

N M P R A

NEWS RELEASE

NATIONAL MINIATURE PYLON RACING ASSOCIATION

AMA AFFILIATED

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April, 1974

FROM THE PRESIDENT, Glen Spickler - 4208 Santa Cruz St., Bakersfield Ca. 93307

The mailbag has been full this month and most of it is on exhaust extensions in Form. 1. We have been working for several months on a rule that would both stop any pipe tuning and not hurt performance of rear exhaust engines. To date, even though I have had some of the best engine men helping me, no way has been found to do this. The AMA rule is quite specific where it says "an exhaust extension may be used providing its sole purpose is to carry exhaust fumes and residue out of the cowling". Enforcement is another matter, thus the attempt to come up with a new rule. At the present time it looks as if the burden is going to fall on the CD. who has the option of having engines run with and without the extension in an unloaded condition to check for possible violation. One suggestion has been made that if an engine is checked and the pipe found to be OK, a dimensioned drawing can be made and signed by the CD for use in future contests. This would at least limit the number of times the owner would have to have a particular pipe checked. Not a happy solution certainly, but the best I have heard to date.

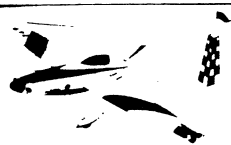
Dale Root, Cliff Weirick and some others have suggested we use an idle rule in Form. 1 to help slow them down. I intend to conceal my own feelings on this matter for the present. If you feel strongly either way please drop me a line. I will forward all correspondence to Cliff and the Newsletter and we will publish the results. This is your event and the people flying it should decide so send in your votes.

Gil Horstman has asked to be relieved of his duties as Secretary. Gil has been active in NMPRA since the start and we will miss him. I have been fortunate in getting Bud Anders to take over this position. Bud is a long time friend and one of the most efficient workers I know and I'm sure he is up to the difficult task.

We are presently making up a team for the FAI Internats. Performance at the NATS and Championship race will be used to help decide who will be on this team. Anyone who feels they are qualified and would be willing to participate drop me a line. We do not know at this time how many members will be on the team so will make up a list of 20. If we are allowed 15, the top 15 will go., with the remaining 5 as alternats.

Lots of action in $\frac{1}{4}$ Midget around the country. This event is really growing. Received a nice letter and newsletter from M. A. R. A. in Jamaica, New York. MARA is an assoc. of pylon racers to promote racing in the metropolitan area of N. Y. If the group can be judged by their first Newsletter, it's a going concern. They intend to fly standard and expert classes so if you are in that area look them up. Write George Zink 80-28 222nd St. Jamaica, N. Y. 11427.

THE ADVERTISING ON THIS PAGE WAS SOLICATED BY THE NMPRA TO HELP DEFRAID THE COST OF PRINTING THIS NEWSLETTER. THE MANUFACTURERS THAT RESPONDED, DID SO PRIMARILY TO ASSIST AND SUPPORT THE NMPRA. YOUR PATRONAGE WILL BE APPRECIATED BY THE OFFICERS AND STAFF.



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FROM THE EDITOR, Loretta Hall

If our Newsletter had headlines this issue would read; 'Weirick Says Slow 'em Down', Sub-heading would read; 'Form 1 Champ says Event is Dieing'

Since we do not have headlines I will call your attention to the fact that the great 'bag of snakes' is opened! To slow 'em or not to slow 'em seems to be the question and the answer must be found soon. I guess now is a better time then later to get it all out in the open and resolved once and for all. I therefore urge you to read the reprint of Cliffs' column for Model Airplane News, June issue which you will find here and also to read my interview with Cliff and excerpts from Mr. Roots letter.

After you have read all of the above mentioned material if you have an opinion one way or the other send it to Glen Spickler. As President of the NMPRA Glen must know what you want in order to see that you get it. As you know, this is a democratic organization and majority rules so speak now or forever hold your gripes.

Got a nice letter from Jim Maki from Florida with a suggestion for reporting races that I think solves our space problem. Please note in this issue just how Jim reports a race and by using the text you can figure out the "condensed information format". I suggest that you write this info down and use it when reporting.

