

# N M P R A

NATIONAL  
MINIATURE  
PYLON RACING  
ASSOCIATION

Volume 11, No. 6  
June 9, 1968

Ed Shipe—Editor  
729 Falcon Way  
Livermore  
Calif. 94550

## NEWS RELEASE

AMA AFFILIATED BUSINESS ADDRESS: 613 DONNER, LAS VEGAS, NEVADA 89107

### THIS AND THAT, PLUS OTHER USELESS INFORMATION

Last fall NMPRA was given until June of 1968 to come up with a means of slowing down the speeds in the Goodyear event or the RC Contest Board would come up with their own solution. The fact that we have come up with a good proposal to do this doesn't mean that the NMPRA members want the event slowed down - the members haven't been polled on whether they want the event slowed down or not. This proposal is to be used only if the CB still feels that it is necessary to slow things down in the interests of safety.

NMPRA's recommendation to the RCContest Board for controlling the top speed of the 450 racing aircraft will be to use 29's instead of 40's. The breakdown on the vote appears elsewhere in this newsletter but remember - this goes to the CB as a 1969 rules modification. I have received letters asking for additional modifications as well as letters asking for no modifications at all. My objective was to comply with the Contest Board's request with a minimum of change in the basic structure of the event. Various members of the contest board have indicated that they would accept either proposal that our members decided upon so I think you can make your plans accordingly.

What are our members going to do with their 40's that are still in good condition at the end of the season? First, they can be used in the Continental event. With the lighter wing loading of the 600 sq. in. I can see no need in changing the displacement for this class but first the class is going to have to show some contest action. There are several meets in the East and at least two more on the West Coast that have the class scheduled and I suggest that those of you that have them pay your entry fee and play the game. I understand that three of them were at the Pioneers meet but were not entered for one reason or another. The function of NMPRA is the promotion and protection of competitive racing. The Sunday flyer does not need National rules to play and I don't have too much interest in the sport flyer. The majority of the RC participants are hobbyists and the dealers and manufacturers would be dead without them - so - long live the hobbyists, BUT NMPRA is for the RC sportsman - 'nuff said (man I'll get letters on that). Second - you can always use it in a stunt job like Pappy deBolt. OK, maybe you have a friend that flies stunt. Boats? UC? Maybe you had better just build a 600 this year!!

DOWN WITH GOODYEAR (the name that is) and up with Formula I. Continental can be provisional Formula II. The rule book can't use Goodyear and the name Pylon racing scale is not accurate, so why not RC Formula I racing? The big boys call it by this name and we get nothing for the advertising so let's have a useable name.

Jack Stafford, the hero pilot from Smogsville, has become the first Exhibition Pilot to make it on the point standard. Three contests was all it took for Jack. Palm Springs had 20 entries and Jack took second for 19 points. Next was the Valley Flyers meet at Sepulveda Basin with 21 entries and Jack got another second for 20 points. The next meet was the Pioneers meet at Turlock with 19 entries and Jack got fourth for 16 points and a total of 55 points. This gives him 5 extra points and a good start on the season championship. Jack is flying his new Minnow design with a K&B 40 RR up front doing the talking.

The Minnow's landing gear is wire (same as Jack's other designs) but is using a cross over torsion mounting like that used in Goldberg's Falcon main gear in order to keep from getting points knocked off his handicap for improper gear location. You guys flying similar designs and using a wing mount would do well to consider this idea if you want to improve your chances at the Nats.

Pete Waters fo Detroit (recently from Wales) has been accepted by the members of the Exhibition Pilots Division as a member. Congratulations to both of the new members.

