	11	1:26.4	Denight KB 6.5
9.	T. Kwiatkowski	8	1:39	Estrellita X-40
10.	B. Hisey	6	1:33	Toni X-40
11.	J. Cohen	0	--	Toni OS VRF 40

---John Kilsdonk

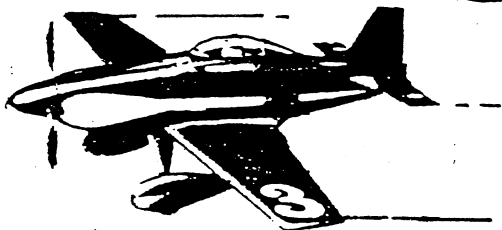
THE 11th ANNUAL

SILVER CUP

CHAMPIONSHIP QUARTER MIDGET RACE



SATURDAY & SUNDAY
AUGUST 25th & 26th
1984



- ★ PLACES 1st - 5th!
- ★ CASH & TROPHIES!!
- ★ DOOR PRIZES!!

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R/C CLUB

C.D. - Rex Knepper ENTRY FEE: \$15.00

SITE: TOLEDO WEAK SIGNALS FIELD

FUEL - 15% COOL POWER

CURRENT RULES -

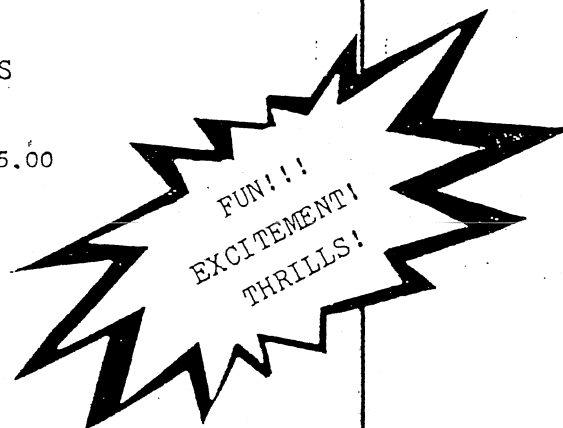
AMA SANCTIONED

REGISTRATION - 9:00 A.M.

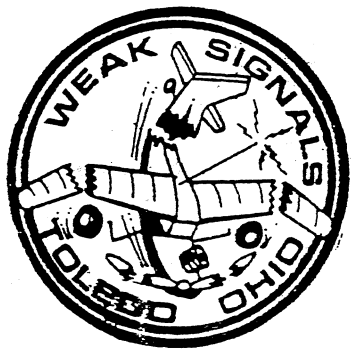
RACE STARTS - 10:00 A.M.

PLENTY OF PARKING

FOR INFORMATION, CALL LES HADDAD OR REX KNEPPER



LES: (419) 471-1108 REX: 1949 MIAMI ST. TOLEDO, O. 43605 (419) 666-7871



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ANIMAL 500

WING AREA vs. ENGINE DISPLACEMENT PER AMA RULES

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EXPANSION TYPE OR TUNED MUFFLER

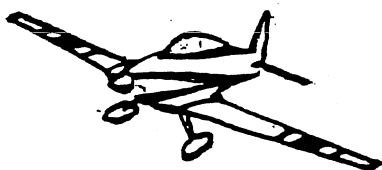
YOUR FUEL

CASH & TROPHIES

1st - 5th

FORMULA 1

AMA RULES



CASH & TROPHIES

1st - 3rd

SAFETY INSPECTION

REGISTRATION 8:30 - 9:30

RACE TIME 10:15 (Promptly)

MAP AND HOTEL INFORMATION FOR BOTH
CONTESTS AVAILABLE UPON REQUEST FROM
EDITOR.

AMA
SANCTION

SUNDAY
October 7, 1984

C.D. Tom Kwiatkowski (419) 474-6458

FORMULA 1

As is common with North West weather, the later it got in the week, the worse the weather report for the weekend. After a beautiful, sunny, balmy, Friday, Saturday dumped on us, scaring away some of the help and delaying any racing until around 11:00 A.M. Between squalls, we were only able to complete two and one half rounds of F-500 racing. The weather cleared enough for a couple of F-1 test flights around 6:00 P.M. There were 12 entries in F-500 and Dan Nally posted a 1:26:26 for the fastest time in two and one half rounds.

Sunday dawned just as wet and colder than Saturday. Around 10:30 A.M. we had enough help to run a race and the weather looked like it might cooperate. Twelve brave entrants were signed, the matrix made up (no judging for take-off position) and racing was underway at 11:45. Due to cold, wind and occasional rain, we only flew five hotly contested rounds.

Standings after five rounds were:

NAME	TIME	PLACE	POINTS
WALT RIESS	1:18:77	1	95.1 *
TOM STROM	1:20:00	2	86.5 **
STAN BROWN	1:25:09	3	78.0 **
NELSON EDDY	1:22:71	4	69.5
JIM KELLY	1:33:73	5	60.9
AL WATSON	1:23:70	6	52.4
DAN NALLY	1:33:72	7	43.9
DON RICE	1:36:86	8	35.3
CHARLEY SILVER	1:25:30	9	26.8
BOB EDISON	1:46:41	10	18.3
ROGER PIERCE	1:37:49	11	9.7
JACOB COOK	2:03:07	12	1.2

*FAST TIME ** FLY-OFF

MOOSE JAW, SASKATCHEWAN MAY 6/7 ,1984

The weather favored us on Saturday for the first F-1 race ever held in Moose Jaw. The local club pitched in to provide lots of help towards a well organized race. There were some hotly contested heats but the highlight was Walt Chikmoroff's barb wire stretching job in his last heat. Was the fence too high or Walt too low? After six rounds, fast airplanes, and lots of cuts, here are the results.

