

# NMPRA NEWS RELEASE

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# HIGH PERFORMANCE

July 1991

National Miniature Pylon Racing Association

AMA Affiliated

Since 1965

## Top View



### From The President

This month, I am at 41,000 feet on my way back home from Oslo, Norway. I was in the airport newsstand and saw a great article on the 1990 Formula 1 Championship race in *Model Airplane News!* How's that for getting our message around the world?

Now it is back home to get ready for the AMA Nationals. NATS time is when we start looking for people who wish to become NMPRA officers for next year. If you would like to give a little (really a lot) back to the sport, don't mind getting frequent phone calls and are prepared to dedicate some time, run for an office in our organization. I have gotten a lot of satisfaction from my work for the organization. If you would like to run for an office, please put together a brief description of your background, goals for the organization and feelings about pylon racing in general so everyone can make an informed voting decision. All nominations for NMPRA officers should be sent to me before September 1. Ballots will be mailed by September 5th for return by October 27. The results will be announced at the Formula 1 Championship race in Dallas on November 2.

As you have seen in recent issues of *"High Performance"*, the question of Quickie 500 rules has drawn some interest. Jim Allen and I have kept a close tab on the comments. While the AMA rules cycle is complete for the next 2 years, we will have an official proposal to present for the next go around.

Speaking of rules, there is one new rule proposal that passed the AMA affecting Formula 1. The CD now has the official option to use a 1-3, 2-4 takeoff when scale judging is used. There are some confusing points to be worked out, such as do you let a #1 and #2 plane take off together? Doesn't this drastically change one of the basic premises of Formula 1?

I have a concern about how some rules proposals are voted upon by the contest board, and who proposes rules for individual events. Should I be allowed to propose rules for Pattern as a non-participant? Should the rules for a single event be controlled by those who do not have vested interest

in its operation and success? How many times should a proposal be made if it doesn't pass the first two or three times? The rules of an event should be controlled by the majority of those participating in the event. I think that is clearly not the case with the current AMA rules changes. Let me know what you think and we can lobby the AMA for procedural changes.

We have made arrangements with a hotel in the Dallas area for the Formula 1 Championship race. Look for details soon in *"High Performance."*

Ready Turn.

Mike

## BULLETIN! BULLETIN! BULLETIN NATS RESULTS

This just in as we go to press:

### FORMULA 1

Richard Verano\*

Dave Shadel\*

Dub Jett

Norm Johnson

Rich Tocci

\* Verano and Shadel tied for 1st Place.

Verano was awarded First on basis of fast time.

Fast Time: Verano - 1:09.24

Best of Show: Verano

### FAI

Dub Jett

Dave Shadel

Jim Katz

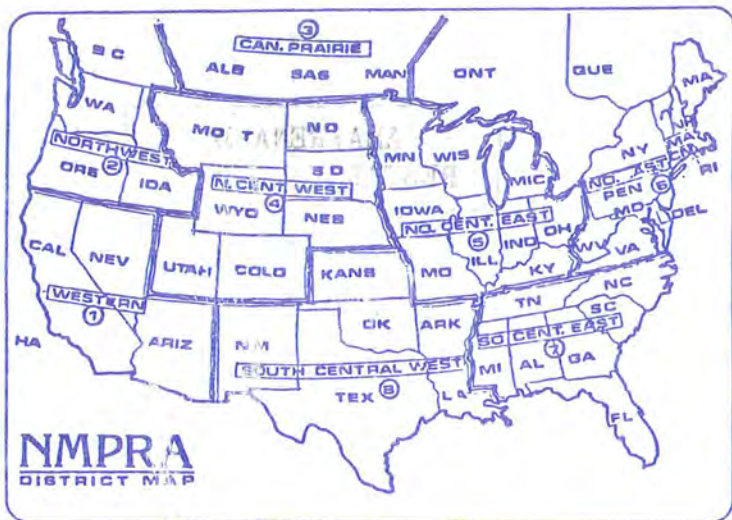
### QUARTER-MIDGET

Jim Katz

### QUICKEE

Craig Grunkmyers





## NMPRA Officers

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## From The Editor's Padded Cell

The nitromethane shortage has deepened, and doesn't promise to get any better for several months. I made a trip to Boston to spend the day with that division of W.R. Grace Co. a few days ago. Sitting down in the office of the Director of Marketing, I reached into my pocket and put a Chapstick and Kleenex on his desk. He gave me a puzzled look, and said, "What's that for?" I replied, "I plan to cry and kiss-up a lot." Not too surprisingly, it didn't move him much.

