

NMPRA RACING NEWS

National Miniature Pylon Racing Association

AMA Affiliated

since 1965

JULY 1988 EDITION

President: Gary Hover
16016 Avenue 288
Visalia, CA 93277
(209) 747-3377 HM
(209) 625-0325 WK

Sec./Treas.: Ron Schorr
5224 Teesdale
North Hollywood,
CA 91607
(818) 985-5527



Members:

This month the key focus is to get involved. Over the past several months it has become apparent that a large percent of us just don't involve ourselves in our local clubs and organizations. If it hasn't already happened, our lack of local club involvement will have long range negative effect on our racing. Initially, polarity will occur which will result in no one to help as officials and workers then ultimately no place to fly.

As competitors we do have a tendency to emerge ourselves in our own personal race effort, building, carving props, working on engines or what have you, thus losing sight of what it takes to enjoy this hobby.

We as individuals need to seek out (or perhaps must is a better word), join and become involved in our local R/C club. Merely by you taking the initiative to become part of "their" club will go a long way toward improving the image of racing in your area. Perhaps that involvement may provide a group who may be interested in sponsoring a future race. You may or may not agree with getting involved with the "locals" but if you don't, what's in store for the future? Who knows...

Now that the race season is underway, you District Vice-Presidents need to be sure all race results get sent in expeditiously. F-1 and QM results are sent to Ron Schorr. Q500 results are to be sent to Bob Greer. A copy of all results along with a brief narrative on who did it to whom should be sent to me for publishing in the newsletter.

(This part is IMPORTANT) Because we are not seeing timely reporting of races, races not reported within 30 days following that race may result in loss of points. The problem is that no one wants to be buried with race reports at year end. Keeping track of these reports is a thankless job at best, so let's help out and get those results in.

For you Q500 guys: Bob Greer, the Q500 Assistant Vice-President, says that the Q500 Championship Race will be held October 8 and 9, 1988 at North Lake Park outside Dallas, Texas. More to come. Bob is looking for some sponsor support, etc. Give him a call. (214) 462-9550

A redraft of the race procedures guide is now complete. Thanks to last year's effort by Henry Bartle, most of the work seems to be done. Target for completion is August.

There will be an NMPRA national meeting at AMA Nats HQ. Tentatively, I have scheduled the meeting for Wednesday, July 27th at 5:00 pm. The meeting will be informal and probably

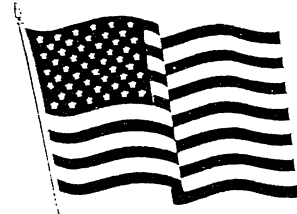
around the patio of the hotel. Check at the desk for the specific location. Try to attend so we can discuss some of the issues at hand. Of interest will be racing vs. noise, rule proposals for the current cycle, and summary of the AMA Contest Board Executive Council meeting which will be held the Friday before the Nats, just to name a few. Try to be there.

The last item has to do with NMPRA districts and their boundaries. It seems that history is vague and conflicting about who is in who's district. A new map has been drawn which hopefully answers some of those questions. It is important to note that we are not aligned with AMA districts at this time, nor have we ever been to my knowledge. So, if you have any questions please give me a call. That's it for this month.

Good Racing,



Gary Hoyer



U.S. FINISHES ON TOP- DOWN UNDER.



Airtronics congratulates pilots Dave Shadel, Brian Richmond and Dub Jett, mechanics Jim Shinohara and Bruce Richmond and Team Manager Bob Wallace for their impressive First, Second and Third Place victories at the 1987 FAI Pylon Racing World Championships in Melbourne, Australia.

The United States Team, equipped with Airtronics Module R/C Systems, finished First overall in competition with nine international flying teams.

Airtronics salutes all the dedicated participants and organizers of the 1987 FAI Championships. ♠

