



# NEWS RELEASE

# NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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AUGUST 1984

AMA AFFILIATED

SINCE 1965

## President's Page

Gentlemen:

I want to sincerely thank Cliff Telford and all the members of his committee for a job well done. We now have a set of Quickie 500 Rules. Hopefully they will be used in every district.

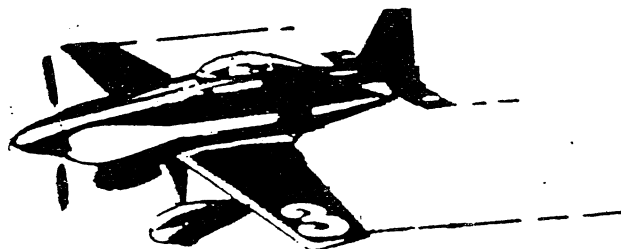
The AMA has approved the preliminary plan of the NMPRA to select the FAI Racing Team. I personally asked in a letter to AMA President John Grigg what kind of support, financial and otherwise, we could get for holding an International Race. After more than two months I still haven't received an answer. If we are to take FAI seriously we are going to need more participation from our members. So far I have heard of no FAI races being run. We will see what happens at the 1984 Nats in Reno.

It may be necessary to have three views of your Formula 1 airplane at the Nationals, so please be prepared. Although we have not used them in years, the 1984 Contest Director, Jim Kelly, will probably go by the AMA Rule Book, and not by the Procedure Guide, which has been used for the past several years.

Hope all who attend the Nats have a good time.

With sincere regards,

Ron



PROPOSED N.M.P.R.A. Q-500 RULES (Final Draft)

PURPOSE:

The purpose of the Q-500 pylon racing event is to provide an entry level event for pilots who are new to racing and to provide a fun event for experienced pilots.

AIRPLANE:

Contestants are allowed to enter two airplanes. More than one contestant may not enter the same airplane.

→ The airplane must be of conventional design, with forward wing and aft empennage. The engine must be fully exposed between the engine lugs and the top of the cylinder head. No cowling or streamlining of the engine is permitted. Minimum airplane weight shall be 3.5 pounds without fuel. The contest director (CD) may elect to weigh airplanes at the end of heats with residual fuel in order to expedite processing. The CD is the final authority as to airplane legality and all other matters which may arise during a contest.

FUSELAGE:

→ The fuselage shall be of a basic box cross section (rectangular) with a minimum height of 3.5 inches and a minimum width of 2.875 inches measured within the chord of the wing. Minimum width does not have to occur at the same point as the minimum height. Diamond shaped cross sections are not acceptable. Canopies, turtle decks, and fairings are acceptable but will not be used to satisfy minimum measurements. All fuselage corners must have a maximum radius of 0.25 inches.

The front firewall must be a rectangular flat plate with minimum dimensions of 2.25 inches by 2.25 inches.

WING:

The airplane shall have a constant chord wing with a minimum area of 500 square inches. The overall span shall be a minimum of 50 inches and a maximum of 52 inches, measured from wingtip to wingtip. The minimum wing thickness shall be at least  $1 \frac{3}{16}$  inches for at least 48 inches of span.

LANDING GEAR:

The airplane must have a two wheel fixed main landing gear with two wheels each having a minimum diameter of 2.25 inches. Wheels shall be at least 8 inches apart measured parallel to the wing span. Strut fairings and wheel pants are not permitted.

→ Denotes changes from first draft.

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## CONTROLS:

The airplane must be equipped with a radio having 4 separate channels to independently operate the engine throttle, rudder, ailerons and elevator. In-flight needle valve adjustment by radio is not permitted. Engine idle or cutoff sufficient to land must be accomplished by radio control without affecting normal flight characteristics.

## ENGINE:

Engines used in this event must be unmodified, commercially available, front intake, side exhaust with an operable radio controlled carburetor and muffler as supplied by the manufacturer of the engine being used (see below). Schneurle porting and ABC piston/sleeve metallurgy is not permitted. If the CD has reason to doubt that an engine is "stock", the burden of proof is on the person using the engine to show that it is legal. No modification is permitted except that screws, bearings, glow plugs, gaskets, prop washers and prop nut may come from any source. A rounded spinner or A.M.A. safety prop nut shall be used.

Maximum total displacement is .403 cubic inches.