I have not been able to find any major fuel manufacturer who will be producing anything much higher than 15% for the next several months, unless a break occurs, and no one that I have talked to can see much likelihood of that happening. In addition, I can find no one who is willing to sell straight nitro for those who would like to brew their own.

It appears that for the next several months, the hobby industry will be getting only 40% - 50% of the nitro it used last year. It's gonna be tough on GF - TL guys.

Full coverage of the Nationals will appear in the August "High Performance."

Don



## Reports From Your District Vice Presidents

### District 6 – Pete Reed

At last we are into the racing season here in the Northeast and if the first races are any indication, it will be a great season.

On May 19, we traveled to the shadow of the correctional institution at Bridgewater, Mass. for the first NEPRO rules event of the year. We were blessed with perfect weather for a change, and a pretty good turnout.

For this race, we have a “run what you bring” event to let the “maybe interested” have a chance. The “experts” are expected and do turn out to provide advice and counsel. I still don’t know what to do when you holler “turn” and the pilot stands there with his hand riveted to the box!

We drew 25 expert racers, 13 standard and 8 sportsmen. We had very few crashes but one spectacular crash where after the prop opened up the bottom of the airplane and broke the wing, the slow roll spewed radio parts and servos for 50 yards into the the two foot tall grass. A note for the manufacturers – package your battery packs in fluorescent orange, or with a coiled streamer. Those SR packs are too expensive for me to leave with the cows.

STANDARD	Best Time	Finish
Andy Finley	1:45	1
Al Zayas	1:51	2
Manfred Staats	1:43	3
Ray Dolat	1:35	4
Matt Desimone	1:40	5

EXPERT	Best Time	Finish
Tom Rebenclau	1:31.6	1
Dave Chapdelaine	1:31.2	2
Mike Fiorito	1:35.2	3
Craig Korsen	1:32.1	4
Don McStay	1:32.7	5

Our next race was the first F-1/FAI of the year at Ellington, Ct. sponsored by the Northern Connecticut club. This is probably one of the nicest sites for a spectator because the race site is in a hollow and there is a natural grandstand about even with the height of the flying. Nice for spectators, but a bitch for the flyers if you happen to have a floater on landing.

We had 11 F-1/FAI racers and the second event was again a “run what you bring.” The “pros” provided the pit crews and an educational time was had by all. We had four first-time racers, all of whom survived, promising to be better by the time of the Orange meet (on asphalt at an airport) at the end of June.

Name	Best Time	Finish
Pete Reed	1:18	1
Don McStay	1:19	2

David Doyle	1:17	3
Lloyd Burnham	1:15	4
Mike Mungavin	1:23	5

On June 9, we had the biggest Q500 meet we have ever had in the Northeast with 46 contestants – 21 standard and 25 experts. We were blessed with perfect weather with a light breeze right down the runway. If you need something to complain about, the hay was a little high. If you opted to land in the 150’x100’ mowed area, you might encounter the other three racers. If you landed in the hay, you got chaff in the intake or maybe wrenched the wing if you didn’t hit flat. We have tried several dates in June trying to have the race just after the farmer hays, but when we go late, God makes it rain and when we go early, we get a great early growing season.