FORMULA 1

NAME	TIME	PLACE	POINTS
RANDY SMITH	1:26	1	95.1
HAROLD SATTLER	1:24	2	86.5
WALT CHIKMOROFF	1:25	3	78.0
MURRAY HAMULA	1:24	4	69.5
ORLAN DOWDSWELL	1:24	5	60.9
IAN WARD	1:23	6	52.4
DOUG MOISUK	1:24	7	43.9
GORDON GILCHRIST	1:28	8	35.3
RICHARD QUINNEY	1:29	9	26.8
CHUCK SWANEY	1:47	10	18.3
LYLE BAKER	1:46	11	9.7
ART PLUNZ	N.T.	12	1.2

//

REGINA (MOLSON'S 5TH ANNUAL AIR RACE) MAY 25/26

WHO COULD ASK FOR BETTER WEATHER CONDITIONS, WHEN SUNNY SKIES, LIGHT BREEZE AND WARM TEMPERATURES PREVAILED ALL WEEKEND? THERE WERE 25 CAN-500 ENTRIES AND 19 IN F-1. JACK ELLEFSON CAME THROUGH WITH HIS USUAL MID-AIR IN THE FIRST HEAT. JOE HRIBAL COOPERATED IN THIS EVEN THOUGH IT COST HIM AN AIRPLANE.

MOLSON'S BREWERY SPONSORED A FANTASTIC PARTY SATURAY NIGHT. FREE BEER AND STEAKS HELPED TO PROVIDE SUBSTANCE TO THE WEARY FLIERS. LOTS OF DOOR PRIZES HELPED TO CONSOLE FLIERS WHO HADN'T PLACED IN THE WINNER'S CIRCLE.

SUNDAY MORNING (SAME GREAT WEATHER) WELCOMED THE FIRST F-1 HEAT. MURRAY HAMULA FLEW A PERFECT RACE TO FLY TO AN UNCONTESTED FIRST PLACE AND FAST TIME. JACK ELLEFSON PULLED NUMBER ONE SO HARD, HE TURNED OFF HIS RECEIVER, AND ENTERTAINED THE CROWD WITH A PERFORANCE OF CONSECUTIVE LOOPS. AFTER RUNNING OUT OF FUEL THE AIRCRAFT GENTLY LANDED ITSELF OUT OF HARM'S WAY! SINCE IT WAS SEEDING TIME, DOUG MOISUK PLANTED HIS F-1 IN THE SUMMER FALLOW (WHAT A DUST STORM)! SECOND AND THIRD PLACE WAS DECIDED BY A CLASSIC FLY-OFF. IAN WARD AND HAROLD SATTLER TRADED THE LEAD FOUR OR FIVE TIMES UNTIL HAROLD TOOK A SHORT CUT AND ENDED THE RACE. THANKS AGAIN TO MOLSON'S AND ALL THE REGINA WINDY FLYERS.

CAN-500			
NAME	TIME	PLACE	POINTS
DOUG MOISUK	1:51:47	1	102.0 *
RICHARD QUINNY	1:56:39	2	97.8
ORLAN DOWDESWELL	1:59:92	3	93.6
VINCE MULHALL	1:52:62	4	89.4
RICHARD SINKIW	2:03:40	5	85.2
BRENT REUSCH	2:00:13	6	81.3
LYLE BAKER	2:03:98	7	76.8
BRIAN COOK	2:10:00	8	72.6
HAROLD SATTLER	1:56:33	9	68.4
WALT CHIKMOROFF	1:58:68	10	64.2
PAT FOLK	2:26:19	11	60.0
MURRAY HAMULA	1:56:79	12	55.8
KLEMCHUK	2:13:47	13	51.6
DAVE CORNELL	2:06:99	14	47.4
ART PLUNZ	2:10:10	15	43.2
BILL WAKEMAN	2:16:00	16	39.0
FLANNIGAN	2:02:40	17	34.8
CAL GANSHORN	2:03:39	18	30.6
KEN LEACH	2:22:00	19	26.4
RANDY SMITH	1:59:82	20	22.2
CHUCK SWANEY	2:07:58	21	18.0
RUSSELL VOTH	2:07:81	22	13.8
JOE HRIBAL	2:23:00	23	9.6
JACK ELLEFSON	2:02:58	24	5.4
GARY KINCAID	N/T	25	1.2

* FAST TIME

FORMULA 1 - REGINA - MAY 27, 1984

NAME	TIME	PLACE	POINTS
MURRAY HAMULA	1:24:34	1	99.5 *
IAN WARD	1:29:74	2	94.1 **
HAROLD SATTLER	1:27:38	3	88.6 **
RICHARD QUINNEY	1:25:03	4	83.1
WALT CHIKMOROFF	1:27:30	5	77.7
RANDY SMITH	1:25:93	6	72.2
RUSSELL VOTH	1:35:23	7	66.8
ORLAN DOWDESWELL	1:36:15	8	61.3
JIM PEPPERDINE	1:25:31	9	55.8
LYLE BAKER	1:37:03	10	50.4
ART PLUNZ	1:55:94	11	44.9
BARNSELY	1:56:02	12	39.4
VINCE MULHALL	1:29:40	13	34.0
RICHARD SINKIW	1:34:87	14	28.5
JACK ELLEFSON	1:28:65	15	23.1
BILL WAKEMAN	1:41.08	16	17.6
GORDON GILCHRIST	1:52:20	17	12.1
DOUG MOISUK	1:52:99	18	6.7
CHUCK SWANEY	2:16:52	19	1.2

* FAST TIME ** FLY-OFF

FROM THE EDITOR

The Pylon Championships will be held early this year. October 13 & 14 in Smyrna, Tenn. All of you V.P.'s will have to send your point standings in the first of September in order for me to get the invitations in the mail.