## NATIONALS

The Nats are gradually taking shape from an official standpoint. I am trying to find a Pit Manager for the Formula 1 Racing Event (Goodyear that is) and I would like to have somebody from the Philadelphia area if possible. The Nats will probably be at Willow Grove in 1969 and it would be nice to have somebody from that area exposed to the Nats operations of the event. The Pit Manager is the key man in keeping the event moving in that he is responsible for having the contestants at the right place at the right time. I am planning to have the pits on the sidelines this year so that the pilots can see the pylons and the judges can see the Pylon Judges. The congestion got so bad last year that it created an unsafe condition. Some of the pilots lost track of their planes on low turns and making landing approaches - you can't fly them if you can't see them. The system has been used out here at a few of the meets and it doesn't slow things down too much, if at all, and the improved visibility makes it worth the trip. Well - let me know if you're interested in getting into the hectic world of a Nats Official.

## THROTTLES AT THE NATS

Word has filtered back to me that some contest directors are accepting exhaust restrictors as throttles. THIS WILL NOT BE TOLERATED AT THE NATS!!! This was not the intent of the rule and there is no such things as an exhaust throttle by definition. Webster and all the technical journals that I have checked define a throttle as a device to control the fuel flow to the engine. You may use an exhaust restrictor to augment your throttle but it will not be acceptable by itself. The statement "we run them this way back home" will carry no weight with the event directors so prepare your plane accordingly.

## RC WIFE REPOSITORY, BANQUET FACILITIES AND LIERS CLUB

Bud Atkinson reports that 175 reservations have been set up at the Glenwood Manor Motor Hotel, Post Office, Overland Park, Kansas. Phone 913-M19-7000. IMPORTANT!!! When contacting them for reservations, be sure to tell them it is for the National Model Airplane Championships. Bud tells me that people have been turned down for reservations because they failed to mention this - so be sure to tell them. Rooms run from \$10.50 to \$19.50 and the motel has recreation facilities from bowling to horseback riding. There is one other thing - the National Skeet Championships are during the week prior to the Nats and I understand there will be 15,000 people in the area for the shoot. This means that rooms in the area will still be scarce on the Friday night before the Nats but should be pretty well cleared out by Saturday - so plan accordingly.

## NEW BODS!!

KK Fiberglass has made a change in their Ballerina Fuse. The new version has taken the hump out of the nose and both cowls are already on the fuse. I'll make no recommendation between Stafford's version and K & K's. They both fly well so make your own choice if you like Cosmic Winds - balsa or fiberglass.

## THREE VIEWS

The three views in this issue are from the new publication "Racing Planes and Air Races, Vol. IV by Reed Kinert. This publication has pictures and three views of racing planes from 1946 thru 1967. The three views are Cobra II, Cosmic Wind, Shoestring, Cleland F2G, Odum P-51, Rivets, Ole Tiger, Bonzo and Bearcat. The book has a summary of all the races flown during the period. Aero Publishers, Inc., 329 Aviation Road, Fallbrook, Calif.

NMPRA SEASON CHAMPIONSHIP STANDINGS - June 1, 1968

- |                          |           |                         |           |
|--------------------------|-----------|-------------------------|-----------|
| 1. Jack Stafford, 80C    | 55 points | 6. Gil Horstman, 1B     | 28 points |
| 2. Granger Williams, 98C | 34 points | 7. Jimmie Witt, 6B      | 21 points |
| 3. Cliff Weirick, 1C     | 34 points | 8. George Kileen, 48C   | 19 points |
| 4. Joe Martin, 71A       | 32 points | 9. Dennis Dunn, 65B     | 19 points |
| 5. Joe Foster, 92A       | 30 points | 10. Whit Stockwell, 51B | 19 points |

I expect some easterners in this lineup for the next newsletter. There is only one race on the schedule for the west between now and the big Oklahoma meet and the Eastern meets are just getting started. Remember - the vouchers to certify performance must be in the mail within two weeks after the meet to be valid. There are two reasons for sending in the vouchers - one (of course) is for the season championship. Second, if you accumulate 50 points you will join the ranks of certified exhibition pilots. Be sure to send in your vouchers even if you think you are out of the running for the championship - you never can tell.