Following is a list of the proper people to write for various services:

- Anything concerning the sport or how it should be run: Glen Spickler
(This includes the structure of the NMPRA)
- Anything concerning the receipt of your Newsletter Don Powell, 22307
(Address changes, mail delivery etc) Macfarlane Dr., Woodland Hill
Calif. 91364
- Anything conerning your NMPRA number or membership Bud Anders
(Note: Bud is our new Secretary)
- Membership dues or anything concerning money Ron Schorr
(Includes advertising in Newsletter)
- Anything concerning the Newsletter Loretta Hall
(Except as stated above)

FROM THE SECRETARY, Bud Anders - 16509 Saticoy St., Van Nuys Calif. 91406

I would like to publicly thank Glen Spickler for asking me to serve as Secretary of the NMPRA.

Wholeheartedly, I welcome this opportunity to return something to a hobby (namely, R-C Pylon Racing) that has given me many years of great times, tremendous organized competition, and a camaraderie I have never known in any other hobby or sport. I have met and gotten to know some of the finest people I have ever had the pleasure of associating with.

As an active member of the NMPRA since its beginning, I have attended many, many contests, meetings, B.S. sessions and banquets. This has given me a first hand knowledge of what's happening out there; where it counts. I do plan to continue in this vein, as an active member and competitor as long as possible. I will devote what ever time and effort that is necessary to serve the NMPRA with the best interests of you, the member, in mind. By the time you read this, Gil should have forwarded to me all past and current records and information necessary to implement the office of Secretary, as planned.

REPORT FROM FLORIDA, Jim Maki

FMPRA/JIM MAKI/DALLAS BUCK & BOB SILWANICZ/BILL WILLIAMSON/ VALKARIA, FL
IRKS/3-10/FORM 1/15/5/90/98/00-05/1:26.9/DC MAY::

Same as above, using present format: Report from SCE District by Jim Maki pictures by Dallas Buck. Contest Director Bill Williamson ran the season's first race in Valkaria, Fla. Hosting club, the Indian River Radio Kontrol Society, March 10, 1974. Formula 1 was run with fifteen entrees, running five rounds in very hot humid weather. The temperature was 90° and the humidity was 98. There was no wind, so things were very hot and sticky. Fastest time of the meet was a 1:26.9.....etc.

Editors note: Now that we know how to use the new format lets get down to the nitty gritty.

With his collection of Florida Trophies well under way, Irwin Funderburke added another FIRST PLACE plaque on his wall back in Monroe, No. Carolina, after winning the FMPRA season opener for Formula 1. Holding back the balance of the hardware in the hosting state were Floridians Jim Maki with SECOND PLACE and Bill Williamson taking THIRD PLACE honors. Unfortunately, two "Black Flags" and the resulting zeros had to be issued, in spite of the short speech before the race warning contestants about the prohibited airspace above the pits and spectators. Neither pilot flew over the crowd intentionally but black flags are being given in Florida this year for any kind of unsafe flying. No exciting mid-air to report, but Bob Brogdon did once again re-kit a Minnow. Many of the times are now below 1:30 making for closer races then ever before. With the increased speeds stricter safety precautions are being employed making our races actually safer then ever before. Norm Holland returned to active racing after a years absence flying faster and better then when he left. A free raffle was instituted this year for the workers only and an engine tach. was given away. Prizes are paid for out of the entree fee. This is our way of showing our appreciation. Tom and Jan Pownall held an open house after the race with an open bar and a gigantic banquet. It was much appreciated and the perfect way to end a great day of racing.

Results

1. Irwin Funderburke	1:27.3	El Bandito	K&B
2. Jim Maki	1:27.4	Minnow	K&B
3. Bill Williamson	1:28.0	El Bandito	K&B
4. Jack Fehling	1:28.9	Miss Dara	X40
5. Tommy Baker	1:35.0	Minnow	K&B
6. Tommy Pownall	1:29.9	Minnow	K&B
7. Bob Brogdon	1:30.5	Minnow	K&B
8. D. C. May	1:26.9	Minnow	K&B

REPORT FROM UNITED PYLON RACING CIRCUIT, E. Kent Landefeld

Objective: To run multiple plane races that will recapture the spirit and thrills of the great air races of the past and present and that will be interesting for the spectators as well as challenging for the contestants. Meets are conducted by member clubs and are open to all AMA and MAAC members. Three events will be flown: Sport pylon, FAI/FormII Formula 1, contestants may enter all three events. UPRC Championship will be awarded on total heat points accumulated at the end of the day's racing. Maximum number of events counted for points will be two. These two events must be specified at registration time.