As most of you know I am also very active in Control Line. The C/L World Championships are being held in Massachusetts Sept. 17 thru 22. Now you know where I will be in September.

We are calling for nominations for N.M.P.R.A. President. I know it's early but if you could see my schedule for the summer you would understand.

I want to run the ballots in the newsletter going out the edn of August. Remember we need an acceptance from your nominee. If the nominees wish to have a campaign letter printed in the newsletter it must be in my hands before Aug. 20.

It is not too soon for those who plan to run for N.M.P.R.A. President to think about your choices for Secretary, Treasurer and Newsletter Editor.

Don't miss the Nats. It is shaping up to be a real good one.

See you there!

Ben

RACE AGAINST CANCER

Dallas, Texas

May 27, 1984

25 entries

5 rounds

4 plane heats

Sunday morning came sunny and clear, with a 10 mph wind down the runway. Round one got underway rather slow the only exciting race was with Ed Rankin and Norm Johnson as Norm pulled away at 1:18.0 and Ed at 1:19.0. Round 3 started hot with Rick Oliver Ed Rankin and Scott Kalmus going at it hot and heavy, as Rick won going away at 1:15.4 Ed at 1:19 and Scott 1:21.1. Then came Dick Ritch and George Parks as they turned in perhaps the best race of the day, they were tip to tip for 10 laps but George cut No. 1 pylon on about lap 9 as Ritch won it at 1:21.0. The rest of the race went off rather uneventful as Norm Johnson walked away with the win after a 2 year dry spell, way to go Norm.

We would all like to thank the Dallas RC Club, all the people who worked, and Glenda Marchesoni for organizing it for the American Cancer Society, and a big thanks to all the sponsors who all total donated \$10,750.00 based on points scored by the pilots, and a big thank to Val "Super Wop" Marchesoni who donated a Grandfather clock for the pilot who came up with the most sponsors.

And the winner was Phil Bussell with sponsors at \$181.00 pre-point as he went home with a beautiful \$1000.00 clock. Race results follow.

<u>PLACE/NAME</u>	<u>POINTS</u>	<u>AIRPLANE/ENGINE</u>	<u>FAST TIME</u>
1. Norm Johnson	20	Toni/X-40	1:17.33
2. Dick Ritch	18	Pellets/K&B	1:21.32
3. Fred French	18	Pellets/X-40	1:26.33
4. George Parks	17	Pellets/X-40	1:18.29
5. Bruce Richmond	17	Toni/X-40	1:21.81
6. Richard Oliver	16	Polecat/X-40	1:15.46**
7. Gary Pannell	16	Denight/X-40	1:18.74
8. Phil Bussell	16	Denight/X-40	1:20.58
9. Dub Jett	14	Denight/X-40	1:21.45
10. Dave Layman	12	Polecat/X-40	1:21.74
11. Ed Rankin	10	Polecat/X-40	1:19.80
12. Scott Kalmus	10	Toni/X-40	1:21.17
13. Scott Sidener	10	Toni/X-40	1:56.83
14. Fog Tanner	9	Toni/K&B	1:40.00
15. Tracy Hill	8	Denight/X-40	1:23.00
16. Hubert Wills	8	Denight/X-40	1:27.70
17. Don Winfield	8	Polecat/X-40	1:32.14
18. Jerry Small	7	Shoestring/K&B	1:25.78
19. Jerry Hipple	7	Denight/X-40	1:26.60
20. Jim Young	5	Toni/X-40	1:28.26
21. Gary Heithold	4	Denight/X-40	N.T.
22. Terry Rollins	3	Denight/X-40	1:49.30
23. Richard Tocci	1	Toni/X-40	N.T.
24. Larry Lacy	0	Stinger/X-40	N.T.
25. J.P. Hanway	0	Denight/X-40	N.T.

** Fast Time

Austin, Texas June 9, 1984 18 Entries 5Rounds 3plane heats

Saturday morning dawned gloomy and windy with a threat of rain, racing started about 10:30. The first round was a bit dull but things began to pick up in the second as Ed Rankin and Rick Oliver tangled and they went at it tooth and nail, but on lap nine Rick cut No. 1 pylon as Ed won in at 1:16.7 and Rick at 1:22 for 11 laps. As round 3 started, Ed and George Parks got together for a good race as George won at 1:16.4 and Ed at 1:18.9. Then came Rick Oliver and Dub Jett, they stayed nose to nose for 4 laps, then came the biggie as they tried to share the same airspace, that don't work, as both airplanes were completely destroyed. "Good mid-air". That makes 3 mid-airs in two contests for Jett. Next came Norm Johnson and Dave Layman Fred French this was one good race as all three together the entire 10 laps battling it out and Dave was the eventual winner at 1:18.7 Norm second at 1:19.1 and Fred at 1:19.4. Not much exciting in round five as George Parks won his final heat going away and the contest, now most everyone began to throw thier junk in thier cars and headed for Fred French's home for the ensuing party to come. Contest results follow:

<u>PLACE/NAME</u>	<u>POINTS</u>	<u>AIRPLANE/ENGINE</u>	<u>FAST TIME</u>
1. George Parks	15	Pellets/X-40	1:16.4 *
2. Ed Rankin	14	Polecat/X-40	1:16.7
3. Dave Layman	13	Polecat/X-40	1:18.7
4. Norm Johnson	12	Toni/X-40	1:19.1
5. Fred French	12	Pellets/X-40	1:19.4
6. Dub Jett	10	Denight/X-40	1:19.8
7. Gary Heithold	10	Denight/X-40	1:26.3
8. Gene Smith	10	Denight/K&B	1:27.0
9. Gary Pannell	10	Denight/X-40	1:28.0
10. Fog Tanner	9	Denight/X-40	1:30.0
11. Richard Oliver	8	Polecat/X-40	1:22.2
12. Phill Bussell	8	Denight/X-40	1:22.4
13. Tracy Hill	8	Denight/X-40	1:23.0
14. Steve Hill	8	Toni/X-40	1:40.0
15. Chris Stubbs	7	Polecat/X-40	1:38.0
16. Hubert Wills	6	Denight/X-40	1:27.0
17. Sam Pisciotta	1	Denight/X-40	1:37.0
18. Dick Ritch	0	Pellets/K&B	N.T.

* Fast Time

"The only hazard on the field is the place where nobody can hit it, and everybody does."
 (Moving tree corrolary, also known as the light pole mobellus)

Austin, Texas June 10, 1984 21 Entries 5 Rounds 3 plane heats

Sunday came bright and sunny with the same 15 mph wind down the runway. With a few hangovers from the night before, racing picked up where it left off Saturday. First up was George and Jett, the usual hot contested race expected didn't pan out as Jett got a rich needle setting and George won at 1:17 and Jett in at 1:21. Next up was Norm Johnson and Dave Layman and again went at it for a good race, as Dave jumped Norm on the first lap for about a 50 foot lead and managed to hold it, Dave in at 1:17.8 and Norm at 1:18.6. Now up was George Parks and Fred French and George had it running this time, in at 1:15.3 and fast time. Up next was Dub Jett and Gary Heithold as they had a good hot race with Jett winning at 1:16.2 and Gary 1:18.0. Next up was Ed Rankin Dick Ritch and Tracy Hill turned out to be a good race, as Ed won at 1:21.0 and Hill at 1:23.0 and Ritch showed us how to fly too low around pylon #3 'good crash Dick.' Instant rekit. As round 5 began to close George Parks and Dave Layman both had perfect scores and Dave won his last race and George Parks and Ed Rankin and Steve Hill went to the line for the last heat race of the day. As the clock wound down George couldn't keep his engine running and zeroed as Ed won at 1:21 and Dave Layman won the marbles. In all this was a fine weekend of racing the Austin Club did a great job running the race. With Mike Krizan as starter and no reflys. Thanks guys you did good. Sunday's results follow:

<u>PLACE/NAME</u>	<u>POINTS</u>	<u>AIRPLANE/ENGINE</u>	<u>FAST TIME</u>
1. Dave Layman	15	Polecat/X-40	1:17.8
2. Norm Johnson	14	Toni/X-40	1:16.7
3. Dub Jett	13	Denight/X-40	1:16.2
4. George Parks	12	Pellets/X-40	1:15.3 *
5. Phill Bussell	11	Denight/X-40	1:19.6
6. Fred French	11	Pellets/X-40	1:20.0
7. Ed Rankin	10	Polecat/X-40	1:21.0
8. Bruce Hobbs	10	Mustang/X-40	1:22.0
9. Dick Ritch	9	Pellets/K&B	1:21.0
10. Hubert Wills	9	Denight/X-40	1:28.0
11. Gary Heithold	8	Denight/X-40	1:18.0
12. Tracy Hill	8	Denight/X-40	1:23.0
13. Duane Pisciotta	8	Denight/X-40	1:25.0
14. Gene Smith	8	Denight/K&B	1:25.0
15. Richard Oliver	7	Toni/X-40	1:19.5
16. Gary Pannell	7	Denight/X-40	1:23.0
17. Matt Smith	7	Denight/X-40	1:25.0
18. Sam Pisciotta	7	Denight/X-40	1:31.0
19. Chris Stubbs	6	Polecat/X-40	1:30.0
20. Fog Tanner	4	Denight/X-40	1:32.0
21. Steve Hill	4	Toni/X-40	1:38.0

* Fast Time

RULES, RULES, RULES

Our prexy briefly touched on rules in the last News Release, and I'd like to add a few comments myself. As most of you know, the AMA has just completed their 2 year rules cycle with many proposals becoming new rules, and others falling by the wayside. The rule book entitled "Official Model Aircraft Regulations" is the compilation of all rules, and everyone should have received a copy by now. (If not, call or write AMA headquarters.)

In reviewing the rules pertinent to pylon racing, there are several minor errors which have already been mentioned in a recent "Model Aviation" magazine. These apply to engine quantity in Event 41: Formula I and Event 42: Quarter Midget or paragraph 4.1 Engine(s), 4.3 Production. The correct figure should be 500 engines, instead of 1000 as stated in the rule book. A minor point, of primary concern to engine manufacturers.