SLOW DOWN BALLOT

I want to thank those of you who voted. I have been told that a 10% vote is considered average, and 20% is excellent for a ballot of this type. We did fine - general membership voted by 28.7%. Just for general information I kept a side tally of Exhibition Pilots and 61.3% of them voted. The EPD voted 15 for 29's, 3 for Carb. restriction, 15 for 4 1/2 lb minimum. You will notice a variance in the number of ballots vs. number of votes. This is caused by improperly marked ballots that had to be disregarded.

District	Members	Ballots	29's	Res. 40's	4 1/2#	5#
I	21	4	3	1	3	1
II	26	10	6	2	8	2
III	25	5	5	0	4	1
IV	6	2	2	0	2	0
V	16	5	5	0	4	1
VI	17	2	1	0	2	0
VII	23	7	6	1	5	1
VIII	30	10	7	2	9	1
IX	7	3	3	0	3	0
X	149	44	28	13	35	9
XI	8	4	2	2	2	2
Total	<u>328</u>	<u>96</u>	<u>68</u>	<u>21</u>	<u>77</u>	<u>18</u>

Members of NMPRA that are natives of other countries did not vote on this ballot. We now have members in Finland, Canada, Japan and Argentina.

NMPRA SUPPLY CENTER

Gil Horstman is still running the NMPRA Supply Center and says he will still have shirts made up for those who want them. The shirt is all white and comes in two styles, "Shirt-Jac" and "In-or-outer", Sizes Sm, Med, Large and X-Large. A pylon with NMPRA through it and your racing number are on the back with your last name on the back shoulder and first name on the front pocket. Allow 2 or 3 weeks for delivery.

Racing Shirt: Style \_\_\_\_\_ Size \_\_\_\_\_ Racing No. \_\_\_\_\_ 12.50 \_\_\_\_\_

NMPRA Decals - send self addressed and stamped envelope. Product Decals set/1.50 \_\_\_\_\_  
NMPRA Patches ea/1.00 \_\_\_\_\_

Name \_\_\_\_\_ Send your order to: 613 Donner  
Address \_\_\_\_\_ Las Vegas, Nevada  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ 89107

NOTE: DO NOT SEND TO ED SHIPE - I will just delay your order.....

The Pioneer RC Club Inc. of Sunnyvale held their 450 and Open events at Turlock early in May. The course was set up directly in line with the runway and the Weather Gods cooperated this year. We had gentle winds (constant) each morning measured at about 15 knots and subsided a little in the afternoon.

Saturday took its toll of airplanes, some completely and other repairable. Ed Shipe's was of the latter configuration ( I think). Joe Foster must have had a little black cloud hanging over his head. On a test flight early Saturday he encountered some aileron funnies and was forced to land way down field. Result - Rivets tail was broken. But Joe being the competitor we all know, epoxied the tail on and didn't miss a race Saturday. As a matter of fact he was tied for first Saturday night in races won but had a slower time of 2:00. Downwind landing early Sunday forced Joe out of Competition.

The Williams Brothers (Granger and Larry) really turned on at this one. Granger put his LaJollita through the course at 1:53.7 for best time Saturday and as it turned out for the contest, although he came close Sunday with a 1:53.8, Cliff Weirick didn't turn in any times under 2:08 but you all know Cliff gets there early and sets up that rail around the course.

The way airplanes are turning out at West Coast contests, we might have to call the Good-year event "Rivets and others". Joe Martin came in to win with standard Rivets and K & B 40 FRRR. He really turned on but Joe couldn't find Cliff's rail. Jack Stafford had his new Minnow at this one. Really a beauty, but Jack was having aileron problems which is partially solved by restricting the movement with masking tape, applied top and bottom at each end of each aileron.

The open event attracted almost as many contestants as the 450. Eleven in Open and 19 in 450. The open was run with three planes in each heat and ran 12 heats Saturday and like amount Sunday. Joe Foster won the open with Ed Von Adlen right on his tail. Joe was flying Rivets "cargo" stunter with a Webra. Ed flew what some have named "The Razor Wing" with K&B 40 RR.

