

NMPRA RACING NEWS

National Miniature Pylon Racing Association AMA Affiliated since 1965

NOVEMBER/DECEMBER 1988 EDITION

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Members:

The 1988 season is now complete, the awards handed out (for the most part), and we are all anxiously contemplating the 1989 season. Right?...Right!

1988 has been a good year from my perspective as your President and I am looking forward to 1989 as being a better year. As you are aware, I have several projects still on the boards which need to be completed.

The noise issue still looms as the most sensitive and potentially harmful to pylon. A formal statement on NMPRA's position is a must for 1989 so we can get on with racing.

Over the past month or so, I have been reading through old NMPRA Newsletters that Ed Rankin has kindly loaned me for development of our archives. I have been amused at some of the old issues like "We need to slow Formula 1 down." (That was when fast time was 1:42) I will repeat more over the next year. The reason for all of this is that I was appalled with the lack of history that has carried on from president to president over the years. Donna Bartle sortof started researching past presidents in 1986. Ironically, the list was published with some imperfections in it. I have pieced together a corrected list of not only the past Presidents but, NMPRA Race Champions and National Points Winners as well.

When I have finished, we will have a complete copy of all the NMPRA Newsletters published, a list of all NMPRA National officers, etc. I will from time to time pass on some of our history trivia for your enjoyment.

Race results for the 1988 F-1 and Q500 Championship are included elsewhere in this newsletter, so I won't elaborate on those highlights.

Speaking of the newsletter, I am always interested in your comments on how to improve our tabloid. I am always interested in your comments. So, if you have something of interest or constructive criticism, please send me a note.

Well, till the next newsletter (February 1989)...

Good Building,


Gary Hover



**NATIONAL MINIATURE PYLON RACING ASSOCIATION
FORMULA ONE CHAMPIONSHIP RACE WINNERS**

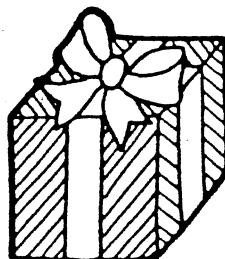
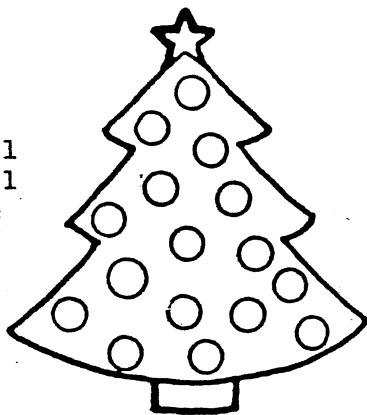
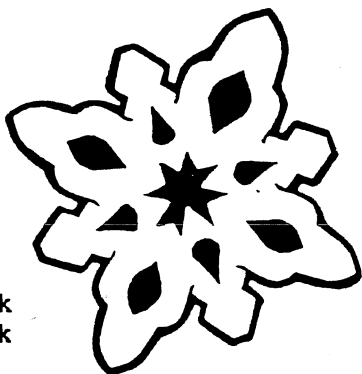
Year	Winner	Site	Engine	Airplane
1973	Bob Violet	Sepulveda Basin, CA	K & B	Cosmic Trick
1974	Terry Prather	Miami, Florida	X40	Prather Toni
1975	Jim Maki	Mesquite, Texas	K & B	Stegal Minnow
1976	Terry Prather	Bakersfield, Calif.	X40	Prather Toni
1977	Irwin Funderburk	Valkaria Florida	K & B	Bandet
1978	John McDermott	Mesquite, Texas	X40	Prather Toni
1979	Bob Root	Las Vegas, Nevada	X40	Stinger
1980	Tom Christopher	Titusville, Florida	X40	PoleCat
1981	Jerry Boyce	Las Vegas, Nevada	X40	Prather Toni
1982	Dave Shadel	Sequin, Texas	X40	Prather Toni
1983	Dave Shadel	San Luis Obispo, CA	X40	Prather Toni
1984	Dave Shadel	Smyrna, Tennessee	X40	Prather Toni
1985	Dub Jett	Gainesville, Texas	X40	Pitts Pekits
1986	Dave Shadel	Sepulveda Basin, CA	X40	Samurai Kaze
1987	Gary Hover	Deland, Florida	X40	Samurai Kaze
1988	Brian Richmond	Gainesville, Texas	X40	Prather Toni