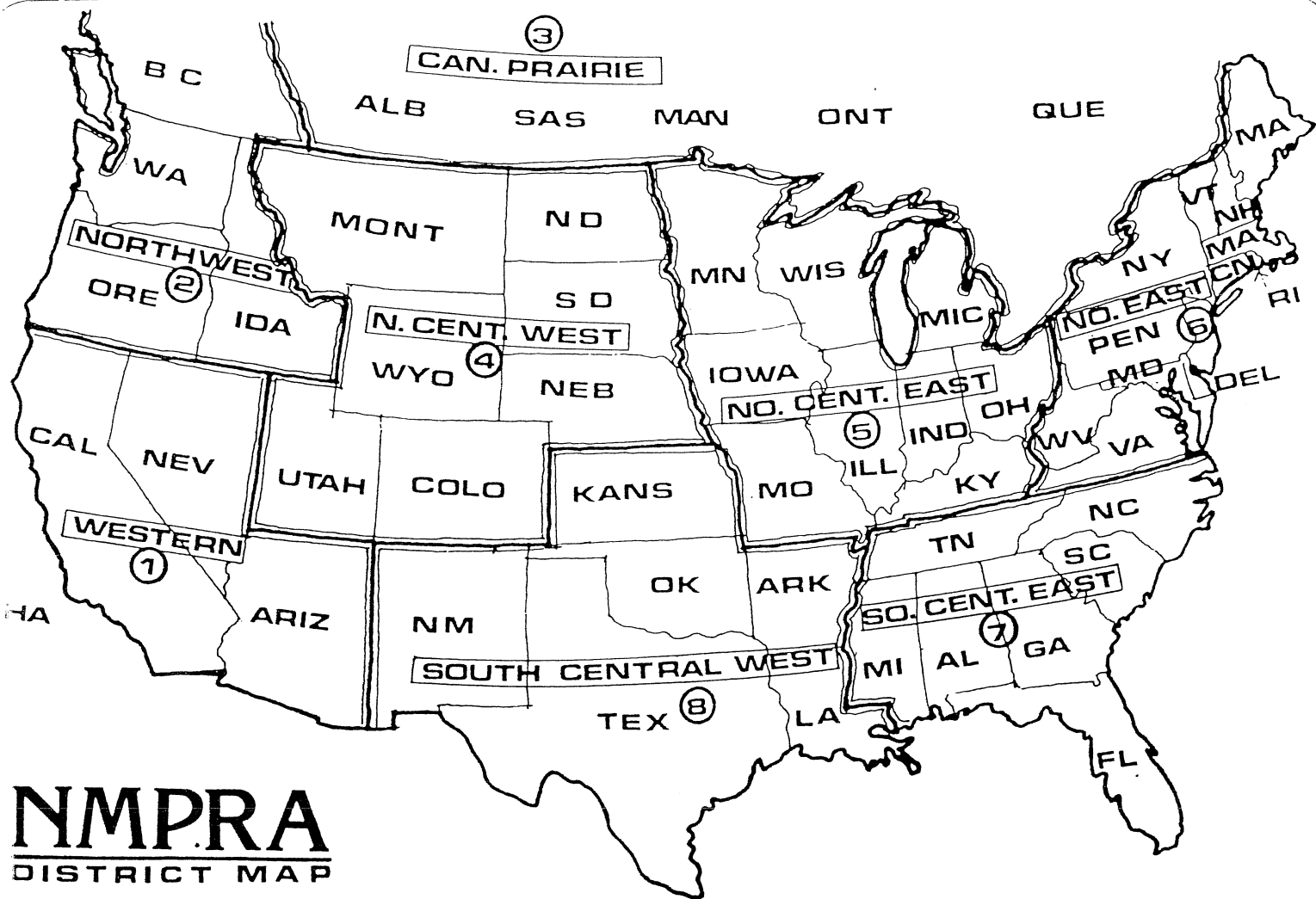


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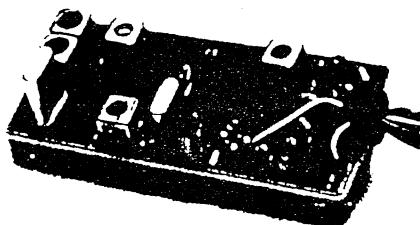
1987 FAI PYLON RACING WORLD CHAMPIONS

At Airtronics, we want to be known as the best, not just the best known.