A major point of the '84-'85 rules affecting many competitors and CD's is found on page 5 of the rule book. Under the general category of: Sanctioned Competition, paragraph 6, Builder of Model. The rule book states that the CD must assure that "each flyer has completely constructed the model(s) he uses in competition." The B.O.M. rule "applies to every AMA event, unless specifically noted otherwise in the rules governing that event". The only R/C pylon racing event with a B.O.M. exclusion is Formula 1! The bottom line is that all CD's running quarter midget, sport pylon or 1/2 A pylon racing must assure that each competitor has built his or her model entered in these events. A simple declaration can be added to the entry form to satisfy this requirement.

If any of you out there doesn't feel this is correct, please draft a B.O.M. exclusion proposal, and submit it for consideration in the next rules cycle. Procedures are outlined on page 2 of the rule book. We should all strive to compete under the current rules to achieve a national standard of equality.

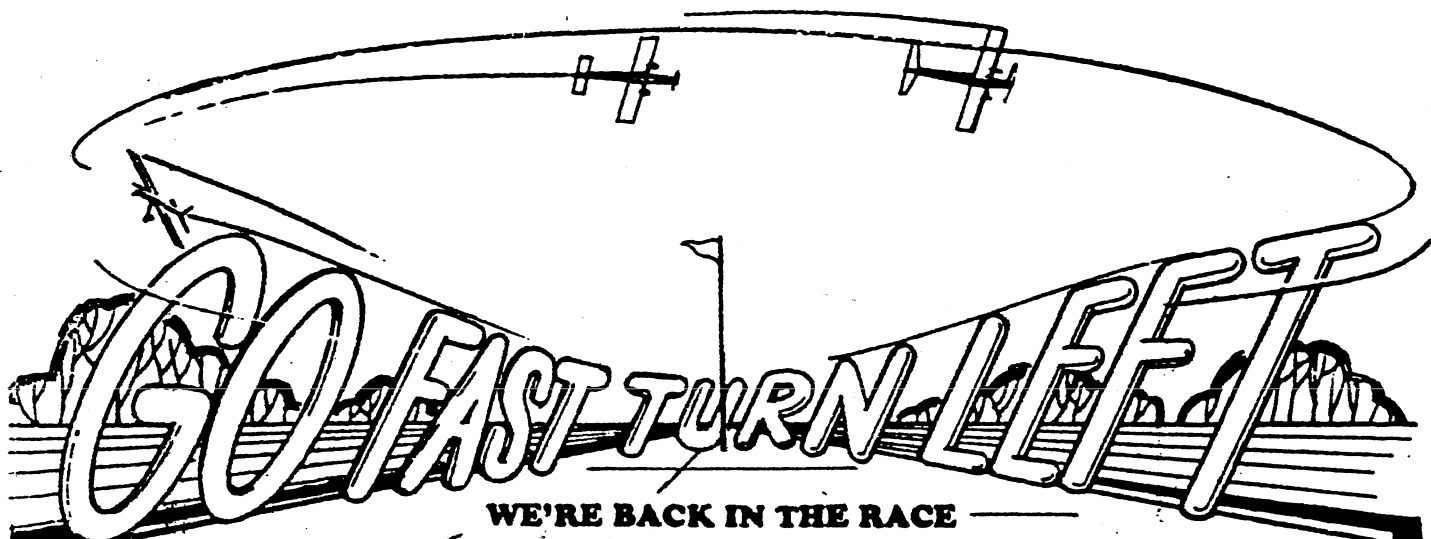
Submitted by,



Art Arro NCE/VP

Any additions or deletions for consideration in the Nats entry blank must be in writing to the Nats Committee for their January meeting. This is when the Entry forms are finalized. All deviations must be in this form.

Bev



WE'RE BACK IN THE RACE

SGVRCL

SAN GABRIEL VALLEY RADIO CONTROL LEAGUE

PRESENTS AGAIN

A QUICKY 500 RACE

TO BE HELD AT

WHITTIER NARROWS MODEL HOBBY AREA

JULY 7 & 8, 1984

TROPHIES FOR EXPERT & STANDARD
PLUS FAST TIME EXPERT

REGISTRATION BEGINS 8:00 A.M.

FOOD AND SOFT DRINKS AVAILABLE

ENTRY FEE \$20.00

WE PIT ON GRASS SO BRING GROUND COVER



l to r: Bruce Richmond
 calling for Brian Richmond,
 Jimmy Bartels calling
 for G. Jacobson, Dave
 Skirfield calling for
 Gary Pannell

1984

Smyrna Air Races



Bob Brogdon pushing
 off Bruce Richmond's
 airplane, Bob Schuster
 holding for Jim
 DeMott, Dave Skirfield
 holding for J. P.
 Hanway



1984
Smyrna Air Races

Katie Doe + Jimmy
Bartels, G. Jacobson +
Dave Hatake, Tom
Kwestkowski + Rex
Krepper, Doug Whitaker
+ Lew Hopkins

Jimmy Bartels calling
for Jim Mosbeck,
Jobi Gretter calling
for Bob Reuther,



Formula I RC Pylon Racing

Object of Race

A Formula I model must be a replica of the 190 cubic inch engine displacement class of full size Formula I racing aircraft that has thrilled thousands of people at the Cleveland National and Reno Air Races.

The objective is to fly, by radio control, multiple plane races that will recapture the spirit and thrills of the great air races of the past and present, and that will be interesting for spectators as well as challenging for the contestants.