**NMPRA
PAST PRESIDENTS**

1965	Cliff Weirick
1966	Cliff Weirick
1967	Ed Shipe
1968	Ed Shipe
1969	Tom Protheroe
1970	Tom Protheroe
1971	Pete Reed
1972	Bror Fabor
1973	Ed Rankin
1974	Glen Spickler
1975	Glen Spickler
1976	Ron Schorr
1977	Ron Schorr
1978	Bill Hager
1979	Bill Hager
1980	Bill Hager
1981	Bob Smith
1982	Dave Shadel
1983	Ron Schorr
1984	Ron Schorr
1985	Phill Bussell
1986	Phill Bussell
1987	Henry Bartle
1988	Gary Hover
1989	Gary Hover

**FORMULA ONE
POINTS CHAMPIONS**

1968	Granger Williams
1969	Whit Stockwell
1970	Terry Prather
1971	A & L Racing Team
1972	Bob Smith
1973	Bob Smith
1974	Terry Prather
1975	Terry Prather
1976	Bill Hager
1977	Bob Smith
1978	Tom Christopher
1979	Dave Shadel
1980	Dave Shadel
1981	Gary Hover
1982	Dave Shadel
1983	Dave Shadel
1984	Dub Jett
1985	Dub Jett
1986	Dave Shadel
1987	Henry Bartle
1988	Dave Shadel



F1

1988 CHAMPIONSHIP RACE REPORT

by Phill & Jill Bussell

Well - the 1988 Formula I Racing Season has come and gone. Our grand finale - "the Championship Race and Awards Banquet" - was held in Gainesville, Texas over the October 22nd-23rd weekend. This year's race was hosted by the Southwest Central District of the NMPRA. I am proud that the Southwest Central District has become self-sufficient over the past few years and we now own our race trailer and equipment which with a few more refinements will be second to none.

There is, however, one little catch ---- PEOPLE ---- to work the equipment and give of their precious leisure time to help us enjoy our chosen pastime - "Racing Toy Airplanes". With this thought in mind - I want to thank all of my workers which consisted mainly of close friends and family for being so giving and caring to help us have a fun filled weekend. I will tell you how GOOD they are - we flew 98 heats with no reflys or problems that couldn't be solved at the line - Sure makes the life of a Contest Director nice and easy!!!

We are also going to claim a world record for "Course Changing" (due to October Texas winds) - the new record is 12 minutes flat - that's right folks! With Fred French, Paul Polanek, and our race course crew - we totally switched the course direction and had the next heat on the way to the line in 12 minutes!!!

We had 48 contestants representing 12 states and I do appreciate the sportsmanship and courtesy of each of you!! To the best of my knowledge, a fun time was had by all - Contestants & Workers!

Following is a list of the top 20 racers in order of finish, along with number of points, individual fast time, airplane flown and engine used. Congratulations to each of you!!!

	NAME	BEST TIME	AIRPLANE/ENGINE	POINTS
1.	Brian Richmond	1:10.6	Toni X40	32
2.	Mike Helsel	1:15.3	Cosmic Wind ST	28
3.	Bruce Hobbs	1:15.4	Midget Mustang X40	28
4.	Dave Shadel	1:10.8	Kaze X40	27
5.	Dub Jett	1:14.0	Mustang/Denight X40	27
6.	Tom Strom	1:15.8	Shoestring STX40	26
7.	Bruce Brown	1:18.6	Minnow/Denight ST	26
8.	Rusty VanBaren	1:18.0	Denight/Toni 2 cycle	25
9.	Henry Bartle	1:14.2	Kaze/Toni ST	25
10.	Gary Hover	1:13.4	Kaze X40	25
11.	Richard Verano	1:15.3	Denight/Tony ST 40	23
12.	Rich Tocci	1:16.2	Poledog/Mustang X40	23
13.	Stenberg, Paul	1:15.8	Denight X40	22
14.	Dick Ritch	1:19.5	Polecat/Mustang ST	22
15.	Bruce Richmond	1:15.9	Toni/Mustang X 40	21
16.	Hubert Wills	1:18.5	Denight ST	21
17.	Norm Johnson	1:15.9	Mustang/Denight ST	20
18.	Scott Manning	1:19.3	Toni ST 40	20
19.	Lyle Larson	1:21.2	Mustang ST	20
20.	Lee Von Der Hey	1:12.7	Denight X 40	19



Congratulations go to Rich Tocci who won Best Finish with an immaculately constructed and finished Polecat - which he took home intact Sunday!!!!