The CD or his designee may elect to check the top three engines for legality at the end of the contest. Carburetor bore, muffler outlet diameter and aircraft weight of all heat winners should be checked immediately after the heat and before the airplane is returned to the pit area.

## MUFFLER:

The engine must be equipped with a stock expansion chamber muffler as provided by the manufacturer of the engine being used and having a single exhaust outlet only. Flow-through mufflers, tuned pipes and mini-pipes are not permitted. No modifications to the muffler are permitted except that the muffler may be tapped for a pressure fitting to supply pressure to the fuel system.

## FUEL SYSTEM:

Muffler pressure supplied to the fuel tank vent is the only type of fuel system pressure permitted. Crankcase pressure and fuel pumps are not permitted. The fuel tank must be transparent and may not contain baffles or sponge material. The airplane must be constructed with a removable hatch or a clear plastic window so that the entire fuel system is visible for inspection during fueling. Fueling will be supervised by contest management in order to determine that the fuel tank is properly emptied and refilled before each flight.

## FUEL:

→ Commercially available fuel containing 15 % Nitromethane shall be furnished by the contest organizers.

## 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	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

June 25, 1984

## CALGARY MINIATURE AIRPLANE RACES

JUNE 23,24

FORMULA 1			
NAME	TIME	PLACE	POINTS
Richard Quinney	1:29:7	1	96.7
Jack Ellefson	1:29:4	2	89.3 * **
Vince Mulhall	1:30:69	3	82.0 **
Harold Sattler	1:30:80	4	74.6
Walt Chikmoroff	1:31:0	5	67.3
Jim Pepperdine	1:35:0	6	59.9
Lyle Baker	1:35:5	7	52.0
Richard Senkiw	1:39:9	8	45.3
Orlan Dowdeswell	1:41:7	9	37.9
Murray Hamula	1:30:6	10	30.6
Russell Voth	1:40:9	11	23.2
Art Plunz	2:04:1	12	15.9
Chuck Swaney	1:54:5	13	8.5
Gordon Gilchrist	N/T	14	1.2

\* FAST TIME      \*\* FLY OFF

Atlanta R/C  
Southeastern Championships  
June 23,24-1984  
Quarter Midget

Place	Name	1	2	Heat 3	4	5	Total
1.	Moorhead Pole Kitty	3 1:21	3 <u>1:18.3</u>	3 1:24	3 1:20	3 <u>1:17.00</u>	15
2.	Klutz	3 1:28	2 1:39	2 1:39	3 <u>1:19</u>	3 1:26	*13
3.	Latsha	2 1:29	3 1:28	2 1:35	3 1:30	3 1:32	*13
4.	Demeritte	2 1:29	3 1:39	3 1:29	2	2 1:26	12
5.	Hipkins	3 1:28	2 1:28	0	3	3 1:32	*11
6.	Jacobson	3 1:35	2 1:41	3 1:32	3 1:25	0	*11
7.	Ennis	1 1:43	1 1:52	3 1:51	2 1:46	2	9
8.	Bartels	0	3 1:30	3 1:30	2 1:29	0	8
9.	Roos	2 1:31	0	2 1:58	1 1:49	2	**7
10.	Burnette	2 1:41	1 1:36	0	2 1:41	2 1:36	**7
11.	Nicklaw	3 1:53	3 1:31	0	0	0	6
12.	Etter	2 2:32	2 1:55	1 2:04	0	0	5
13.	Kovach	0	0	0	0	0	0
14.	Schuster	0	0	0	0	0	0
15.	Fortner	0	0	0	0	0	0

\*Position determined by flyoff. \*\*Position determined by time.

Moorheads engine was torn down and inspected by: Jacobson, Latsha and Brodgen. Engine was found to be stock. Fuel was FHS 15%. Temp. estimated to be 87 degrees. Humidity estimated at 50 %. Course is the standard 2 mile course. (remeasured) The time of 1:17.00 was the only time kept in the hundreds except the 1:18.3. This was the last race of the day between: Moorhead, Demeritte and Jacobson. For Moorhead it was no race, but Demeritte and Jacobson flew "formation" up until the 6th lap when Jacobson crashed going around pylon 3. Estimated reason for Jacobsons' crash was a high speed stall and bad air from Demerittes' airplane and Jakes low altitude. Demerittes 10 lap time was a 1:26. Moorhead all but lapped him. The race occured at approximately 3:30 PM. The Prop was a Rev-up with very little rework. Printing still visible on one blade. All other prop info. classified.