Left to Right: Diane Oden, Jim Maki, Pam Williamson, Jim Swainson. Hard at work computing scores at the IRKS March 10 Formula One Race

Front Row L to R:
3rd Bill Williamson
1st Irwin Funderburke
2nd Jim Maki
Standing: A group of very hard working volunteers who made the whole thing possible.



Bill Helms & Bob Silwanicz
Scale judging with the aid of three views from the NMPRA Pylon Racing Book

Another reason for owning one of these fine publications.



Bill Williamson presenting the "Help Raffle" winner with the Tachometer.



REPORT FROM QUARTER MIDGET, Bill Cooper

I would like to thank Mel Santmeyers, the outgoing president of QMRC for all of his hard work. Mel has been very instrumental in the success of Quarter Midget activity in California. Also, my sincere thanks to Gil Horstman for his contribution to the NMPRA - especially in my first year as QM Exec. VP. In the interest of space it is necessary to cut the articles short this month so I will just say please send all race results promptly to your QMVP for publication. Please note my new address:

Bill Cooper, Exec. VP - QM - 2510 Merrimont Drive, Winston Salem, N. C. 27106

REPORT FROM NCW, Don Moden

Tentative Schedule for 1974 Racing is as follows:

May 4 - 5	Wichita Kansas	Form 1 - $\frac{1}{4}$ Midget
May 5	Cowby, Wyo.	Form 1 - $\frac{1}{4}$ Midget
May ?	Helena Mont.	Form 1 - $\frac{1}{4}$ Midget
June 8 - 9	Billings Mont.	Form 1 - $\frac{1}{4}$ Midget
June 9	Salina, Kans.	Form 1 - $\frac{1}{4}$ Midget
June 23	Council Bluffs Iowa	$\frac{1}{4}$ Midget
July 28-29	Cody Wyo.	Form 1 - $\frac{1}{4}$ Midget - Open
July ?	Billings, Mont.	Form 1 - $\frac{1}{4}$ Midget - Open
Aug 11	Council Bluffs, Iowa	$\frac{1}{4}$ Midget
Aug 31 - Sept 1	Billings Mont.	Form 1 - $\frac{1}{4}$ Midget
Sept. 14 - 15	Wichita Kan.	Form 1 - $\frac{1}{4}$ Midget
Sept. ?	Helena Mont.	Dist. Fly Off: Form 1 - $\frac{1}{4}$ Midge
Sept 29-30	Council Bluffs	Form 1 - $\frac{1}{4}$ Midget - FAI & II
		also Open Pylon -Sport Pylon
Oct. 5-6	Salina Kan	District Championships -
		Form 1 - Open - $\frac{1}{4}$ Midget
Oct 28	Fairfield Okla.	Team Form 1

REPORT FROM NORTHERN CONNECTICUT, Bernice Williams

Coming events for this district are:

May 5	Hadley Mass.	Form. 1 - FAI
May 19	NCRCC	Sport Pylon
May 18 - 19	Somers N. Y.	Form 1 - FAI - Sport Pylon

PYLON PIT PATER, Cliff Weirick (Reprint of June MAN issue, condensed due to space)

The King is dead. Long live the King. What King? The King of racing, Formula One. These are the words that you are going to hear in a year or so if something is not done about the event and done immediately. Why do I say this? Because it has become obvious from the people I talk with throughout the United States. Formula One is all but dead in this country at the present time with the exception of the Southeast, mainly Florida, and in Southern California. What I have to say will probably draw blasts and possibly make me some enemies in those two states. However, if the people in these areas will get their heads out of the sand and take a good look at the rest of the United States they can do nothing but agree with what I say, agree that is, with the fact that we must slow them down. How we go about it is another matter.