The model aircraft that you will see today are marvels of precision craftsmanship and engineering. They are built by the individual with tender loving care and cannot be purchased "off-the-shelf." Like their full-sized counterparts, these beautiful models are finely tuned racing machines.

The Formula I model wingspan, although not restricted, measures approximately 50 inches and must be a minimum of 450 square inches in area. Its weight must not be less than 5 pounds and no more than 6½ pounds.

The propeller is powered by a single cylinder racing 2-cycle engine, with a maximum displacement of 0.40 cubic inch and capable of turning 22,000 rpm on the ground. A fuel mixture containing 60 to 70% nitromethane, 10 to 20% alcohol, and 20% oil powers the engine.

Shown below is a diagram of the pylon racing course. Note the START/FINISH line with positions 1, 2, 3 & 4.

Number one position takes off first, quickly followed by #2, then #3, then #4 at one second intervals. The order of takeoff position is deter-

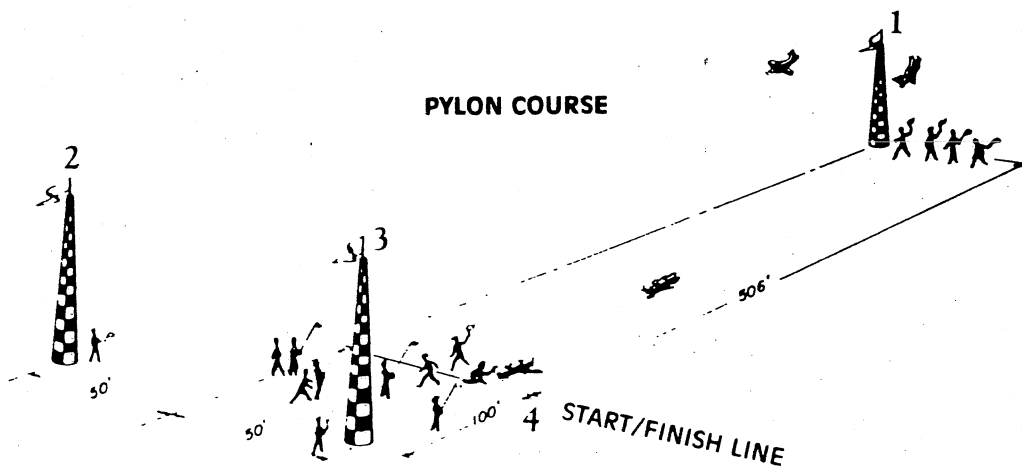
mined by handicap judging. Judging is conducted as follows: all the aircraft are lined up, including back-up aircraft, in the same line. An experienced team of judges then rearranges the aircraft in the line in such a way that the aircraft which in their judgment ranks highest with respect to scale fidelity, workmanship, and excellence of appearance is at one end of the line and the aircraft which ranks lowest in these respects is at the other end of the line with all other aircraft spaced proportionately. This creates the rank order of all entries. They are then assigned a number from one to four, with one being assigned to the first 25% and four to the last 25%, and that number determines the starting order.

The racing course is 10 laps, with individual lap length on one-quarter mile. Total distance traveled is 2½ miles. A maximum of 4 planes will race per heat. The number of heats per round depends on the number of contestants. (Example: 40 contestants—10 heats per round.) There are usually 8 rounds per contest, but final determination is made by the contest director.

After each race, scoring points are awarded as follows:

- 4 points for first place
- 3 points for second place
- 2 points for third place
- 1 point for fourth place

If a contestant is flagged for cutting inside a pylon, he must make an extra lap. If he cuts two pylons in a race, he is disqualified and gets zero points for the heat.



HOW IS R/C PYLON RACING FLOWN?

The basic system used to conduct races is similar for all events. Models are launched in 3 or 4 plane heats from a common start-finish line using a handicap or draw system for the order of takeoff. Pilots fly their models via radio control systems attempting to navigate their craft around a triangular course as perfectly and quickly as possible. They are assisted by callers who inform the pilot when the plane reaches the far pylon and it is safe to turn. Generally flag men are posted at the far pylon to signal when the planes are abeam the pylon.

Lap times in the order of 7 seconds are common in Formula 1 which is the fastest event. The current National Record stands at 1:07 for 10 laps over a total 2½ mile course length.

The first aircraft to cross the finish line after 10 complete laps is the heat winner and is awarded 4 points. The second "place" finisher is awarded 3 points and the third "show" finisher 2 points, etc. If a flier fails to complete 10 laps for whatever reason, he/she receives a zero. A pilot who fails to fly around the pylons receives a "cut" and is penalized by having to fly an extra lap. A second "cut" produces a zero point score for that heat. Each pilot is given the opportunity to race in five or more heats during a contest and the highest point accumulation is the event winner.

The fliers are matched for the heats using a matrix rotation system to avoid frequency conflicts. Ideally, each pilot will race as many of the others as possible during the five or more rounds of heat races to determine the final standing of accumulated points. Point ties are resolved by a flyoff if no frequency conflict exists and by the fastest posted time if there is a conflict.

Each plane is timed from the start of the race to its individual finish in order to provide a relative gauge of speed from one heat to another. As previously noted, the times may be used to break ties, and frequently a "Fast Time" trophy is awarded to the lowest elapsed time recorded during a contest.

The actual operation of a pylon race is much simpler in practice than described here in words.

WHAT CAN PYLON RACING OFFER ME?