STANDARD	Best Time	Finish
Fred Fogelman	1:48	1
Ron Rushneck	1:44	2
Ted Magalette	1:43	3
Matt Desimone	1:42	4
Manfred Staats	1:41**	5

\*\* Fast Time

EXPERT	Best Time	Finish
Steve Pastula	1:32.7	1
David Doyle	1:32.5	2
Don McStay	1:33.3	3
Lloyd Burnham	1:33.79	4
Bill Glode	1:30.44	5

Fast Time – Dave Chapdelaine 1:29.3

We are certainly very pleased with the results that our enforced capped expense racing program has been having. I hope that some of the areas where we have not been seeing any racing reports will take a look at our rules. The single engine may not work on a national level, but it sure works on a local one.

*Pete*

### District 8 – Drew Jerina

On May 26, the Space City RC Club hosted a one day Formula 1 race. The Contest Director and started was Dickie Ritch. The top five finishers of the seventeen entries were as follows:

Place	Name	Points	Fast Time
1st	Randy Ritch	15	1:16.86
2nd	Sam Womack	13	1:19.17
3rd	Norm Johnson	13	1:15.86
4th	Bob Miller	11	1:17.15
5th	Ken Klein	11	1:19.64



# Reports From Your District Vice Presidents

(continued)

The Wichita Falls RC Club hosted two Formula 1 races on June 1st and 2nd. Ray Hamel was the Contest Director and D.C. Ray was the starter. We had sixteen entries on Saturday and seventeen entries on Sunday. The final standings were as follows:

## Saturday, June 1

Place	Name	Points	Fast Time
1st	Randy Ritch	14	1:19.84
2nd	Jim Young	13	1:18.09
3rd	Bob Greer	13	1:16.88
4th	Dub Jett	13	1:18.48
5th	Drew Jerina	12	1:27.53

## Sunday, June 2

Place	Name	Points	Fast Time
1st	Bob Greer	15	1:16.98 FT
2nd	Norm Johnson	14	1:18.04
3rd	Jim Young	12	1:23.53
4th	Bill Rutherford	11	1:27.73
5th	Drew Jerina	10	1:28.37

The North Dallas RC Club conducted two Q-500 races on June 8th and 9th. Hubert Wills was the Contest Director and Jim Young had the starting honors for what turned out to be the "corniest" race of the year. The final standings for these races are as follows:

### June 8

#### Q-500 Expert Class

Place	Name	Points	Fast Time
1st	Randy Ritch	20	1:22.39
2nd	Bob Greer	19	1:22.33
3rd	Mark Parker	18	1:22.88
4th	Bob Miller	18	1:26.37
5th	Charlie Anaston	16	1:28.65

#### Q-500 Standard Class

Place	Name	Points	Fast Time
1st	Tim Edwards	19	1:25.19
2nd	Bucky Miller	17	1:27.42
3rd	Mike Hammett	10	1:29.63

#### Quarter Midget

1st place went to Bob Greer with a fast time of 1:19.43

### June 9

#### Q-500 Expert Class

Place	Name	Points	Fast Time
1st	Ken Howell	19	1:24.59
2nd	Gary Roberts	18	1:32.76
3rd	Mark Parker	18	1:23.85
4th	Randy Ritch	16	1:22.55
5th	Bob Greer	16	1:23.75

## Q-500 Standard Class

Place	Name	Points	Fast Time
1st	Dave McCutchen	15	1:27.25
2nd	Mike Hammett	14	1:33.62
3rd	Phil Henry	14	1:39.39

## Quarter Midget

1st place went to Bob Greer with a fast time of 1:22.26

Drew



## Q500 – Jim Allen

The racing season is in full swing now and I am receiving race reports from several areas of the country now. There are different rules than the AMA rulebook event being flown in some areas. Some of them are continuations of past rules, and some are tailored to handle the engine situation for the particular area. As long as there is consistency within an area, counting the points is not a problem. For example, the Texas area all agreed to fly Texas Q500, which only allows Rossi and Fox engines. There are two races there that will have an AMA class flown also, but only the points from their Texas Class will count toward the national standings. The same holds true for the NEPRO area in the Northeast as well as other areas which fly variations of Q500.