I don't know whether to congratulate Brian Richmond first for his Win or his Perfect Score - or his Fast Time of 1:10.6 --- which was Fast Time for the Contest (some people win all the marbles). The truth of the matter is that Brian was almost in a class by himself! The one close race that Brian had was with Dave Shadel - Brian led the entire race but not by much - the final times were Richmond 1:10.6 and Shadel 1:10.8! Really - congratulations go to both of these guys for a super race!!!!

Best Mid-Air goes to Gary Hover and Lyle Larson ---- they just couldn't stand it any longer and in Round 8, coming around #2 pylon - they decided to kiss and make up! Judging from the debris, Lyle lost. Really, this was a shame since Gary was only down 3 points at the time and was defending his 1987 Championship Win with honor.

Second and Third Places were decided in a flyoff between Mike Helsel and Bruce Hobbs. It appeared from the outside looking on that Bruce had air speed on Mike - but Bruce couldn't stand prosperity cutting #2 pylon on about the fourth lap. Mike Helsel was very consistent from round to round and he had a very tough matrix - flying Hover in the second round, Shadel & Jett in Round 3, and Huber in the fifth round --- just to name a few of his tough races.

Best Crash is a three-way tie between Clay/Moncrief team who lost a beautiful Midget Mustang, Greg Doe due to radio failure and Lee VonDerHey who had a mind glitch and flew his Denight Special into good old terra firma.

Guys - I could go on forever as there was great close racing in almost every heat. Flying was cut short Sunday due to a cold front that came in about 10:00 a.m. with winds gusting to over 30 mph - but we had 8 great rounds and definitely had a winner - Brian Richmond!!!

105 people attended our banquet on Saturday night - including Tom Fluker, Jr., Combat World Champion who was one of our workers on the race course and Sandy Frank, NATS Event Director. Lots of Roast Beef and Fried Chicken was consumed that evening!!!!

Have a very nice Holiday Season - enjoy your family and friends - then we hope to see you all next year at the RACES!!!!!!!

Merry Christmas &
Happy New Year



Q500



The National NMPRA Q500 Championship was held at North Lake/Dallas on Oct 8th and 9th. We had a good turn out with flyers coming from Atlanta, Denver, Phoenix, California and Texas. Donna Bartle came all the way from California to be the starter. She did her usual great job. The week before the race she hurt her arm so she had Marc Greer do the actual flagging. He did a great job for his first race as starter.

After getting things organized racing started at 10:20. Just as the first heat got off the monsoon started. The rain was so bad you could hardly see the airplanes on the course. In retrospect we should have stopped the heat. Bill Gates won the first heat but his radio failed from water damage and he crashed while landing. Two other radios failed later in the day from water damage but with no loss of equipment. The weather continued to deteriorate with temperature falling into the 50's.

The race was postponed until 2:00pm hoping the rain would stop. Everyone took the opportunity to get lunch or run home and get some warmer cloths. The clouds broke about 1:00pm and eventually the temperature got up to 70.

The first round started out fast. There were five sub 1:22 times with Henry Bartle turning a 1:19:93. After five rounds we called it a day so everyone would have time to clean up for the Banquet at my house. Henry dropped a point in round five to Paul Benezra in one of the closest races of the day. Not counting zero's Paul had the fastest average time of the contest with an average time of 1:21:75. He was flying a V-tail with a Weber Speed. At the end of five Jim Allen had the only perfect score followed by Bartle and Gates down one point. Yours truly, CD, had been handling out raffle tickets and forgot to fuel up for heat three. Big zero. Mike Darnell was working on best crash having crashed/rebuilt and crashed again. However Howell stuffed his coming around number three on the last heat of round five and the workers voted it best crash of the day.