A challenge which is unsurpassed within the sport of model aviation! Success in pylon racing requires excellent piloting skills, good equipment and strong teamwork between the pilot and caller.

A tremendous amount of concentration is required to fly a perfect 10-lap course. Considerable effort must be expended in constructing the fastest airplane and in extracting the maximum engine and propeller performance. A great quantity of competitive urge and mental discipline is helpful also. If the preceding statements ring a bell, then perhaps

R/C Pylon Racing is for you.

HOW DO I GET STARTED?

1. Attend a race in your local area to watch and ask questions.
2. Join a local racing group to exchange ideas and ask questions. Beginners are always welcome.
3. Build a plane for one of the beginner oriented events such as Quickie 500, Formula 500, Sport Pylon or Half-A Pylon and enter your first race.

WHAT IS THE NMPRA?

The National Miniature Pylon Racing Association is a special interest group composed of R/C Pylon Racing enthusiasts throughout the U.S., Canada and Mexico. The organization is dedicated to the promotion and betterment of R.C Pylon Racing. It dates back to 1965 when the first set of Goodyear (now Formula 1) Racing rules were proposed.

The NMPRA works with the Academy of Model Aeronautics to formulate rules and regulations governing the flying of radio controlled miniature pylon racers; organizes and sponsors annual Championship Races in both the Quarter Midget and Formula 1 event classes; maintains accumulated point standings for each member flying in a sanctioned contest; awards trophies; and publishes a monthly News Release.

Membership is open to all AMA members and the annual dues are U.S. \$18.00. This includes the monthly News Release subscription, an embroidered patch, decal set and membership card. An individual racing number and area letter code are assigned to each member so that they may designate their racing aircraft accordingly. A membership application form is included for your convenience. Join now to support R/C Pylon Racing.

"MURPHY'S LAW"

The subject of this article is:
"Murphy's Laws"...

The corrolaries that apply to us are:

(1) "When parts are dropped on the floor, the time it takes to find them is directly related to the importance of the part."
(Small parts law)

(2) "When something falls on the floor, it will fall where it does the most damage." (Law of selective gravitation)

Dear Bev.

The Sky Corral R/C Club of Pueblo, Colorado will be holding its 3rd. annual Bill Pachak Memorial Formula One Race August 25th and 26. The race sponsor will be Elsie Pachak, the widow of the late Bill Pachak, who was a big supporter of all types of racing in the North Central West District. This years race will also be sponsored in part by the Sky Corral Club and the Sky Corral Pylon Racing Association.

This years race will be a two part race, One race Sat. One race Sunday with total points determining the awarding of prizes. Points will be awarded for each race. The site of the race will be Pueblo Motorsports Park, a multi use motor racing facility. The race will be held on the drag strip portion of the track with literally miles of asphalt available for landing and take off. This facility is within minutes of Fine Dining and Lodging located in the City of Pueblo, Colorado. Also within minutes of the flying site are several recreation areas including Pueblo Reservoir State Park with boating and fishing and the Arkansas River Nature Center and Trails with hiking and cycling trails. This event is being held during the annual Colorado State Fair in Pueblo and will be held during the Professional Rodeo Cowboys Association Rodeo, one of the top ten rodeos held in the country. Because of this, racers who wish to attend will need to send for reservations early because of lack of space during the Fair.

Pueblo is also located in the heart of the famous Colorado tourist area. Within a radius of forty miles several world famous attractions can easily be visited. Among the attractions are the world famous Royal Gorge Bridge in Canon City, Pikes Peak which is well within site of the flying area, Colorado Springs and its attractions, Cripple Creek Colorado, a real gold rush town in the mountains with spectacular vistas and much more.

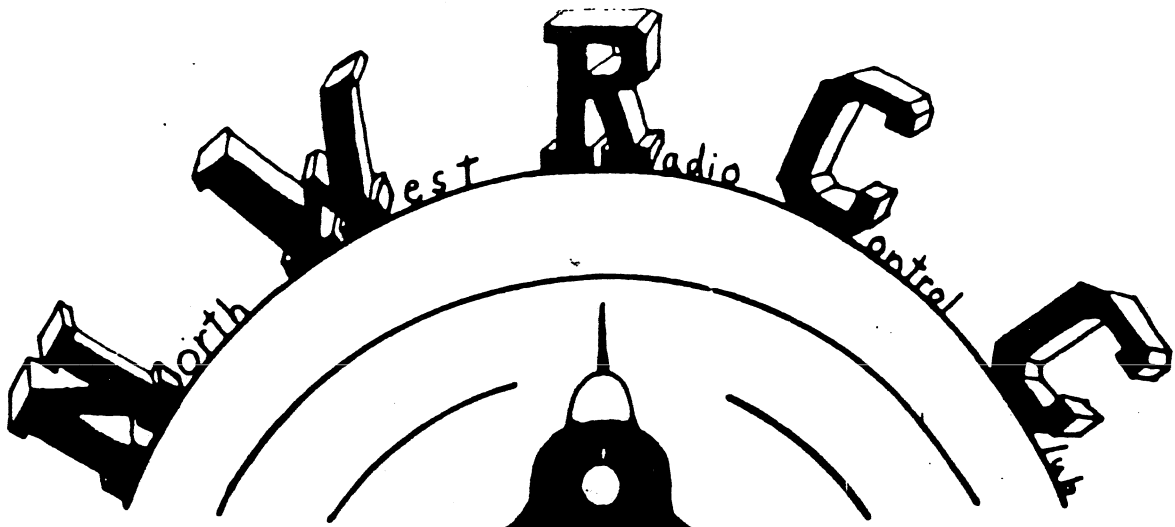
Past races have included entrants from Colorado, California, Utah, Texas, Arkansas, and Georgia. Because of the small population and immense area in this district entrants are rather sparse. In order to put on a good race we must depend on people from outside this district for support. We are shooting for a minimum of twenty entrants in order to make this race worth attending for those from far away places. We feel that our event is a natural place to have a sort of East Meets West separate from the championships and the Nats. We all invite you to attend this race and hope you will enjoy our efforts....