NMPRA
DISTRICT MAP

NEW '91 AM Receiver
NARROW BAND/DUAL CONVERSION
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- AVAILABLE ON ALL NEW FREQUENCIES (ALSO 53MHZ)
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- COMPACT SIZE — 2.8" L X 1.35" W X 0.7" H
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Up coming events:

JULY

Saturday		Sunday	
2nd:	F-1 Chula Vista, CA F-1/Q500 Missoula, MT QM Harrisburg, PA	3rd:	F-1 Chula Vista, CA F-1/Q500 Missoula, MT QM Harrisburg, PA
9th:	F-1 Canadian Q500 Edmonton, Alberta F-1/Q500 NCW Chester MT	10th:	F-1 Canadian Q500 Edmonton, Alberta QM/Q500 SWC Plano R/C TX F-1/Q500 New Chester MT QM Ft. Wayne, MD
16th:	F-500/F-1 NWPRA RCFCBC Boundry Bay, B.C.	17th:	F-1 NWPRA RCFCBC Boundry Bay, B.C.
23rd:	<u>AMA Nats</u> Tidewater Basin, VA F-1 Canadian Q500 Saskatoon, SASK	24th:	<u>AMA Nats</u> Tidewater Basin, VA F-1 Canadina Q500 Saskatoon, SASK
30th:	<u>AMA Nats</u> Tidewater Basin, VA	31st:	<u>AMA Nats</u> Tidewater Basin, VA Q500 Utica, Mich. Skymasters (CAPS 500)

AUGUST

Saturday		Sunday	
6th:	<u>Canadian Nats</u> (6th thru 8th) Burtch, Ontario F-1 Canadian Q500 North Battleford, SASK	7th:	Q500 Chula Vista, CA F-1 NWPRA, Props Monroe, WA QM Westland/Signal Seekers
13th:	Q500 NCE Contact John Kilsdonk (313) 348-9576	14th:	Q500 NCE Contact John Kilsdonk (313) 348-9576
20th:	Q500 NEPRO Championships (Expert & Std.) SCRC Ellington, CT F-1 Q500 SWC Lake Jackson, Texas Red Cranfill, C.D. QM Toledo Silver Cup	21st:	Q500 NEPRO Championships (Expert & Std.) SCRC Ellington, CT F-1 Canadian Q500 Swift Current, SASK
27th:	F-1 Western District NMPRA Sepulveda Basin CA Q500 (CAPS 500) Adrian Bits & Pieces	28th:	F-1 Wester District NMPRA Sepulveda Basin CA F-500 NWPRA-Boeing Hawks Kent WA



I N A C R C

Instituto Nacional de Aviones de Carreras de Radio Control

JUNE 15, 1988.

DEAR FRIENDS :

I.N.A.C.R.C. (NATIONAL INSTITUTE FOR RADIO CONTROL AIRPLANE RACES) HAS ORGANIZED A FORMULA I RACE IN GUADALAJARA, JALISCO, MÉXICO, TO TAKE PLACE SEPTEMBER 17 AND 18, 1988.

THE RACE WILL CONSIST OF 8 ^(HEATS) ~~HITS~~: 4 ^(HEATS) ~~HITS~~ ON SATURDAY SEPTEMBER 17 AND THE OTHER 4 HITS ON SUNDAY SEPTEMBER 18. THE SECOND ROUND WILL DEPEND ON TIME AVAILABILITY, ACCORDING TO FORMULA I REGULATIONS, IN FORCE (A.M.A.)

WISHING FOR YOUR PARTICIPATION, I.N.A.C.R.C., HAS OBTAINED A SPECIAL FEE, THE AMOUNT OF \$100.00 (ONE HUNDRED 00/100 U.S. DOLLARS), WHICH INCLUDES.

- 2 NIGHTS AT "EL TAPATIO" HOTEL, ONE OF THE BEST HOTELS IN GUADALAJARA.
- WELCOME COCKTAIL.
- FAREWELL DINNER FOR THE PRESENTATION OF TROPHIES FOR WINNERS OF THE FIRST THREE PLACES.
- REGISTRATION FEE.
- FACILITATIONS WITH CUSTOM AUTHORITIES UPON ARRIVAL IN GUADALAJARA (ONLY IN RELATION TO RACING EQUIPEMENT).
- AIRPORT, HOTEL, AIRPORT TRANSPORTATION.

FOR THE BEST ORGANIZATIONS, WE NEED YOUR WRITTEN CONFIRMATION PRIOR TO AUGUST 31, 1988, IN ORDER TO MAKE HOTEL RESERVATIONS,

FOR MORE INFORMATION, PLEASE DO NOT HESITATE TO CALL ON ANY OF THE FOLLOWING.

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FRANCISCO GONZALEZ 1910 HARKLEY LAREDO, TEXAS 78041,
PHONE (512) 727-7533, FAX (512) 727-8877

HOPING TO SEE YOU NEXT SEPTEMBER, I REMAIN.