There was a race report for a Q500 race sent to Ron Shorr recently which had to be forwarded to me to be tallied. Please send race reports directly to me at the address shown in the front of the newsletter. Ron is only keeping track of the points for Formula 1. The reports should, as always, include the NMPRA number, complete name, race points, and fastest time for each pilot entered.

The location of the 1991 Q500 Championship will be chosen in the next few weeks. The prospective sites are all in the middle part of the country. This should give qualifying pilots from all over the country a chance to make it to the year-end flyoff. Remember, you need to be an NMPRA member to earn points and qualify. The top ten at the AMA Nats will qualify as long as they are members. Tell all of your friends who are not members that if they might like to go to the Championship race, they need to join as soon as possible so that all of their points will count. I hope to have a site chosen to announce at the NATS.

Speaking of the NATS, Q500 should be quite a race. I am writing this during preparation for the trip and you will probably be reading this after they are over. There is going to be three days of racing with check-in on Friday afternoon. I talked to Chip Smith a couple of weeks ago and there were 48 entries so far in Quickee and he expects quite a few more. The Nelson should be quite a factor this year. I have talked to many people around the country and several of them are buying the new engines, even in areas that don't allow them at their local races.



I have received some good input about the proposal for Q500 Sportsman in the last newsletter. Everyone seems to agree that we need some sort of slower/cheaper class for the entry level or less serious racers. There seems to be some variation in the engine limitation area. I kind of expected this. There are many approaches we can take in this area. Please let me know what you think.

We must start thinking of next year and what we are going to do as far as rules. I think that there will be several areas that will continue to fly their own variations. That's fine — after spending much time on the phone, I don't foresee all of the country jumping on the AMA Class bandwagon yet. At least the airframes seem to have all settled to being the same as AMA. It would be good to know that wherever you go, the engine rules will be the same, even the entry level class. We are just not there yet. People are different in the various areas around the country and they have their own solutions to a given situation. All we can do is to keep trying and keep an open mind.

That should be it for now. Keep 'em turnin'.

*Jim*

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## Hemet Formula 1 Race May 18 & 19

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Place	Entrant	Points
1st	Dave Shadel	102.35
2nd	Lyle Larson	98.31
3rd	Gary Hover	94.26
4th	Henry Bartle	90.22
5th	Francisco Gonzalez	86.17
6th	Richard Verano	82.12
7th	Rusty Vanbaren	78.08
8th	James Kennedy	74.03
9th	Jessie Carta	69.98
10th	Mike Helsel	65.94
11th	Russ Kime	61.89
12th	Rudolf Tisza	57.85
13th	Paul Stenberg	53.80
14th	Ron Schorr	49.75
15th	Thomas Emery	45.71
16th	Dave English	41.66
17th	Chip Hyde	37.62
18th	Joe Martin	33.57
19th	Russell Tokyoka	29.52
20th	Solomon Lopez	25.48

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## Sepulveda Basin F-1 Race Report June 15 & 16

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<i>June 15th</i>		
Place	Entrant	Points
1st	Mike Helsel	102.70
2nd	Lou Rodriguez	98.79
3rd	Dub Jett	94.89
4th	Rusty Vanbaren	90.99
5th	Russ Kime	87.08
6th	Gene Sidwell	83.18
7th	Richard Verano	79.27
8th	Ron Schorr	75.37
9th	Henry Bartle	71.47
10th	Francisco Gonzalez	67.56
11th	Leonard Curiel	63.66
12th	Bruce Brown	59.76
13th	Jeff Carpenter	55.85
14th	Dave English	51.95
15th	Solomon Lopez	48.04
16th	Lyle Larson	44.14
17th	Scott Manning	40.24
18th	Rudolf Tisza	36.33
19th	Russell Tokyoka	32.43
20th	Jessie Carta	28.53