I have talked with people from the Northwest, which used to be a good area for Formula One. The event has zero interest now. I have talked to many people at the Toledo Trade show and found the same thing prevailed there. I would say that Toledo is a good representation of the people from the East and Midwest. The general consensus is; that they are going too fast. That flying sites will not accomodate this kind of speed. That the noise factor is bad. That people cannot afford to have special engines made to achieve the speeds necessary to compete. In the Northwest they can't race because of the same reasons 1. Noise problems, 2. Flying sites that will not accomodate the speeds.

In Florida and California there are no problems with flying sites. Mark my words, however, the day will come when we will have.

Now, what is racing? My idea is; two or more people competing against one another with some sort of device over a close course. Is the amount of time that it takes to complete these 10 laps really so important as long as we are all going roughly the same speed? I think not. Personally when we were running races in the neighborhood of 2 minutes I had a lot more fun because I had time to think of what I was going to do during the race. When you are running a 1:30 or less, it is strictly an automatic reaction. I think that you could ask just about anybody what they do during a race and I doubt seriously that you could get a firm answer. All they know is that they went as fast as they could for 10 laps, without having any idea whether anyone else was around unless they happen to be side by side and even then you really don't know what to do to get by him or keep him from passing you. There just isn't time to figure it out.

I can remember racing Joe Foster, my favorite target, when we were both running around two minutes. It was always a toss up as to who was going to win, but when the heat was over no matter who won, Joe and I would kick it around and have as much fun discussing the race as we did racing. Words like "Boy, I almost had you on the 3rd lap at the number two pylon'etc. , just don't happen now because you can't remember. It is all automatic. This is fun? Sure, it's fun to go fastbut it's more fun to go a little slower and think about it during and after the event. There is no strategy anymore. Now after a race I hear a guy say, "Who won?" "Did I win or did he win?" When you are flying at 2 minutes it's pretty obvious who won. I heard very little post race controversy at that time. Now, I hear it constantly. "Oh no, he cut, I won" No one seems to know. Things are just happening too fast. Again. We have got to slow them down or there will be no event. This year will be the first year for Quarter Midgets at our Nationals and I would bet that we see even more Quarter Midgets at the NATS than we do Formula One and in the past Formula One has been the big gun. I would like to see it remain so.

How do I propose to slow them down? I would like to see a rule made that our engines must idle slow enough to drag the model into a power on landing. To me, this means that I must have an idle that is roughly the same as a stunt model. Pressure must go,

High Nitro fuels must go. Maybe we can still use speed props but I doubt it. Maybe we will end up with idle bar glow plugs, but idle they must, to a touch down and even a roll out. This will get us back up to two minutes. A couple of years ago I took a minnow that I had been racing for a year and installed a Front Rotor 40 in it. I used a stock 10-8 prop (toothpick). No cutting or anything like that. I had a very reliable engine. On the course I could run two minutes with no problems. I could also fly it like a sport model and that was my intent. I did everything that you can do with any other stunt model including touch and goes. How about that, with a pylon racer yet? I had a good time with that airplane. You can easily see what I had. A sport airplane and a pylon racer. This is what I am getting at. I have a racer hanging on the wall right now that is probably as fast as any around. I would not even consider taking it off the wall except to get ready for a race. Wouldn't it be nice to have a little airplane that you could go sport fly also? This could well be the out-cropping of what I have in mind. Why have a model that must hang on the wall between races. It's a very specilized thing and it need not be.

Lets put the question to the entire United States and lets get some answers. We have got to know right now what your feelings are so that we can see what needs to be done. Personally, I don't want to see this event die, it is near and dear to me. Following this article is a copy of a letter that I received from Bob Root who is the District VP for NMPRA in the Northwest. You might be interested in what he has to say.

REPORT FROM THE NORTHWEST, Bob Root

Formula One racing is dying in the Pacific Northwest. I have had good feedback from Idaho, Washington and Northern Oregon and I would be interested in hearing from other areas whether they agree or disagree with the following thoughts:

There are several reason for the lack of Formula One popularity in many areas. Of paramount importance is safety. Current Form. 1 speeds have reached the point where most of our fields aren't large enough. No new competitors are entering the event and the speeds are such that the average modeler is afraid of the consequences of a pilot error or system failure. We are not talking of just equipment safety but the safety of everyone in the area. I witnessed three races with accidents last year where slightly different conditions could have resulted in serious injuries. I feel that this is probably true for other competitors also, although most of us would rather not admit it.