Thank You From the
Members of the Sky Corral Formula Assoc.

Will anyone with questions please contact Duane Pisciotta at (303) 56-1-0276 or write to Duane at 62 Loyola, Pueblo, Colorado 81005

Entrants please fill out the form below.

NAME _____ NMPRA # _____ AMA # _____
ADDRESS _____ CITY _____ STATE _____
ATTENDING BOTH DAYS _____ SAT. _____ SUNDAY _____
FREQUENCY YOU WILL BE USING _____
ATTENDING CONCOURS JUDGING FRIDAY NIGHT _____
to be held at the Pueblo Mall (not mandatory)
Please send to Duane Pisciotta, 62 Loyola, Pueblo, Colorado 81005



PYLON MEET

NORTH BATTLEFORD SASK

AT

C. MOORE FLYING FIELD 4 MILES NORTH EAST ON HIGHWAY 40

DATES JULY 21 & 22 1984

Events: Formula 40

Canadian 500 with Sask prop. and Muffler Rule to Apply.

Formula I

Trophies & Prizes to Third place in all Events.

Entry Fee: Canadian 500----- \$8.00
Formula 40----- \$8.00
Formula I-----\$10.00

Sat. July 21-----Registration 8:00 am to 9:00 am.
Formula 40 9:30 am to 12.00 pm.
Can. 500 1:00 pm to 7.00pm.
Barbeque to follow : Tickets on sale at Booth

Sun. July 22-----Formula I Judging 8:30 am to 9:30 am
Formula I 10:00am to 3:00pm
Presentations to follow

Contact-----Harold Sattler 445-9348
or
Art Plunz 445-7673

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1984 RACING CALENDAR

WESTERN DISTRICT

Aug. 5 - 12 AMA Nationals, Reno, Nevada
 Aug. 18-19 Formula 1, NMPRA Whittier Narrows
 Aug. 26 Quickie 500, BIRD Club
 Sept. 9 Quickie 500, SGVRCL, Whittier Narrows
 Sept. 15-16 Formula 1, San Luis Obispo, Sponsored by S&S (2 seperate races)
 Sept. 23 Quickie 500, Valley Flyers, Sepulveda Basin
 Oct. 13-14 NMPRA CHAMPIONSHIPS Smyrna, Tennessee
 Oct. 14 Quickie 500, Pomona Valley MAC, Cucamonga
 Oct. 28 Quickie 500, Chula Vista

SEMPRA 1984 RACE SCHEDULE

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

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

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.

RMPRA

July 8 Pikes Peak R/C ~~Quarter Midget~~ - changed to Q-500 RMPRA
 July 22 Pikes Peak R/C Quickee 500 RMPRA
 August 12 Jefco Quickee 500 RMPRA
 August 19 Pikes Peak R/C ~~Quarter Midget~~ Q-500 RMPRA
 August 25/26 Pueblo Formula I RMPRA
 September 9 Pikes Peak R/C Quickee 500 RMPRA
 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

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

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	NWRCC
			SASKATCHEWAN	
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

Fellow racers, do not be disturbed because of the disappearance of the "Gary McPike Manufacturing Co." advertisement. The new name for the company will be "Paul's Flying Stuff" and I will continue to produce the entire scope of products. In addition I hope to bring some new things along as I have time. Being a racer myself and having raced in many parts of the country, some of you will know who I am, however those of you who don't, I am looking forward to meeting you or talking with you on the phone.

I am going to strive to bring you the best "stuff" available and the fastest service possible. With your cooperation, I will try to ship the day following your order.

Good Luck to you during the race season and I hope to see all of you at the 1984 Nationals or the 1984 NMPRA championship race.

Look for our new add in this issue of the NMPRA newsletter.

Regards
Paul Stenberg

IMPORTANT NATS RACING INFORMATION

FAI pilots and callers must wear crash helmets with chin strap. Individuals must provide their own.

3 view drawings will be required as per rule book.

Bill Wisniewski will check Quarter Midget engines.

Jim Kelly
Racing Director

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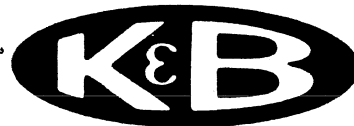
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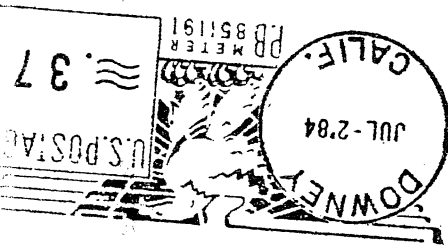
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NMPRA

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.

1984 Membership Application

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

Flying members \$18.00 U.S.

Name _____ Phone number _____

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Zip Code _____ AMA # _____ NMPRA # _____

Interested in Formula One _____ % Quarter Midget _____ % Quickie 500 _____ %

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