All workers and pilots were invited for Hamburgers, Beer and Pylon movies. Unfortunately somebody had taped two hours of MTV over my best tapes the night before. My kids blamed it on the dog. But Jim Allen saved the day. He brought tapes of the new jet they've put together in Phoenix and everybody enjoyed them. Everybody ate and drank their full and seemed to have a good time.

The weather looked much better Sunday morning. Light fog, but looked like it would warm up. The wind had moved to North so we moved the course. It did continue to warm up and turned out to be a beautiful day in the mid seventies. Paul Benezra started put Round six with a double cut on number two to put him down six points. The times started out much slower in round six with fast time being Bartle at 1:25:05. In heat four of round nine Eide and I got into a close wingtip to wingtip race. About the 5th lap Eide center punched pylon two about six inches down from the top. That's flying tight. It knocked him down three points but he was guaranteed best crash trophy.

We got in five rounds for a two day total of ten rounds. The final positions were: Jim Allen 1st, Henry Bartle 2nd, Bill Gates 3rd, Paul Benezra 4th and Jim Eide 5th. Best time went to Benezra (Bartle Caller) with a 1:19:56 in the 9th round. Best crash Trophy went to Jim Eide. The sponsors were very kind for this race. Trophy's were sponsored by Bob Greer, Rich Tocci, Dub Jett, Mike's Hobby Hanger and the NMPRA. Airtronics was the premier sponsor

of merchandise with two 1991 Module radios. Futaba sponsored two Conquest radios. Other sponsors were Bold Hobbies, Master Airscrew, Tru-Turn, Ace, Performance Specialties, Bob Greer (Airplane). Jim Allen received one of the nice Airtronic radios for first place. Henry Bartle won a ready to fly Airplane for second. He donated it to Marc Greer who is learning to fly. Bill Gates won a Futaba radio for third place.

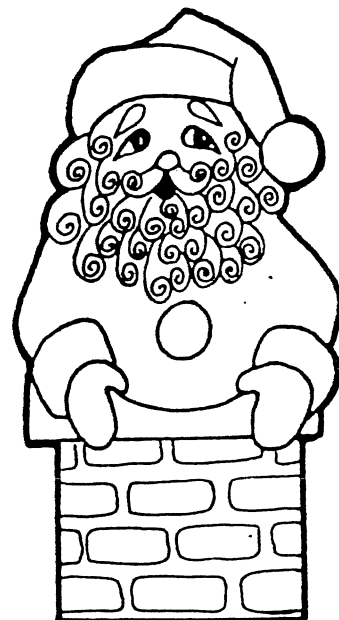
The rest of the prizes were raffled off. Each worker had received six raffle tickets for each days work. Each pilot received one for racing. Kilroy Richardson won the other Airtronics Module. Marc Greer won the Futaba Conquest. Ritches Hobbies of Houston supplied eight gallons of fuel for the raffle. They also supplied Ritches Brew for the race.

All in all everyone seemed to have a great time. A special thanks to all the workers who made it such a great race.

TOP TEN FINISHER'S

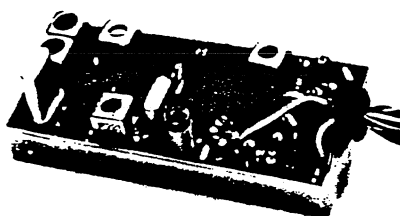
RACER	PLANE	ENGINE	SCORE	BEST TIME
ALLEN	V-TAIL	ROSSI	30	1:21:41
BARTLE	LARSON/T TAIL	ROSSI	28	1:19:93
GATES	SCAT CAT	ROSSI	25	1:22:08
BENEZRA	V-TAIL	WEBER	24	1:19:56{
EIDE	Q500	ROSSI	23	1:21:72
JOHNSON	Q500	ROSSI	22	1:27:52
GREER	Q500	ROSSI	21	1:21:01
KLIEN	Q500	ROSSI	20	1:27:70
DEMAY	Q500	ROSSI	19	1:20:73
CRANFILL	Q500 RICKY	ROSSI	19	1:30:64