The feeling in many areas is that it is long past due to slow them down. The general feeling in this area is that if the planes were slower, and therefore safer, there would be more competition, more participants and more clubs willing to sponsor races.

The Western District (Idaho, Washington and Northern Oregon) would like to endorse a rule to slow down Formula One in the interest safety. Many ideas have been proposed. However, Cliff Weirick has suggested the only one which the majority of us believe is easily inforceable and will definately slow the engines down.

Formula One should require a throttle with no pressurized fuel system. The throttle should be capable of allowing the plane to land with the engine running. If the engine stops before the plane touches down the contestant should get a zero for that heat. This will require a reliable idle with a definite decrease in maximum horsepower. No other rule should be required.

To back this proposal, check out it's effect and reduce Form. 1 speeds the pylon racers of Puget Sound (PROPS) are recommending its use at all Formula One races in the Northwest. This rule will be used at the PROPS annual race. I will try to keep you informed.

INTERVIEW WITH CLIFF WEIRICK, Loretta Hall

- Q: When you sent me the copy of your June column from Model Airplane News did you intend for it to be included in the NMPRA Newsletter this month?
- A: No. This was not the reason that I sent it. I just wanted you to know what was coming up and to get your reactions and comments. However, I certainly have no objections to your printing it, in fact I think its a good idea since it will be going to NMPRA members only.
- Q: Can you honestly tell me that your campaign to slow them down is not based on the fact that you were one of the originators of this event, that you remember fondly the 'good old days', that you, like all of us are not getting any younger and that it might rankle a little to be beaten by a younger and quicker Smith or Nogy?
- A: I can absolutely and honestly tell you that these are not my reasons. First of all, I have proved that I can hold my own with the Nogy's and Smiths. I have the capability and the means to have equipment as fast as anything they have and the ability to fly this equipment.
- Q: Then what is your real reason for the fight?
- A: Because, of all the events in R/C flying, Formula One racing is my first love and I am deadly afraid that the event is being killed off.
- Q: Killed off by whom?
- A: Do you realize that in the whole United States that there are probably only about 25 people that are really qualified to fly at the speeds that these racers are flying today? Do you also realize that any person who has the necessary funds can walk into a hobby shop and with a little money, time and knowledge can build himself a racer that has the potential to attain these speeds? In the hands of an unqualified flyer a Formula One airplane is a deadly missile.
- Q: Don't you think that the Standard/Expert class solves this problem?
- A: No. It helps, but even in the standard class planes are flying at speeds beyond the capabilities of the flyers, and in expert class it is much worse. I can't see why the total event should suffer and die for the benefit of a few. What is the opinion of these few fast pros against the opinion of the whole country? I have interviewed people all over the country and the consensus of opinion is that if we don't slow it down Formula One racing will surely die.
- Q: Other than the obvious one, can you see any other advantages to the slower, idling engines that you suggest in your article?
- A: Yes, one big one! If we all flew slower racers with idling engines, we would be more likely to fly these planes for fun instead of hanging them up between races and flying them only in competition. This would mean that the flyers would be constantly practicing with the planes that they would be racing. As you know, practice makes a better flyer. Second, we would not be tying up money and time in an airplane that we can never enjoy except for the few minutes that we are racing it. In case you don't know it a Formula One airplane is one of the finest flying machines around for just blasting around the sky with.
- Q: As I recall, you have started this sort of campaign before then let it drop. Are you going to do the same thing this time?
- A: No! I started this before and then let myself be talked out of it by a few people but this time I am going to fight it out all the way because I believe that this is our last chance and I am not going to sit by and watch this event die without trying to save it.
- Q: Do you have any objections to my printing this conversation as an interview with You?
- A: H--- no! You can record it or take notes or anything you want to,
Thank you Cliff -