One thing was proven to me at this contest. If you have a good race makeup man, you can really get the races in. All you flyers can look forward to having the same race makeup man at the Nats. Just look for Lou DeLateur. We flew forty one 450 races and 24 open in approximately ten hours total racing time. Saturday accounted for six hours - 12 open races and 20 - 450 races. Sunday four hours - 12 open races and 21-450 races.

Navy take note: Entrants in this contest ---- two contestants that prove this event attracts youngsters. Witt Stockwell, 13, from Encino, Ca. and Ed Von Adlen (over 70) from the East Bay Area.

<u>GOODYEAR</u>				<u>OPEN</u>	
1st	Granger Williams	1:53.7	K&B40RR	36 points	1st Joe Foster 2:22
2nd	Cliff Weirick	2:08	ST 40	28 points	2nd Ed VonAdlen 2:26
3rd	Joe Martin	2:16.2	K&B40FRRR	28 points	3rd Vic Husak 2:56
4th	Jack Stafford	2:09.2	K&B 40RR	25 points	
5th	Wally Marra	2:58	ST 40	25 points	
6th	Witt Stockwell	2:14	K&B 40RR	24 points	
7th	Bob Francis	2:16	ST 40	23 points	

The first three places in 450 and first place in open each received a K&B 40RR. In addition both events through third place received a "timely" trophy. These trophies were differnt. They were plaque types with an electric clock mounted in the top half and a bronze plaque with event and place engraved, mounted on the bottom.

After a long continued effort, many demonstration flights and the rehearsal meeting in March, the key to success had depended on the weather. And there was not a cloud in the sky on the morning of April 7th or all day long. Among the 28 contestants we could find the names of almost all the top flyers in Japan. Oki, Kato, Matsumoto, Sawada, Matsui, Katayama, Ikejiri and Nakamura participated there.

Japanese rules do not demand a submission of plans and photos of the full size Goodyear racers, and it was not necessary for the designs to be restricted to scale model. But in the full size 190 cu.in. (3,100cc) class there exists only one type of engine, that is Continental C-85. Therefore if one takes up a conventional design of a plane, the fuselage should contain engine cowls on the both sides for this boxer type cylinders.

The minimum height and width of fuselage and depth of the cockpit and the minimum wing area were provided by the rules---the same size as those of NMPRA. The design, therefore, must be very similar to a full size Goodyear plane. In the commentaries of our rules it states, "Design and build your model with the intention of designing, building and piloting a full size Goodyear racer using a Continental C-85 engine". Handicapped starting system is also the same as that of NMPRA.

Three sets of portable pylon made of steel pipe and tent canvas were built. These were sponsored by the three biggest manufacturers in Japan -- OS, OK (Pilot Kits) and MK (Kato Brothers). We took a three plane race system in three rounds. The points therefore were 3, 2, and 1.

I would like to pick out several points of my notes that seem to be interesting.

In standing by the first race of the first round, even such a veteran as Matsumoto (ex-champion of multi RC aerobatics in Japan) could not help smoking to calm down his excitement. He said, "I hope my engine will run as much as my heart is beating". Masahiro Kato, the present Champion of RC Aerobatics, flew a nose-gearer racer. This was one of the typical free style designs.

In the second round, a dramatic scene which RC modelers had been expecting happened. Two heros, Oki and Kato, met in the same race. The race seemed to be worth betting money. Spectators and even judges were aroused to this great race. But during the flight Kato's plane became unstable because of the trouble in elevator linkage and forced to land.

Two medical doctors met in the round -- one from the east and the other from the west. Dr. Tanaka from Tokyo is very good at tuning a racing engine and Dr. Ikejiri from Osaka is a skillful pilot who placed second in last year's RC Nats. Mr. Hiroshi Sawada, OS Executive Director, is one of the Seven Aces of control line speed in Japan and a good RC flyer too, but that was the first participation in the RC contest. He flew a yellow-finished "Lil Knarf" and had a yellow "Denight Special" as a reservation.