Bob Greer/CD



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Race Results, Northern Kentucky Flying Cardinals, AMA Q-500, October 15, 1988
 C.D.'s Joe Ruh and Barry Andersen

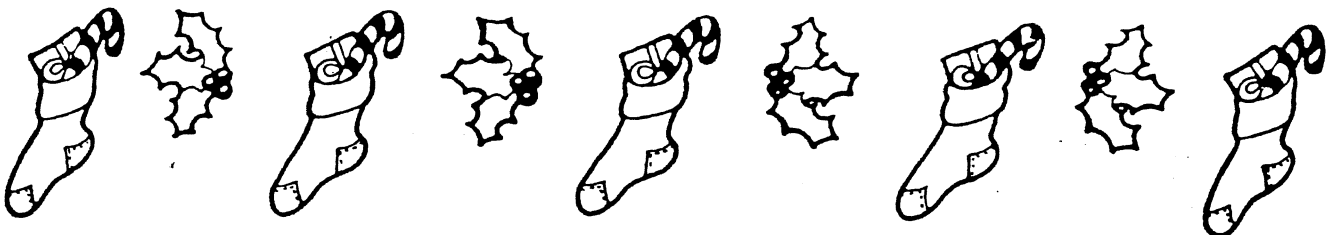
Temperatures in the mid 60's and moderate winds provided good conditions for the 16 racers that showed up for the Fall Cardinals Race. Many good races were flown with personal fast times for several racers. The **crash of the day** award goes to Mike Pewitt who hit our #3 pylon (4" PVC pipe), and broke it in half. A spectacular crash that should keep us all safety concious; schedule 40 pipe is very tough. Fortunately, no-one was hurt; let's be sure to keep our workers well protected.

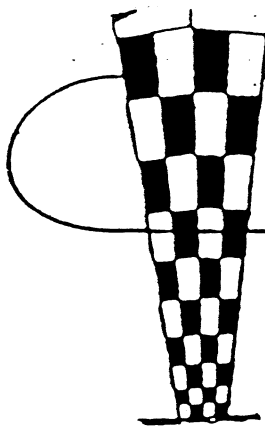
Joe Dodd was courting Mrs. Murphy and lost two airplanes but managed to win one heat with a fast 1:33.74. Father and son Ben and Dave Martin of Dayton, Ohio, were racing after a long lay-off and took 2nd and 5th place trophies home. Ken Points, Matt Fox, and Dennis McDaniel flew in their first sanctioned race. Joe Ruh missed placing with a D.N.S. from missing carb. parts. Craig Grunkemeyer continues to be fast and looks smoother each race. He took the fast time award with a very respectable 1:25.45. Tom Scott from Cincinnati, won with a perfect score and a fast time of 1:30.43. As always, a **big thanks**, to all the workers; we can't do it without you.

#1.	Tom Scott	Ohio	Clipper/Rossi	20 pts	1:30.43
#2	Ben Martin	Ohio	ScatCat/Rossi	20 pts	1:32.98
#3	Grunk	Ohio	ScatCat/Rossi	19 pts	1:25.45*
#4	Gerald Price	Ohio	ScatCat/Picco	18 pts	1:30.49
#5	Dave Martin	Ohio	ScatCat/Rossi	16 pts	1:36.48
#6.	Dana Swah	Tenn.	Own/Webra	15 pts	1:29.66
#7	Joe Ruh	Kentucky	Clipper/Rossi	14 pts	1:32.98
#8	Tony Speck	Tenn.	Clipper/Rossi	14 pts	1:37.54
#9	Wayne Pewitt	Tenn.	Clipper/Rossi	14 pts	1:47.76
#10	Dennis McDaniel	Kentucky	ScatCat/Rossi	14 pts	1:49.02
#11	Mike Pewitt	Tenn.	BadNews/Webra	13 pts	1:34.47
#12	Barry Andersen	Kentucky	Viper/Rossi	13 pts	1:37.17
#13	Doug Robinson	Ohio	ScatCat/Rossi	11 pts	1:42.01
#14	Matt Fox	Ohio	Clipper/Rossi	11 pts	1:48.14
#15	Ken Points	Kentucky	Clipper/Rossi	9 pts	1:48.47
#16	Joe Dodd	Ohio	ScatCat/Rossi	4 pts	1:33.78

Thanks to workers: Mike Dames, Bill DeVore, Les Leeke, Doug Dey, Ray McNeil, Dave Barrows, Ken Scheffel, Bud Buddenberg, Jim and Brenda Holbrook, Tom ?, Jon and MaryBeth Oesher.