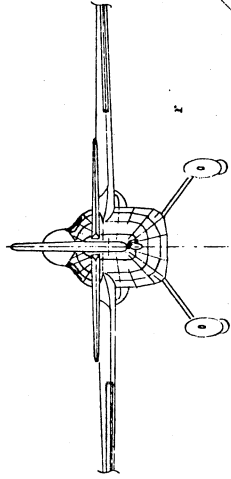
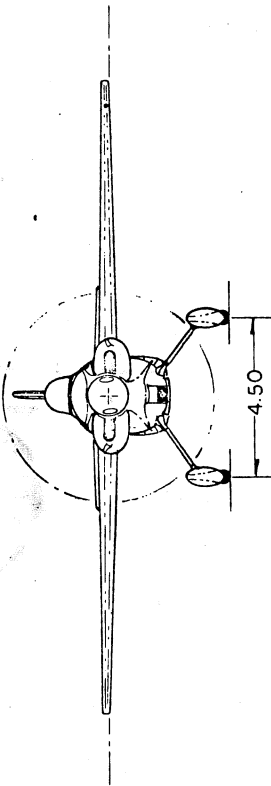
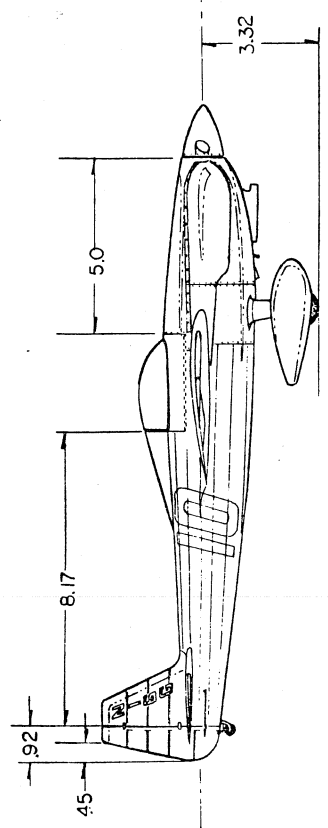
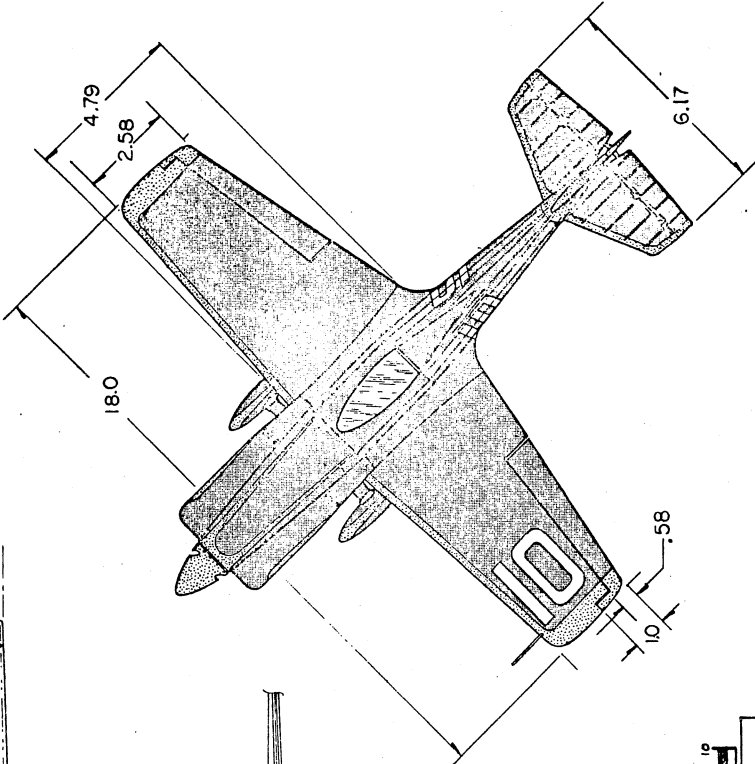
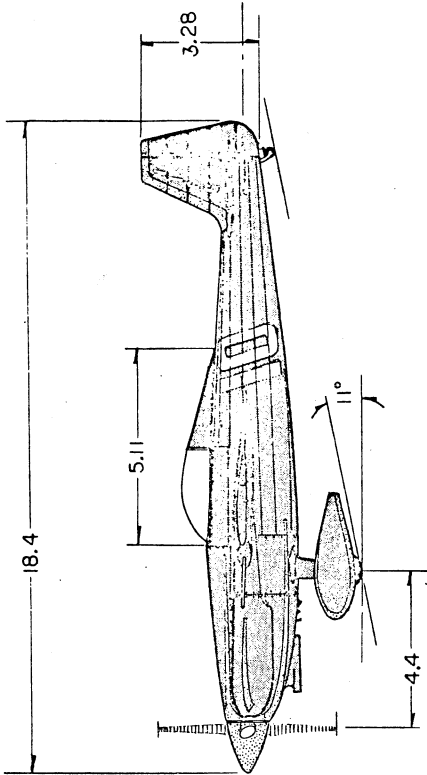
NEW PRODUCTS REPORT, Editor