Note: After Jacobson crashed his timer switched to Moorhead. Both watches gave the same reading.



# NMPRA

**NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.**

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

If you did not notice, AMA has changed the rule making process by eliminating cross proposals. This was done to buy time so the rule book could be printed and distributed in a more timely manner. I for one do not agree with this change because the cross proposal has been a very useful tool in the past; however, the vote was 20 - 1 in favor of it and I guess if that many voted for the change, then there must be some merit to it.

Whatever the reason, if you are contemplating a rule proposal, research fully and be very careful of the language in the original proposal because there will not be a second chance.

I compiled some data from the 83 and 84 membership roster and have totaled comparisons by state and province. We are down 5 members in California, 1 in Connecticut, 1 in Georgia, 3 in Idaho, 2 in Illinois, 1 in Maine, 5 in Maryland, 2 in Michigan, 3 in North Carolina, 2 in Ohio, 2 in Oklahoma, 1 in Oregon, 1 in Pennsylvania, 2 in Tennessee, 1 in Utah, 1 in British Columbia, and 1 in Mexico. We have gained 1 in Colorado, 1 in Florida, 1 in Kansas, 1 in Massachusetts, 1 in Minnesota, 1 in Montana, 1 in New York, 1 in Texas, 1 in Virginia, 2 in Alberta, 1 in Ontario, 1 in Manitoba, and 8 in Saskatchewan. (nice going Saskatchewan) Overall we have 285 members, 11 down from last years 296. This also included 14 AMA officials who could change a state count by being recently elected or un-elected!

I suppose being down 11 members is not doomsday, however, we should be retreating in the other direction. AMA has given us a bigger voice in ruling ourselves by selecting contest boards in "special interest" areas and the racing board is made up entirely of pylon racers, in fact only 1 of the 11 members is not an NMPRA member. With our close association with AMA, good or bad we should be promoting ourselves and encouraging all racers into joining so that we might have a bigger voice in our own affairs.

I got an answer from last months appeal for an AVP representing California in the form of Ted Burns. Ted called and indicated his willingness to fulfill the necessary duties for his district so therefore I am extremely grateful and feel we have good representation from that area.

Once again the QM speed record has been lowered. At the Atlanta Air Races, on June 23 & 24 Jim Morehead burned up the course with a 1:17 flat! No fluke either because Jimmy backed it up with a 1:18, a 1:20, a 1:21, and a 1:24. In fact the 1:24 was his slowest time. Nice going Jim, the record now belongs to you. The course was rechecked and I understand "Jake", Dave Latsha, and Bob Brogdon tore down Jims engine and declared it legal. Fact is, one of them told me it looked like junk! Whatever it takes, right Jim? It will now take a time in the 16's to beat it, which probably will come at Kentucky this year, but who knows?----- "The Shadow" maybe? -----

Off to the Nats

NORTHEASTERN CHAMPIONSHIPS JULY 7 & 8 HARRISBURG, PA.

NMPRA - QUARTER MIDGET

C.D. DAVE LATSHA

The 10th annual 2 day Quarter Midget race is now past history. In addition to everything else that was good for two days, we even picked up a new NMPRA member. Welcome Ed Armistead! From Carlisle, Pa..

There were no re-runs - - The weather was super - - The steak party Saturday night caused a few pig outs - - The awards for both the flyers and the workers were the greatest, thanks to some good sponsors - -