CORDIALLY YOURS.

Race Results:

BILLINGS, MONTANA
MAY 14 AND 15, 1988

The Billings race was down in entries, but quality of racing was very good. There were many close races in all the classes.

Mother Nature gave us an excessive amount of wind Saturday afternoon, stopping the races for the rest of the day. Sunday brought us a light breeze and temperatures in the high '60's.

F-1

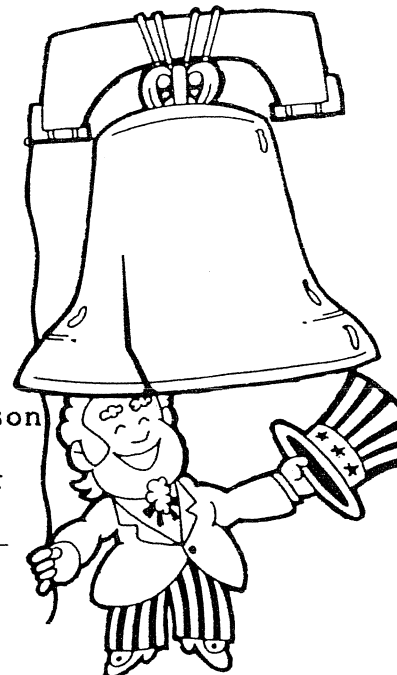
1. Darrol Cady 1.29
2. Leon Elbert 1.28
3. Hans Algard 1.39
4. Mike Sperry 1.32
5. Dunan Felsted
6. Mel Reed
7. Wane Venitz

Q-500 Standard

1. Daril Tulberg
2. AJ Seaholm
3. Duane Felsted
4. Jeremy Patterson
5. Dan Hughes
6. Cleo Schrorder
- 7&8. Con Connelly / Hans Algard

Q-500 Modified

1. Darrol Cady 1.49
2. Bob Toombs
3. Wane Venitz
4. AJ Seaholm
5. Mike Sperry
6. Hans Algard
7. John Knight
8. Eral Seaholm
9. Greg Corliss
10. Mark Toombs
11. Duane Felsted
12. Leon Elbert
13. Dan Hughes
14. Russ Knifuel
15. Jeremy Patterson
16. Daril Tulberg
17. Cleo Schrorder
18. Doyle Harvey



FT. WORTH THUNDERBIRDS PYLON RACE 6/11/88 & 6/12/88 C. D. - ED RANKIN

This contest was our 20th annual Pylon Race for the Ft. Worth Thunderbirds. I can recall some interesting thoughts when we started: (1) scale judging for handicap points to determine takeoff order (some as high as 30 to 45 seconds), (2) demonstrate engine idle at the takeoff line, (3) 2:20 was fast. I have a copy of the 1969 NMPRA race procedure guide, and it is amazing how far we have progressed. I think that the main reason why Formula I has survived for so many years is that we have had no major rule changes since 1973.

Our district is promoting Q-500 to help generate more interest in pylon racing. In addition to separate Q-500 races, we have included Q-500 when F-I is scheduled. In San Antonio and Paris, Ark. there were only 7 or 8 that entered. However, for our race there were 15 entries. For double F-I race weekends (San Antonio, Paris, Ft. Worth) we have had Q-500 on Saturday morning, followed by F-I in the afternoon. Then a separate F-I race is held on Sunday. This has generated more interest but it is real hard on the workers, and will be revised slightly to relieve their workload.

The weather for both days was beautiful (80° - 85°, 5-10 MPH). Q-500 was very exciting for our beginner pilots; some entering a contest for the first time. Five rounds of Q-500 were flown including flyoffs Saturday morning. Plaques were handed out while the F-I matrix was made-up, and F-I started immediately afterward. You could tell that the weather was right for good engine runs with many 1:13 times posted. Four rounds were completed before the workers expired. The fifth round was flown Sunday morning followed by a flyoff for 4th & 5th (Greer, Hobbs) and 1st, 2nd, 3rd (Tocci, Rankin, Oliver). Greer won his flyoff and Tocci won first place (Oliver cut out & Rankin had one cut). Congratulations to Rick Tocci for his first F-I win. He has been competing for a couple of years, and he is really a great person to be associated with.