In the third round nine planes crashed, not by radio interference but by miscontrol. The contestants seemed to be too eager to win. Excitement continued to the last moment of the contest. Fortunately the frequencies of the three perfect point getters were different and a fly-off took place. In the order of Oki, Nakamura and Shimo they kept it up to the ninth lap but right after the turn at the first pylon in the tenth lap, Nakamura's plane suddenly crashed. He explained later "All I did was cast my eyes for a second toward Shimo's plane which was flying behind me, and it happened". Oki won in the fastest time of 2:25 and got the Maximum Speed Trophy in addition to the Winner Prize. This victory came after a six year absence in contests and it showed that his latent energy had not been lost yet.

The President of the contest was Mr. Otani. He is the Supt. Priest of Buddhism in Japan and a relative of the Emperor. He is one of the old timers of model aircraft and still flying RC models. He is a very energetic old man--served as a flag man and flew his "Lil Knarf" as a contestant in addition to the business of being the President. In his message at the closing ceremony he expressed "...especially our appreciation to Mr. Gerald Nelson the originator of this race and to Mr. Edward Shipe who has been supporting us by sending informations from the U.S."

JAPAN - continued

There were 28 entrants 26 OS MaxH40P engines and 2 OS MaxH40RC. There were 8 Micro-avionics, 6 - OS's, 4 Orbits and 10 other Japanese made radios.

Winner	Yuji Oki	Royal Racer	OS-MaxH40P	Microavionics
Second	Kazuo Shimo	(Original)	OS-MaxH40P	Digicon 7
Third	Kenji Nakamura	Midget Mustang	OS-MaxH40P	Microavionics

DALLAS RADIO CONTROL CLUB, Third Annual RC Contest, May 4 - 5, 1968 -- Bob Lutker

Much as it hurts an old Forth Worth boy like myself to admit it, Dallas does an admirable job in bringing off their annual RC meet. This was their third annual meet and they've all been terrific. This year's was even greater. With a fine effort of personnel and facilities equal to none. Contest Director Carl Summers, with the able help of Bill Aaker as Contest Manager and Sam Fly as AMA Pylon event Director, presented as fine a Pylon Race as we've seen anywhere.

The meet was held on the City provided North Lake paved runway...a wonderful facility. Dallas held meets contine to lead the field in the North Central Texas area and although pylon racing has been a bit slow in reaching a level of popularity here, this year's meet saw twelve of the hottest flyers in this part of the country competing.

As usual in recent years, Pylon Racing dominated the interest in RC competition,..and ya ain't seen nothin yet. All predictions are that Pylon Racing will attract the interest and imagination of an even growing number of RC flyers, long grown weary with pattern flying. This year's race was the 450 class of AMA Scale Pylon and event director, Sam Fly, "ran it by the book". The quality of aircraft was excellent and the degree of flying skill was tops, with old timers like Ted White, John Jennings, Bill Anderson and Ed Rankin competing with newcomers like Dan Garey, Gary Pannel and others.

It was anybody's race from beginning to end. One mid-air between Ted White flying a Shoestring and Bill Anderson flying a T Tail Rivets. Both landed with Little damage.. but it was mighty lucky. Top man, coming out in first place with Don Downing of Dallas flying a Midget Mustang. Don't have the exact times but all the top flyers were flying in the low two minutes. And would ya believe it, I flew a consistant course in just under four minutes with my "lightening" fast "Cassutt", finishing in ninth place. How about that! Bill Anderson of Houston came in second with his beautiful and very fast T Tail Rivets and Dan Carey finished third with a well flown "dog" of a Shoestring.

A good time was had by all and I haven't had so much fun flying competition in the last fifteen years. It's great to be back in the competition game once again. There's just nothing to equal this Pylon flying. The Dallas boys did a really fine job in presenting this annual meet but not to be outdone, Fort Worth is taking the lead in the North Central Texas area in Pylon flying interest..so watch for better things to come.. from Fort Worth..in the future. The Fort Worth Radio Control Association (THUNDERBIRDS) has just completed paving our runway on the Western Shores of beautiful Banbrook Lake and if presently planning an AMA Pylon Race once each month beginning very soon and an annual meet of modeling importance in racing circles. See you at the Nationals....and at Talequah, Oklahoma Pylon Races. Isn't this Pylon Racing great????