Since this newsletter goes to a group of people concerned solely with racing R/C planes in various categories I had an idea that maybe a column devoted to making you aware of new products that are aimed in your direction would be a good thing.

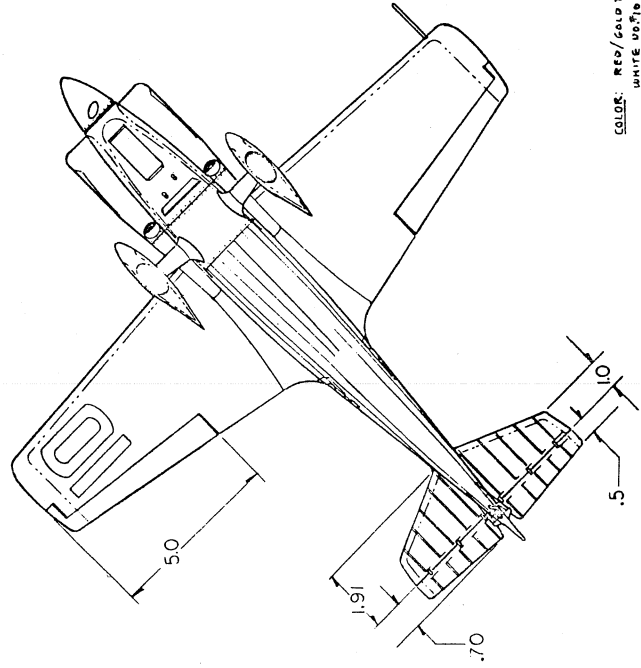
Since I am not equipped to test or evaluate these products, but can only make you aware of their existence, the Newsletter and the NMPRA cannot, of course, endorse them.

My sources will be Hobby Distributors in this or any area that are willing to keep me informed, Hobby Shops that perhaps have heard of products not sold through a Distributor and the manufacturers themselves. I solicit all contributions for this column. Products submitted must be primarily intended for use in racing. Some products will fall under a general category wherein they are commonly used by all modelers. They will be acceptable too. As of this writing here are some of the new things on the market:

Motor Mount:	RR40 - Predrilled - Lightweight By: RNS Products
Motor Mount:	RR40 - Predrilled - Lightweight By: A&L Mfg. Snappy Products Div.
Glue	Alephetic Resin - By: Wilhold
Drill & Tap Guide	Sizes for all engines - By: Prather Products
Extension Drills	Various widely used sizes By: Semco
Electric Starter	Hi-Torque 12 Volt By: Sullivan - Pylon Brand
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Scale Instruments	Illuminated Green or Black & White By: J. P. Products



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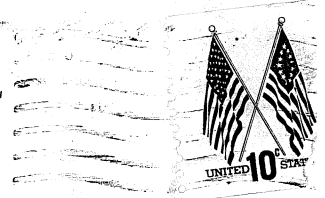
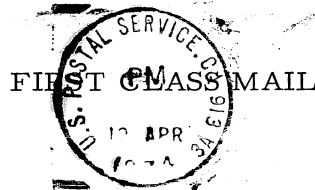


1970

SLICK FRENZEL
"EL BANDITO"

COLOR: RED/GOLD TRIM
WHITE BODY &
TH STRIPE

NMPRA NEWSLETTER
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