The second F-I race followed immediately. The Gods were against us on the first three heats with crashes in each heat. The weather was just right said David Laymen who posted (4) 1:13 times then in the fifth round he turned a blistering 1:10 for the fast time trophy. We finished five rounds by 2:00 P.M., and there were no flyoffs. David Laymen took all the marbles in this race with a first place and the fast time trophy. Congratulations to Red Cranfield for his third place win, and to the Clay/Moncrief team for their fifth place (on the comeback trail).

Q-500 (6/11/88)
(F-I Course)

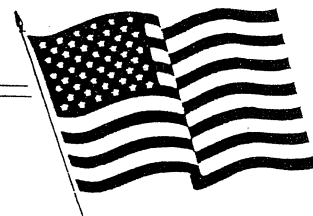
1st	Bob Greer	1:41
2nd	Gary Pannel	1:42
3rd	Dick Ritch	1:43
4th	Brian Gates	1:40 (fast time)
5th	Randy Ritch	1:49

F-I (6/11/88)

1st	Rick Toci	1:18
2nd	Ed Rankin	1:15
3rd	Ric Oliver	1:13 (fast time)
4th	Bob Greer	1:14.9
5th	Bruce Hobbs	1:16

F-I (6/12/88)

1st	David Layman	1:10 (fast time)
2nd	Ed Rankin	1:14.3
3rd	Red Cranfield	1:20
4th	Ric Oliver	1:13.9
5th	Clay/Moncrief	1:18



NMPRA DISTRICT 8 - RACE RESULTS
 Software by TANCO

Well guys the racing season is off and running. The South Texas Race in San Antonio is History. There were 20 entries on Saturday and 19 on Sunday for F-1, and Q-500 had 7 entries. The racing was hot and heavy right from the start with FAST FREDDIE FRENCH setting fast time for both days with a hot 1:11.59. The casualties were heavy also with Dick Ritch, Norm Johnson, Bob Greer, Harvey Hobbs, Ed Rankin loosing birds. The garbage can looked like it won the race.

After all the racing was over the first day we saw a tie for 1st place between FAST FREDDIE and BRUCE RICHMOND. When the dust settled after the fly off BRUCE was the winner. At the end of the second day of racing Dub Jett was the winner and Bryan Richmond had turned fast time of 1:14.16 for that days fast time.

The Q-500 racers had to stay over night and finish racing the next day. The winner of the Q-500 was Randy Ritch his first win in Q-500, second place went to Bob Greer, third place went to Ric Tocci. The Q-500 racers had lots of fun and lots of flying. We need to work on getting more Q-500 flyers " remember guys this is the life blood of our racing " lets all try and get a new Q-500 racer into racing this year.

In closing we have a new trailer and a all new race course being set up at this time. We should be able to try it out at the Fort Worth Race on June the 11th and 12th. We will not have anymore lights to worry about or batteries. The new course will have shutters and all new timing system. It is really going to be nice.

S. TEXAS AIR RACE #1 4/30

DICK RITCH
 SWR-VP
 5/16/1988

-----NAME-----	NMPRA#	TOTAL POINTS	AVERAGE TIME	BEST TIME	POS/POINTS
RICHMOND, BRUCE	21I	100.0	1:22.74	1:17.65	1 / 100.0
FRENCH, FRED	17H	94.8	1:19.51	1:11.59	2 / 94.8
JETT, DUB	58H	89.6	1:16.96	1:15.38	3 / 89.6
WILLS, HUBERT	32H	84.4	1:26.23	1:22.01	4 / 84.4
TOCCI, RICK	43I	79.2	1:21.34	1:16.90	5 / 79.2
HANWAY, J.P.	41H	74.0	1:20.68	1:15.40	6 / 74.0
KLEIN, KEN	14H	63.6	1:33.46	1:26.87	8 / 63.6
FREDRICKSON, K	36H	58.4	1:35.55	1:33.16	9 / 58.4
CRANFILL, RED	65H	53.2	1:29.36	1:27.56	10 / 53.2
GALICIA, ANTONIO		48.0	1:34.36	1:30.00	11 / 48.0
OLIVER, RICHARD	26H	42.8	1:23.01	1:17.91	12 / 42.8
RANKIN, ED	1ER	37.6	1:22.21	1:21.61	13 / 37.6
HOBBS, BRUCE	70H	32.4	1:17.83	1:16.72	14 / 32.4
GREER, BOB	18H	27.2	1:26.00	1:21.11	15 / 27.2
HAGER, BILL	1BH	22.0	1:28.23	1:28.23	16 / 22.0
LAYMAN, DAVE	51H	16.8	1:18.12	1:18.12	17 / 16.8
HOBBS, HARVEY	50H	11.6	0:00.00	0:00.00	18 / 11.6
RITCH, DICK	5I	6.4	0:00.00	0:00.00	19 / 6.4
JOHNSON, NORM	8I	1.2	0:00.00	0:00.00	20 / 1.2