<i>June 16th</i>		
Place	Entrant	Points
1st	Lyle Larson	102.70
2nd	Richard Verano	98.79
3rd	Rusty Vanbaren	94.89
4th	Dub Jett	90.99
5th	Jeff Carpenter	87.08
6th	Lou Rodriguez	83.18
7th	Gene Sidwell	79.27
8th	Francisco Gonzalez	75.37
9th	Henry Bartle	71.47
10th	Russ Kime	67.56
11th	Rudolf Tisza	63.66
12th	Mike Helsel	59.76
13th	Thomas Emery	55.85
14th	Solomon Lopez	51.95
15th	Jessie Carta	48.04
16th	Dave English	44.14
17th	Leonard Curiel	40.24
18th	Russell Tokyoka	36.33
19th	David Hill	32.43
20th	Bob Dible	28.53

Closing date for ad copy, photos, editorial copy, etc. is the 10th of each month. Copy to be reproduced exactly should be mailed. Copy to be reset can be mailed,



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## How About "Formula Quickie?"

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by  
Duane H. Gall  
12800 W. Asbury Place  
Lakewood, CO 80228  
(303) 969-9527

*Ed. Note: The following letter was submitted jointly to the editor and to Bill Hager, and is printed as received.*

How appropriate that the two main features in the May 1991 *Model Aviation* racing column were (1) the new Nelson Q500 engine, and (2) the letter from England about their Sport 40 (a.k.a. "Formula Quickie") class.

At this writing, the contest season is beginning and the new Nelson engine is making its presence felt. By all accounts, Henry Nelson has revolutionized Quickie just as he did with Quarter Midget ten years ago, supplying a premium quality, incredibly powerful engine tailor-made to meet the existing event rules.

The only problem is that Quickies, unlike the Quarter Midgets of a decade ago, don't need the extra power. They were already overpowered with the Rossis. Now the speed of these "beginner" airplanes is right up there with F1s and FAI ships; wings are folding and tails are fluttering all over this great land. Carbon fiber reinforcement has become the rule rather than the exception.

Now if you're expecting me to say we should ban the Nelson or "slow down" Quickie, you're wrong. There's a lot to be said for ugly, lightweight, disposable airplanes, even for us experts. All I'm suggesting is that combining Henry Nelson's bolt-in super power package with a *real* racing plane, i.e., a Formula 1, would be a match made in heaven. This is of course what "Formula Quickie" is all about.

Think about it. You can't fly a Formula 1 at most fields because of the noise. And, even if you could find a muffler to fit, it would be illegal under current rules. The N40 comes with a good muffler.

Would-be F1 pilots complain about the cost of high-nitro fuel. The N40 is designed to run on 15%. It doesn't eat up a glow plug every run, either.

The N40 has other advantages. Until now, the only way to do "Formula Quickie" was to use a Rossi .40 and muffler (rather tame, still pretty loud) or a Rossi, Picco or Lee Custom K&B .40 and muffled pipe (fast enough, but with a higher "fiddle factor"). The N40 presents a good alternative to both these systems since it's at least as strong as a piped Rossi and has a solidly mounted, pre-tuned (or non-tuned) muffler. Voila! No more tuned pipe voodoo. The N40 is also a front-intake engine, so there's no need for major surgery installing the plumbing, fuel shutoff, etc.

The remaining reasons cited by Quickie pilots who shy away from F1 and FAI are (1) \$300 engines, (2) sophisticated building techniques, and (3) having to land deadstick. With the N40, these are all part of Quickie too.

Am I making a value judgement here? Of course. I think it is *better*, in the long run, for us racing types — at least those of us with a couple of years experience — to fly airplanes that look like airplanes and are designed to fly well at high speeds than to keep knocking around with glorified cigar boxes. It's better from the standpoint of pride in personal achievement, it's better for P.R. among non-racers within our local clubs, and it looks a whole lot better on the six o'clock news.

With attendance at F1 and Quarter Midget contests declining and the Quickie community in an uproar over the N40, I believe it's time for us to think seriously about re-inventing racing. I say this as one who has raced everything with wings since 1974.

And now I've said all I'm going to say about "Formula Quickie." (This may come as a relief to some of your readers.) Henry Nelson has given us a marvelous tool — it's up to us to use it as we will.