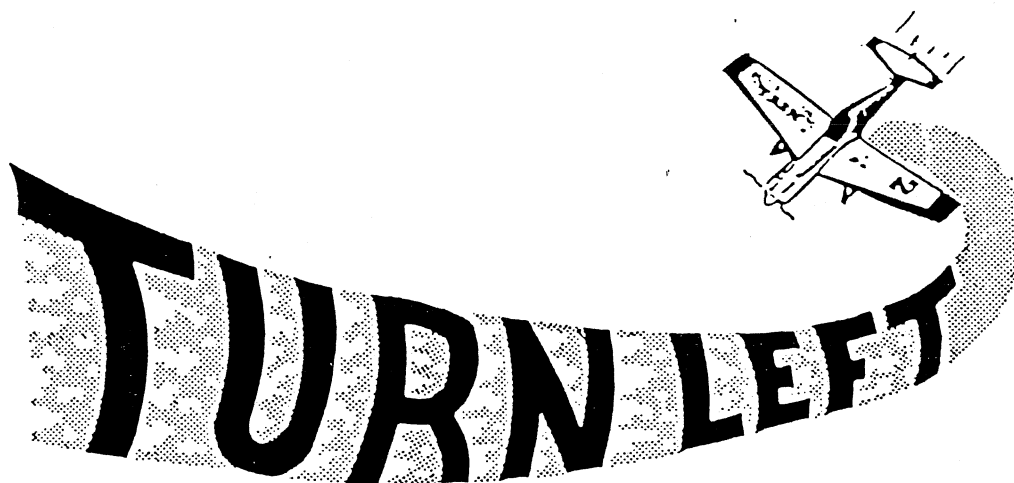
The computer did not fail - - if all races could run like this one, everyone would be smiling and rearin to go to the next race! Oh -- we did watch Dave Palace try to cut off the #3 pole about two feet, he lost. Also Wayne Yeager and Stave Baker dirtied up the field at #1, we plugged a vacuum cleaner into the motorhome to clean up the dust. Best two plane explosion you ever saw. Steve's motor is still flying somewhere -- sorry guys -- better luck next year. There was some outstanding head to head heats for 10 laps.

RACE RESULTS - NO FLY-OFF'S

1) D.Latsha	1:23.16	7) G.Jacobson	1:29.20	13) R. Blake	1:42.70
2) R.Knepper	1:22.23	8) W.Jeager	1:26.50	14) T.Kwiatkowski	1:31.80
3) K.Hulik	1:24.03	9) E.Armistead	1:38.20	15) Vansant	1:50.40
4) J.Kilsdonk	1:26.80	10) L.Hipkins	1:28.30	16) E.Roznoski	1:31.80
5) J.Woll	1:28.80	11) D.Palace	1:32.80	17) D.Palace Sr	1:39.00
6) D.Sumner	1:22.00	12) D.Weidman	1:35.50	18) S.Baker	1:33.09