FASTEST HEAT:FRENCH, FRED (1:11.59) (S. TEXAS AIR RACE #1)

S. TEXAS AIR RACE #2 5/01

-----NAME-----	NMPRA#	TOTAL POINTS	AVERAGE TIME	BEST TIME	POS/POINTS
JETT, DUB	58H	188.6	1:17.25	1:15.97	1 / 99.0
RANKIN, ED	1ER	130.9	1:22.32	1:14.77	2 / 93.3
RICHMOND, BRUCE	21I	187.5	1:22.34	1:16.10	3 / 87.5
HOBBS, BRUCE	70H	114.2	1:21.59	1:15.14	4 / 81.8
OLIVER, RICHARD	26H	118.8	1:20.76	1:16.53	5 / 76.0
FRENCH, FRED	17H	165.1	1:24.45	1:18.33	6 / 70.3
HAGER, BILL	1BH	86.5	1:22.32	1:18.71	7 / 64.5
GREER, BOB	18H	86.0	1:24.79	1:20.87	8 / 58.8
JOHNSON, NORM	8I	54.2	1:25.83	1:22.01	9 / 53.0
GALICIA, ANTONIO		95.2	1:28.59	1:22.07	10 / 47.2
KLEIN, KEN	14H	105.1	1:35.72	1:26.01	11 / 41.5
LAYMAN, DAVE	51H	52.5	1:26.32	1:19.65	12 / 35.7
FREDRICKSON, K	36H	88.4	1:34.06	1:27.56	13 / 30.0
HANWAY, J.P.	41H	98.2	1:20.48	1:16.23	14 / 24.2
TOCCI, RICK	43I	91.9	1:14.78	1:14.78	16 / 12.7
WILLS, HUBERT	32H	91.4	1:33.25	1:28.08	17 / 7.0
RITCH, DICK	5I	7.6	1:25.68	1:25.67	18 / 1.2

FASTEST HEAT:RANKIN, ED (1:14.77) (S. TEXAS AIR RACE #2)

NMPRA DISTRICT 8 - RACE RESULTS

Software by TANCO

There is only one way to start off this news letter and that is with a "GREAT BIG THANKS" to Gary Heithold and his family for the hospitality and friendship they gave each and every racer that attended the PARIS AIR RACES in Arkansas. The weather was great and the contest was run without a flaw, I mean not one re-fly or one confrontation. When I say run right I mean right, can you imagine not one re-fly in 15 rounds of racing including one fly-off. Great job!.

The causality list was high with 17 racers starting the race on Saturday and after the first round there was only 12 flyers left. The causality list looked like the SLO championship race three years ago. With Ric Tocci, Dick Ritch, Norm Johnson, Phil Bussell and Terry Rollins all going in, I guess you might call them the hard luck bunch. When all the balsa and fiberglass was through falling the racing got hot. Bruce Richmond turned fast time of 1:11.73 which ended up being fast time for both days of racing. There was one fly-off on Saturday for 2nd and 3rd between Bruce Hobbs and Ed Rankin, with Bruce Hobbs winning the fly-off.

On Sunday the race only had 13 racers because all the causalities from Saturday. There were no crashes on Sunday at all, and I might add no re-flies. The winners were Dub Jett on Saturday and Bruce Richmond on Sunday. Congratulations to both Bruce and Dub they both have worked very hard to get where they are.

There are two other racers that hardly ever get any recognition for a lot of hard work, they are Ken Klein and Red Cranfill if there was a first place for trying and hard work they would both win 1st and 2nd every time. Keep up the good work both of you.

The hard luck racer of the contest was Bruce Hobbs. You see Bruce has one of those high tech something or other things in his plane to put oil in the front bearings of his engines between each round, it is made out of aluminum tubing. Bruce had a perfect score til the last round on Sunday and something happened the little piece of aluminum tubing, it came off and into the engine causing him not to get off the line, the engine ate it. Well so much for high-tech.