*Duane Gall*

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## The Name Game

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*by Apache D. Monokota*

If you've seen the movie *Dances With Wolves*, you know the importance of spiritual names. A spiritual name is similar to a nickname in that it is given to a person by others, usually based on some notable event. But more than that, it also reveals something of a person's true, inner self. For example, in the movie, the hero, Lt. John Dunbar, earns the spiritual name "Dances With Wolves" when he is observed cavorting with a wolf he has befriended. Dunbar's Lakota Indian sweetheart, "Stands With A Fist," got her name when, as a child, she refused to submit to an abusive stepmother. Other characters include "Kicking Bird," "Wind In His Hair," and "Smiles A Lot."

It occurred to me that we modelers should have spiritual names, too. So the next time I inhaled a bunch of lacquer thinner and went to talk with the spirits, I asked them to suggest some spiritual names for the members of our tribe. Unfortunately, the lacquer thinner was stronger than I thought, and after talking with the spirits, instead of going straight home I stopped off to talk with several forest creatures, Special Agent Dale Cooper, the tooth fairy, a bunch of rowdy space aliens, and Elvis. When I woke up the next morning, I found all these names scrawled on the walls of my tepee and I can't remember whom they belong to. Can you help?

Races With Foxes  
Lands With A Fist  
Crashes A Lot  
Kicking Butt  
Wind In His Hinges  
Can't Loop  
Engine Slayer  
Squats With A Tach  
Hates Quickie

Wounded Finger  
Prairie Dog Scalper  
Tries To Buy Speed  
Funny Tail Feathers  
Likes Long Strokes  
Immelflounder  
Broken Pole  
Best In Practice  
Quits Every Week



FORMULA 1 – CROWS LANDING  
CALIFORNIA STATE CHAMPIONSHIP  
AUGUST 17 – 18, 1991

HOSTED BY: R.C. FLYERS UNLIMITED



REGISTRATION: 7:30 - 8:30 A.M. (SAT.)

SCALE JUDGING: 8:30 - 9:00 A.M. (SAT.)

FIRST RACE: 9:30 SAT., 9:00 SUN.

PRE-ENTRY – \$50.00 (INCLUDES \$10.00 EQUIPMENT FUND)

SATURDAY NIGHT BARBEQUE – \$10.00

TROPHIES THROUGH 10<sup>TH</sup> PLACE & PRIZES

A.M.A SANCTION NO. 12211

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\_\_\_\_\_ FREQUENCY \_\_\_\_\_

PHONE : \_\_\_\_\_

HOW MANY FOR BARBEQUE: \_\_\_\_\_

MAKE CHECKS PAYABLE TO: R.C.F.U.

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# BOSS RACING ENGINES

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## The EQUALIZER

## ACCESSORIES

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One Piece Head	Standard Plug	Long or Short	\$ 25.00
Two Piece Head	Standard Plug	Long or Short	27.50
Two Piece Head	Nelson Plug		30.00
Head Clamp			15.00
Head Button	Standard Plug	Long or Short	15.00
Head Button	Nelson Plug		18.00
Light Weight I Beam Racing Rod			25.00
* some case work may be required			
Wrist Pin			7.00
Wrist Pin Clips 'Stainless Steel'			Pair .75
BOSS Racing Needle Assembly			25.00
BOSS Equalizer Carburetor			30.00
BOSS Equalizer Carburetor Needle assembly			20.00
Mini Pipes 3.3" to 4.0"			6.50

<u>NELSON 40</u>			
Cylinder and Piston			70.00
One Piece Head	Nelson Plug		30.00
One Piece Head	Standard Plug	Long or Short	27.50
Two Piece Head	Standard Plug	Long or Short	27.50
Two Piece Head	Nelson Plug		30.00
Head Clamp			15.00
Head Button	Standard Plug	Long or Short	15.00
Head Button	Nelson Plug		18.00
Light Weight I Beam Racing Rod			25.00
Wrist Pin			7.00
Wrist Pin Clips 'Stainless Steel'			Pair .75
BOSS Racing Needle Assembly for Nelson			20.00
Mini Pipes 3.3" to 4.0"			6.50