Fast time award                      Dennis Sumner      1:22.00

Trophy dash winner                  Ken Hulik            1:22.20



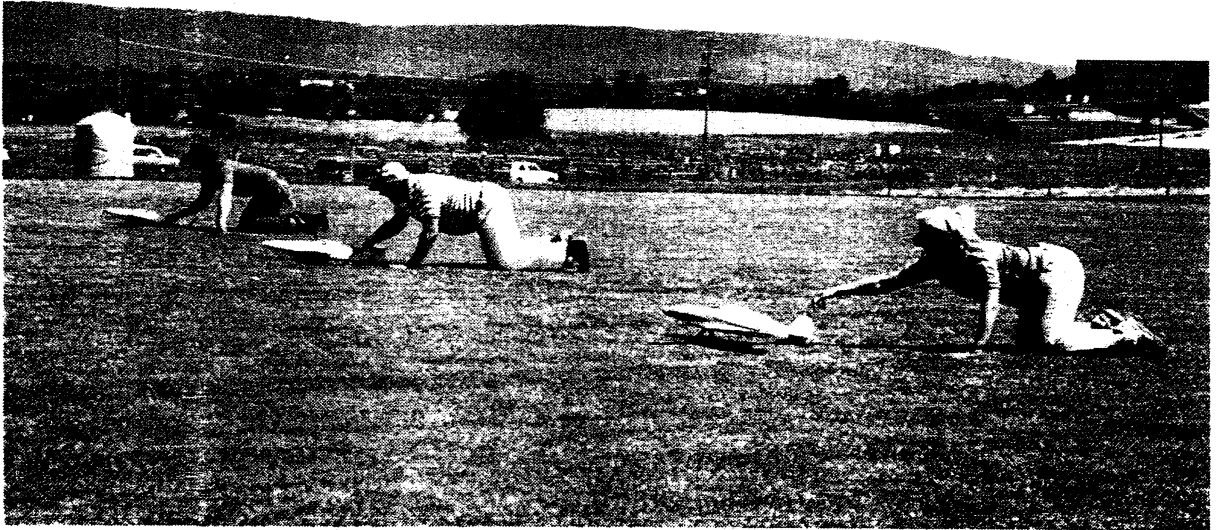




LEFT — DAVE LATSHA, DAVES CALLER-LEN HIPKINS,  
 REX KNEPPER, KEN HYLK, JOHN KILSDANK,  
 STANDING, DENNIS SUMNER



FRONT TO REAR KAREN AND WAYNE YEAGER,  
 TOM KWINTKOWSKI AND WIFE, DENNIS SUMNER,  
 REX KEPPER



CALL GIRL IN ACTION - KAREN YEAGER,  
LEW HIPKINS, MARK FREIBERG



LEFT - CALLER LEW HIPKINS, PILOT DAVE LATSHA 1<sup>ST</sup> PL.

FIRST ANNUAL Q-500

June 24, 1984

Dayton, Ohio

This was the first pylon race held in Dayton since Bill Hager moved to Texas in 1979. It was sponsored by the newly formed Dayton Pylon Club. All the flyers on the CAPS circuit welcome the renewed interest in pylon racing in Dayton, where we used to have so many good races.

The weather was absolutley beautiful, in low 80's with only 30% humidity. A gusty 20 mph crosswind kept everyone comfortable but on their toes during takeoffs.

The racing was very close and many excellent four-plane heats were seen. The CAPS system (Spickler kits, Schneurle engines, handicap system, etc.) once again proved its popularity, as most of the 22 entries drove 150-300 miles just to race Q-500.

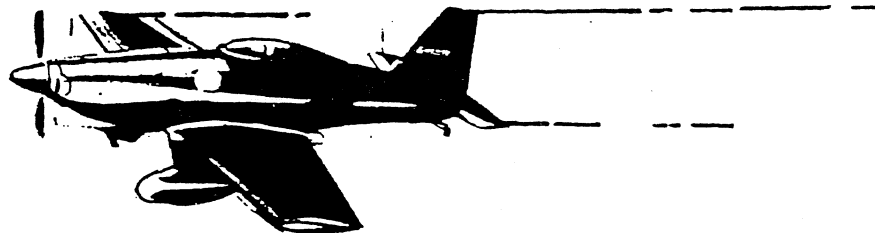
The racing in our circuit is so competitive that practically any given flyer can win any given race. As witness to this, no one ended up with a perfect score, and a 3-way tie developed between Dave Keats, Denny Sumner, and Joe Cohen. The first three placings were decided by a fly-off. The short (475 ft.) course was used again and seems to be gaining in popularity.

RESULTS

POS.	NAME	PTS.	FAST TIME	POS.	NAME	PTS.	FAST TIME
1.	D. Keats	19	1:33	12.	B. Ptak	12	1:50
2.	D. Sumner	19	1:31	13.	F. Baird	12	1:43
3.	J. Cohen	19	1:39	14.	F. Johanson	12	1:43
4.	J. Kilsdonk	18	1:36	15.	B. Hisey	11	1:39
5.	K. Heatlie	16	1:37	16.	T. Kwiatkowski	11	1:39
6.	B. Johanson	15	1:30.9	17.	D. Gohn	9	1:50
7.	W. Yeager	15	1:33	18.	V. Loar	8	1:51
8.	D. Timcoe	15	1:37	19.	R. Blake	7	2:00
9.	R. Knepper	13	1:41	20.	D. Overman	1	1:59
10.	J. Krauer	13	1:47	21.	D. Cohen	0	N/T
11.	M. Klintworth	12	1:33	22.	G. Versaw	0	N/T

Congratulations to Billy Johanson who won the CAPS Fast Time Award and to Harry Slone and Frank Baird for doing such a great job in putting this race together.....

-- J. Kilsdonk



Q-500

BELLEVUE, OHIO

JULY 1, 1984

This was the fourth annual event at the "Pig Farm". It's always a nice contest with very enthusiastic workers. This year was no exception and it was highlighted with very competitive flying. Each week the CAPS circuit seems to be more competitive. The close races and keen competition are a result of an eight-year evolution of Q-500 rules. The current rules (Spickler kits, ringed schnuerles, stock props, and handicap system) are credited with the continued interest and ever-growing competition.