1st	Don Downing	Midget Mustang	7th	Ken Collier	Long Midget Mustang
2nd	Bill Anderson	T Tail Rivets	8th	Don Yockey	T Tail Rivets
3rd	Dan Carey	Shoestring	9th	Bob Lutker	Cassutt
4th	John Jennings	Shoestring	10th	Gary Pannel	Midget Mustang
5th	Meyer Gutman	Midget Mustang	11th	Jack Devine	Shoestring
6th	Ted White	Shoestring	12th	Ed Rankin	Midget Mustang
					(scratched)

We got our Goodyear season off on May 12th with a very rainy day. The rain stopped long enough to permit the scale judging and prerace briefings. With the start of the first heat the rain started and continued the remainder of the day. We had seven entries and ran a 8 heat schedule with each entry flying four times. The results are tabulated and speeds are based on 10 laps eleting the handicap.

1st	J. Secondo	Shoestring	60.2 MPH	12 points
2nd	Mitchell-Morse Team	Mustang	52.0	11
2nd	J. Wagner	Denight	60.5	11
3rd	S. Griswold	Shoestring	49.8	10
3rd	C. Grassie	Denight	55.3	10

The finishing position was determined by the total accumulated points and favors the consistent flyer and not necessarily the fastest airplane. Thats all for now, we are looking forward to our next fun fly on June 9th--that is if the weatherman cooperates.

FIFTH ANNUAL GULF COAST MEET, MOBILE, ALABAMA May 4-5 Reporter John Sabine

There was not as much interest as we had hoped but we are sure it will pick up. We have applied for a sanction the second weekend in October to have just a racing contest for NMPRA and Open both flown on the same course but as separate events. No pattern. Our plan is to be able to give cash prizes rather than trophies and feel at present we can go \$100, \$50 and \$25 for each event. Possibly we will go less and award cash to top ten places or some such. Would think to charge \$5 entrance and plan on having lots of advertising here and charging \$1 per car for spectators. With this we can raise enough loot to pay the prizes.

1st.	Ron Chidgey	deBolt Mustang	K&B 40	3rd.	Don Coleman	deBolt Mustang	K&B 40
2nd.	Bob Reuther	Shoestring	K&B 40	4th.	Jim Edwards	Bonzo	K&B 40
		5th	Jim Larkin	deBolt Mustang	K&B 40		

ATLANTA, GEORGIA June 1-2 Reporter K K McClure

1st -	Jim Edwards - deBolt Mustang	K&B 40RR	2nd -	Aubry Bendford - Denight	K&B 40 FR
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Top time was about 2:20 but they had to take off into the wind then get on the course.

MENTOR, OHIO MARKS RC PYLON DAY, June 2, 19 8 Reporter Bob Penko

Everything went well and the rain held off until we were through. We ran 18 heats of Open AMA pylon and 14 heats of Goodyear. Twenty planes in open, 12 in Goodyear. Very gusty wind conditions were the probable cause of seven prangs(?). We had one collision but both planes landed safely.

GOODYEAR - total times of best two flights

1st	Ed Nebora	Sig. Mustang	K&B 40 FR	6:16
2nd	Joe Lefelhocz	LaJollita	OS Max	7:15
3rd	Mat Poleking	Shoestring	KB 40 RR	2:16 (one flight)
4th	Bob Penko	LaJollita	K&B 40 FR	3:58 (one flight)
5th	Bob Cademer	Denight	K&B 40 FR	4:29 (one flight)

OPEN - total times of best two flights

1st	Al Lekon	Delta	5:38	3rd.	John Poleking	Taurus	6:04
2nd.	Kurt Rose	Delta	6:01	4th.	Harry Walker	Biplane	6:23
		5th	Bill Dunbar	Candy	6:54		

Look for another pylon day next year fellas.....