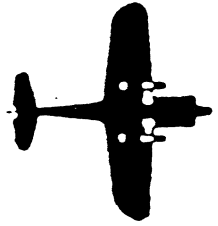
Submitted by Barry Andersen





NEPRO

NEWSLETTER



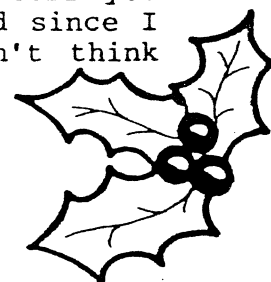
NOVEMBER 1988

Excerpts from Don McStay's Article in the NEPRO Newsletter...

We're a little late getting to press with the newsletter but since the last one came out Bob and I participated in the U.S. Team trials in Ohio, did some hot competitive flying in our own NEPRO F-1/FAI Championships at Weymouth, journeyed across the big pond to compete in the German National Championships, competed in a small NEPRO type race in Czechoslovakia and finally have just gotten back from Texas where the NMPRA Formula-1 Championships were held at Gainesville. That's five races in about a month and a half, which is more than some of you got to race all season. So I'm sure you can understand that these several weeks have been extremely busy especially considering that we have also had to show up at work once in awhile.

The first event was the US Team Selection Race in Ohio. Bob and I were the only competitors from this area to get there. Dave Doyle and a few of the other expected competitors from other parts of the country didn't show up so the field was limited to 7 possibilities. Unlike Formula-1, the way FAI is scored once you know the times that each competitor generally flies you can pretty well figure out where that person will place in any given competition. When total time determines the end results as a factor in winning, any benefit from the luck of the draw or the ability to play the matrix is eliminated. Consistency and ability then become the two major factors in the outcome. That's what made Dubb Jett, Bruce Richmond, and Gary Hover the best bets to take the three positions available on the team. In fact, that's exactly the way it came out. The four of us that remained in the competition took turns trying to give away fourth place, but I was apparently less generous than the other three so I ended up the alternate and was later voted by the team to be their Team Manager. Although being a bridesmaid is nothing to brag about, I can see all the work that Bob and I have been doing on FAI is beginning to show. If both of us can become more consistent and fly just a bit better, I think we can give those Texas and California guys some serious competition. It was a great thrill for me to be voted the Team Manager and I'm looking forward to the relationship with these superstars of pylon racing. I'm sure I can learn a lot from the association. These people typify the very best in racing; what racing is all about; and as people they are superstars as well. In spite of the lofty position they occupy in our sport, they are always ready, willing, and committed to helping those of us who are struggling to learn and develop the consistency that is so typical of their winning style. I'm sure I express the sentiments of all the members of NEPRO when I say, "Congratulations Guys! You earned it and you deserve it, and we're 100 percent behind you. Thanks for being such an important part of our wonderful sport."