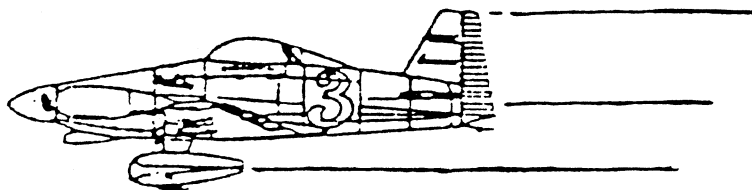
In the first round, Dave Keats set the early pace with a blazing 1:30. Billy Johanson beat Heatlie and Kilsdonk, and several other good races followed. In the second round, Ace Merlino t-boned Billy at No.1 to knock both out of contention. Going into the fifth round, Keats, Sumner, and Yeager all had perfect scores with another group one point down. Keats beat Sumner and Kilsdonk beat Yeager, both in very close races. It was over with Keats remaining alone with a perfect score, and Sumner, Heatlie, and Yeager, one point down. No flyoff was possible due to frequency conflicts.

Congratulations to Billy Johanson for a new fast time record on the short (475 ft.) course, of 1:29.9.

### RESULTS

<u>POS.</u>	<u>NAME</u>	<u>PTS.</u>	<u>TIME</u>	<u>POS.</u>	<u>NAME</u>	<u>PTS.</u>	<u>TIME</u>
1.	D. Keats	20	1:30	13.	O. Barber(N-A)	15	1:43
2.	W. Yeager	19	1:34	14.	B. Hisey	15	1:47
3.	D. Sumner	19	1:34	15.	A. Arro	15	1:50
4.	K. Heatlie	19	1:36	16.	G. Versaw	14	1:44
5.	D. Timcoe	18	1:37	17.	V. Loar	13	1:47
6.	J. Kilsdonk	17	1:36	18.	D. Gohn	10	1:47
7.	M. Klintworth	16	1:43	19.	R. Blake	10	1:49
8.	H. Slone(N-A)	16	1:43	20.	B. Harris	9	1:53
9.	B. Johanson	15	1:29.9	21.	F. Johanson	6	1:45
10.	R. Knepper	15	1:38	22.	J. Cohen	4	1:51
11.	A. Merlino	15	1:39	23.	J. Carter	2	1:58
12.	B. Ptak(N-A)	12	1:42	24.	T. Kwiatkowski	0	N/T

-- J.F. Kilsdonk



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 separate 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	<del>Quarter Midget</del> - 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	<del>Quarter Midget</del> 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/ <del>Quarter Midget</del>	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

FOLLOWING IS A LIST OF REMAINING RACES IN THE U.P.R.C. CIRCUIT.

- #4. JULY 22 LUCKPORT N.Y. SPORT, FORM 1, OPEN SPORT + F.A.I.
- #5. AUG 19 HAMBURG N.Y. SPORT AND OPEN SPORT
- #5.5 SEPT 9 HAMILTON ONT. 10 HEAT F.A.I.
- #6. SEPT 22-23 NIAGARA FALLS N.Y. SPORT AND FORM 1

RESULTS FROM RACE HELD JULY 8, 1984 AT WATERFORD ONT.

FORMULA 1 (8 ENTRIES)

1	DAVE KELLY	K & B	18	*1:22
2	ERNIE NIKODEM	K & B	17	1:26
3	DAVE KEATS	-	16	1:23
4	BILL BRANDOW	S.T.	10	1:24
5	RICK PAINE	K & B	7	1:25
6	AL MACK	K & B	6	1:29
7	GARY GAU	K & B	3	1:40
8	DAVE TIMCUE	X-40	0	-

\* = FAST TIME FOR THE DAY

*This Space Available*

**ATTENTION RACERS!**  
 Be ready for the coming contest season with a custom built "LITTLE TONI" or "DENIGHT SPECIAL" by Dave Shadel. Available in various stages of construction from framed up to completely finished. Write or call for details.

DAVE SHADEL  
 1770 VALLEY PLACE  
 CARLSBAD, CALIF. 92008  
 (619) 729-1658

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- Axle Retainers - Formula 1 (Medium) ..... 2.49
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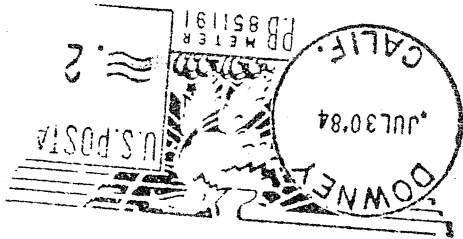
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