<u>RECHROME CYLINDERS</u>			
Recing, Pattern, Ducted Fan, Sport			
Custom fit Piston and Cylinder			
.15 - .40		35.00	
.45 - .67		40.00	
.68 - .90		45.00	
Retime Cylinder		Add 15.00	

This type of carburetor was originally designed by Dub Jeff and John Shannon to produce world championships and new record times in FAJ pylon racing. The successes in the FAJ world championship lead to the carburetors use on the new Nelson 40 FAJ and Formula 1 engines. Now, BOSS Racing brings you the 'EQUALIZER' carburetor for the Super Tigre X-40.

The 'EQUALIZER' is designed to satisfy the increased demand for fuel and air of today's Formula 1 engines. The winning engines in use today are producing higher rpms and demanding more fuel. This results in an increase in horsepower and faster times. The EQUALIZER has been on the winning planes at the first two races in District VIII this year, and will be in the winner's circle at several more. Don't be left in the back of the pack with a carburetor designed for the original X-40. Equalize your engine with the EQUALIZER.

The EQUALIZER carburetor is an AMA legal 'bolt on' unit, but will require some reworking of the backplate. The EQUALIZER also uses a different needle assembly than those previously in use.

### Custom Engine Work

<u>FORM-1 and FAJ</u>			
Custom build your engine			
for Form-1 racing			
ST.X-40, K&B, OPS, O/S MAX, Nelson		\$ 175.00	
for FAJ			
ST.X-40, K&B, OPS, O/S MAX, Nelson		230.00	

Rebuild your tired F-1 engine "Like New Again" 95.00 + PARTS

<u>QUICKEE 500</u>			
Custom fit your ROSSI 40 'A.M.A.' legal		90.00	
We supply engine		230.00	
Custom fit your WEBRA 40 'A.M.A.' legal		90.00	
We supply engine		300.00	
Rebuild your tired Q-500 engine "Like New Again"		90.00 + PARTS	

BARSTOCK Drive Washer Puller	19.50
BARSTOCK ST.X-40 Drive Washer with Hard brass lock cone	8.50
Spinner Safety Nut	5.00
2.25" BARSTOCK 'Mag Style' Racing Wheels - 1.0 oz. per pair with axles	12.50
ANTI-SEIZE Thread Lube In Syringe	4.50
Engine After run oil 4 oz. bottle	3.00
Head buttons for .40 engines standard plug long or short for .45-.90 Engines	15.00
for Nelson Plug	20.00
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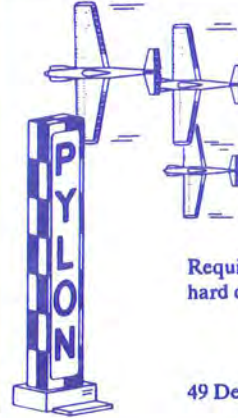
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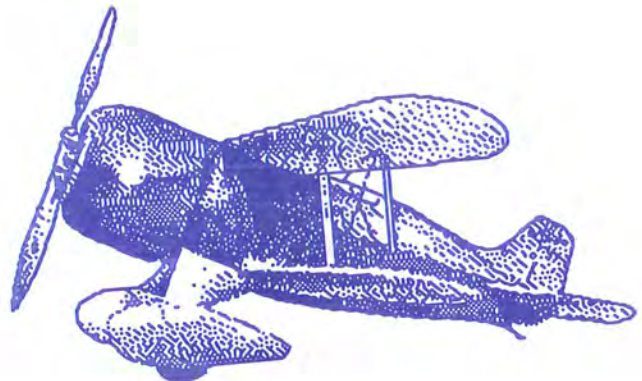
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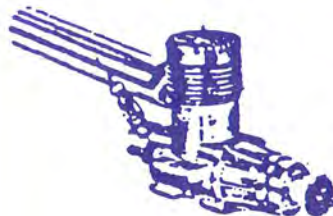


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