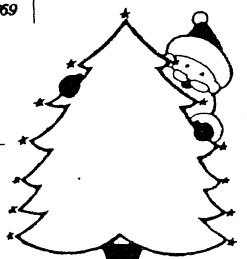
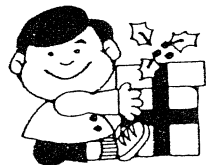
Bob and I left Ohio, after having been pretty well thrashed, but with renewed determination to do a lot better in Germany and to try muffler pressure, which seemed to work so well for Dubb, Bruce, and Gary. We had been having some problems with our engines not running consistently and Dubb Jett, who is probably the best engine man in the world, vigorously encouraged us to try pipe pressure because he felt it should solve many of our problems. We only had a couple of days to practice with this setup before we headed for Germany and although it seemed to be a lot easier to needle, neither Bob nor I were totally comfortable with where to set the needle. Unfortunately when the flag drops in the quality of competition that was very apparent in Germany, the lack of comfort becomes out and out discomfort, and we continued to have some consistency problems. We felt this was partially, due to our dedication to adding another page to the racers guide "A Thousand One and Ways to Lose a Race." However, all was not lost for the Americans because Dubb Jett and Brian Richmond showed up with a box full of airplanes; a desire to have a fun weekend of FAI racing and the truth be known, take a good look at what the best competition in Europe was doing. The Malinas Brothers were there, Victor Cassutt from Switzerland, Barrie Lever from England, Evon Cappuyns from Belgium, and four other teams from Czechoslovakia, any of which were capable of winning; Tom Lindemann and Manfred Pick from Germany, who are both excellent pilots and have done their share of winning in Europe; Ernst Waltscek from Austria, who has some times down around 1:13 and a whole bunch of others; 63 teams in all, making this a very well attended and highly competitive National Championship. The weather was not inclined to cooperate. It was windy, cool, and sometimes rainy. The Grand Prix format which flies 5 rounds to determine the semi-finalists, who then fly 2 rounds to determine the 3 teams that are to compete for all the marbles in the finals, was completed in spite of all this adversity. It couldn't have been done without a great effort on the part of those who organized and ran the race, because many times during the week it didn't look like the race could ever be completed. When the semi-finals were over, Dubb Jett, Barrie Lever, and Bruce Richmond were in the finals. This was predictable, but what wasn't predictable was what would happen if Dubb and Bruce who call for each other, ended up flying against each other. In Czechoslovakia, they are purist relative to this kind of situation and one of the two would have had to drop out, but in Germany they allowed Bruce and Dubb to choose substitute callers. Bob and I were fortunate enough to be their choice. We determined who would call for whom by drawing straws and I won Bruce and Bob won Dubb. Bruce and Dubb kept telling us it was all for fun and not to be concerned that we hadn't worked together and just go out and enjoy it, but I have to tell you when your calling for two of the very best in the world it might be fun for them, but I wasn't quite so sure it was going to be all that much fun for us. I also have to tell you that it was perhaps one of the greatest thrills I've had since I have been associated with racing. For anyone who doesn't think



they can be a pilot, calling can be as exciting as being a pilot and it is just about as rewarding when you do the job well. Calling for Bruce, I got an pilot's eye view of exactly how a champions course is flown and I can tell you that Bruce went through 2-3 so fast and so tight, he just about screwed me into the ground trying to keep up with him. The race itself was not only a thrill for those participating, but for the crowd as well. All three pilots stuck to each other like glue thru the whole 10 laps or at least thru 8 laps until Barrie Lever cut the number 3 pylon and then proceeded to cut the tail off Dubb Jett's airplane. Bruce flew through the debris and although he was in third place at the time, he was only a few feet behind the leader and had been closing from the considerable distance we had lost in the first lap turning pylon 1 a little late. Barrie finished the heat but was disqualified for 2 cuts and Bruce finished with a 1:15 plus, which was about equal to the best he had done over the weekend. Had we had to go for it in the last 2 laps as I was planning, I'm sure we would have broken the 1:15 mark. When the FAI jury finished sorting out the situation, Bruce was given 1st Place, Barrie 2nd, and Dubb 3rd.

The kind of racing we experienced in Germany including the high degree of competition, sportsmanship and fellowship guarantees that racing has no place to go but up. Dubb and Bruce came away victors but realizing that in 1989 at the World Championships in Virginia Beach they will have their hands full to uphold the tradition established by the 1987 team in Australia. This year Dave Shadel will be defending his title as individual World Champion which will be separate from the team effort and I can tell from the determination to win that was evidenced at our first team meeting in Texas these guys plan to finish 1 - 2 - 3 - 4!

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.

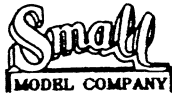


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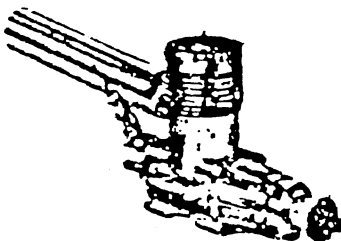
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