Q-500 on Saturday we saw 9 Q-500 flyers step to the line. Bruce Richmond won 1st place and Ric Tocci came in 2nd.

Again each one of us owe Gary and his family a big thanks for a perfect race.

PARIS AIR RACES #1 5/28

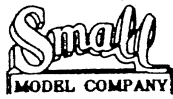
-----NAME-----	NMPRA#	TOTAL POINTS	AVERAGE TIME	BEST TIME	POS/POINTS
JETT, DUB	58H	287.2	1:16.37	1:12.23	1 / 98.5
HOBBS, BRUCE	70H	206.6	1:18.32	1:16.32	2 / 92.4
RANKIN, ED	1ER	217.2	1:21.76	1:18.39	3 / 86.4
TOCCI, RICK	43I	172.2	1:22.68	1:18.65	4 / 80.3
RICHMOND, BRUCE	21I	261.7	1:23.77	1:11.73	5 / 74.2
LAYMAN, DAVE	51H	120.6	1:16.43	1:13.64	6 / 68.1
GREER, BOB	18H	148.0	1:21.12	1:18.77	7 / 62.0
HANWAY, J.P.	41H	154.2	1:22.83	1:19.28	8 / 55.9
HEITHOLD, GARY	38I	49.9	1:24.32	1:17.91	9 / 49.9
HOWARD, GARY	77I	43.8	1:27.10	1:24.29	10 / 43.8
CRANFILL, RED	65H	90.9	1:34.03	1:26.94	11 / 37.7
KLEIN, KEN	14H	136.7	1:32.87	1:26.98	12 / 31.6
RITCH, DICK	5I	33.1	1:26.15	1:25.47	13 / 25.5
FRENCH, FRED	17H	184.5	1:22.49	1:21.49	14 / 19.4
JOHNSON, NORM	8I	67.6	1:16.70	1:16.70	15 / 13.4
BUSSELL, PHIL	1PB	7.3	1:23.83	1:23.83	16 / 7.3
ROLLINS, TERRY	11H	1.2	0:00.00	0:00.00	17 / 1.2

FASTEST HEAT: RICHMOND, BRUCE (1:11.73) (PARIS AIR RACES #1)

PARIS AIR RACES #2 5/29

-----NAME-----	NMPRA#	TOTAL POINTS	AVERAGE TIME	BEST TIME	POS/POINTS
RICHMOND, BRUCE	21I	357.6	1:19.26	1:16.95	1 / 95.9
JETT, DUB	58H	375.2	1:14.60	1:12.44	2 / 88.0
GREER, BOB	18H	228.1	1:21.93	1:15.79	3 / 80.1
LAYMAN, DAVE	51H	192.9	1:19.11	1:14.92	4 / 72.2
HOBBS, BRUCE	70H	271.0	1:23.14	1:21.15	5 / 64.3
RANKIN, ED	1ER	273.7	1:21.60	1:15.23	6 / 56.4
HANWAY, J.P.	41H	202.7	1:24.07	1:20.55	7 / 48.6
KLEIN, KEN	14H	177.4	1:25.93	1:15.49	8 / 40.7
CRANFILL, RED	65H	123.7	1:25.82	1:21.11	9 / 32.8
HEITHOLD, GARY	38I	74.7	1:21.69	1:18.37	10 / 24.9
TOCCI, RICK	43I	189.2	1:29.91	1:20.90	11 / 17.0
HOWARD, GARY	77I	52.9	1:27.87	1:25.79	12 / 9.1
BUSSELL, PHIL	1PB	8.5	1:20.82	1:19.07	13 / 1.2

FASTEST HEAT: JETT, DUB (1:12.44) (PARIS AIR RACES #2)



FAI MIDGET MUSTANG KIT
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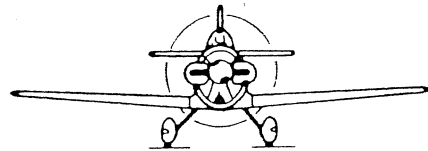
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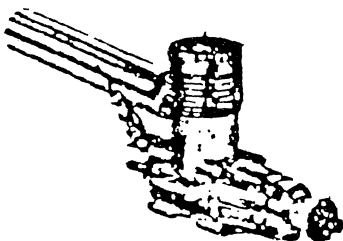
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