NMPRA SEASON CHAMPIONSHIP REPORT

Name \_\_\_\_\_

AMA No. \_\_\_\_\_ NMPRA No. \_\_\_\_\_

Contest Name \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Goodyear Continental

Entries \_\_\_\_\_

Place \_\_\_\_\_

Contest Sanction No. \_\_\_\_\_

C. D. Signature \_\_\_\_\_

Mail to: NMPRA  
613 Donner  
Las Vegas, Nevada 89107

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Name \_\_\_\_\_

AMA No. \_\_\_\_\_ NMPRA NO. \_\_\_\_\_

Contest Name \_\_\_\_\_

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Goodyear Continental

Entries \_\_\_\_\_

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Contest Name \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Goodyear Continental

Entries \_\_\_\_\_

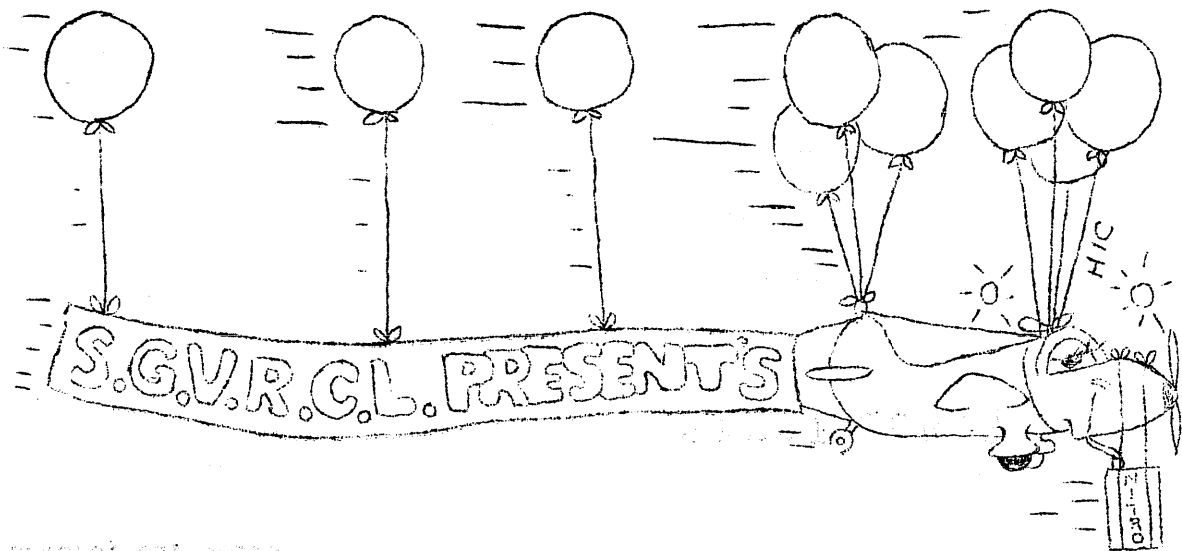
Place \_\_\_\_\_

Contest Sanction o. \_\_\_\_\_

C. D. Signature \_\_\_\_\_

Mail to: NMPRA  
613 Donner  
Las Vegas, Nevada 89107





TWO DAYS OF TOP RACING

GOODYEAR AND

CONTINENTAL OPEN COMBINED

JULY 6-7 8:AM

A.M.A.-N.M.P.R.A MEMBERSHIP REQUIRED

A.M.A SANCTION NO. 320

MERCHANDISE • • • TROPHIES

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AIRPORT, WHITTIER NARROWS -

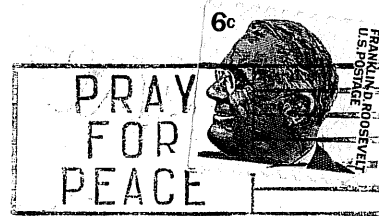
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CALIFORNIA

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Joe Bridi, V.P. Southern California District

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729 Falcon Way  
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