



# NEWS RELEASE NMPRA

## NATIONAL MINATURE PYLON RACING ASSOCIATION

PYLON RACING → FORMULA I → FAI → QUARTER MIDGET

JULY, 1974

AMA AFFILIATED

Business Address

*Ed Shipe*  
*to Horstman*

Secretary: Bud Anders, 16509 Saticoy St.  
Van Nuys, Calif. 91406

Treasurer: Ron Schorr, 5224 Teesdale Ave,  
North Hollywood, Calif. 91607

Editor: Loretta Hall, 7546 Balboa Blvd., Van Nuys California, 91406 (213) 786-0701

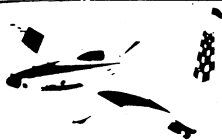
FROM THE PRESIDENT, Glen Spickler - 4208 Santa Cruz St., Bakersfield Ca. 93307

By the time you read this the NATS will be almost upon us. Jack Fabri is going to run FAI and Form. 1 this year and with our expanded time schedule it should prove to be the best NATS ever. We will have an NMPRA meeting at the NATS again this year. The date will be Wednesday night August 7, with the time and location to be announced later. This date falls on the last day of  $\frac{1}{4}$  Midget racing so we should get maximum attendance from our members. We are attempting to arrange for a hall with air conditioning which I understand is a very desirable feature in Lake Charles at this time of the year. Try to make it.

I just received some old correspondence from Gil Horstman left over from when Gil and Ed Shipe were the driving force that helped put NMPRA on its feet. Guess what the main problem was in the early days? You guessed it, SPEED. At the Olathe NATS there were about as many flyers turning 1:50 as now turn 1:20, this was considered fantastic time and there were howls of protest that the sport would die if we didn't slow them down. Granger Williams won Olathe and if my memory serves correctly Joe Foster turned fastest time. Some of the proposals put forth at that time were to reduce intake size, standard fuel, long, low pitch props, idle, no pressure etc. Just about the same as we are getting now. I don't know just how fast Form. 1 models are capable of flying (or being controlled) but I do know that in spite of all the dire predictions made back then, this sport has continued to flourish, why? From the letters I have received in the last few months it seems there are a few, such as Cliff Weirick, that have genuine beliefs that by slowing the models down we can increase safety without detracting from competitive racing. These fellows could be right in there thinking, There is another group that feel by slowing the models down they will become more competitive. This is subjective thinking and certainly not true. As I have said before, you cannot legislate a winner, the fellows that try hardest will still get the brass. The majority of our members are not in favor of slowing Form 1 down, I can't say why they feel this way unless its the inborn desire to win and to do this you must fly faster than the other fellow. They are always looking for a gimic that will allow them to go a little faster, an edge that will help them win. This too is subjective thinking, yet typical of most people that participate in any form of competition. Ask any racer why he races and you will get a variety of answers such as "for fun", "for sport", etc, etc, but the real answer is they race because they want to be a winner, after all that's the name of the game. Surprisingly the ones that are most

continued

THE ADVERTISING ON THIS PAGE WAS SOLICITED 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.



# NEW MISS DARA

Newly developed for 1974, the Miss DARA features dural gear, super-thin wheel pants, and a newly shaped fuselage for that extra speed. A PROVEN WINNER in 1973, and an even better racer in 1974.

KIT PRICE **\$89<sup>95</sup>**

Designed and manufactured by **PB PRODUCTS**

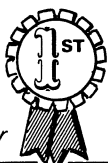
16443 Vanowen Street · Van Nuys, California 91406

\* K & B MANUFACTURING \*  
Division of Aurora Products.

- K & B 40S R/C ENGINES
- Consistently in the winners circle
- Flown by the Champions
- See your local dealer or write:  
K & B Manufacturing Company  
Downey, California

## A & L's LR-1A takes in Formula I Contest at Whittier Narrows

Designed by Joe Foster



Kent Nagy says, "The best all around Formula I I have ever flown. Exceptionally good for beginner." At Whittier: 7-1st's, 1-3rd. My best time 1.21.



*Fiberglass and Foam Aeroplanes are Fast, Competitive, Quick and Easy to build!*

KIT CONTAINS: Gel-coated Glass Fuselage Cheek Cowling, Foam Cores - 1/8" Ply. w/skins, Wheel Pants, Ply. Firewall & all Ply. Parts, Dural Landing Gear, all wood parts pre-cut, Plans, Building and Flying Instructions.

**\$59<sup>95</sup>**

DEALER INQUIRIES INVITED

**A & L MANUFACTURING** 16509 SATICOY ST. P.O. BOX 7144  
VAN NUYS, CA. 91406 (213) 988-1159

\* CLARENCE LEE \*

- Custom K&B 40 Engines for Formula I and F. A. I.
- For the very best in racing engines it's:

C. F. LEE MANUFACTURING COMPANY  
7215 Foothill Blvd.  
Tujunga, California 91042

Terry Prather's World Record Design Little Toni	\$ 99.95
Joined Epoxy Wheel Pants with Axle Retainers	\$ 9.95
Aluminum Racing Wheels	\$ 5.95
Axle Retainers	\$ 1.98



**PRATHER PRODUCTS**  
1660 RAVENNA AVE., WILMINGTON, CA 90744

FLASH! FLASH! FLASH! FLASH!

R.N.S. Mounts dominate clean sweep at Bakersfield. Jeff Bertken 1st Place. R.N.S. Mount, K&B by Lee. 1:18 Terry Prather New World Record 1:15.6. Terry Tiger X-40 R.N.S. Mount. Bob Smith 1:16. K & B by Lee. R.N.S. Mount. R.N.S. R/C Products made for champions.

### R.N.S. R/C PRODUCTS

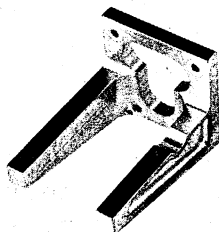
5224 Teesdale Avenue, No. Hollywood, Calif. 91607

*K & B .40 Motor Mounts  
Pre-Drilled, Fully Machined  
Bar Stock Aluminum  
Lightweight  
Undrilled For All Other  
.40 Racing Engines*

Used by Bob Smith, 1973 NMPRA Champion, and chosen by Terry Prather, World Record Holder. See Clarence Lee's article — April 1974 RCM.

Priced at \$14.50

Dealer Inquiries Invited



**KRAFT**  
SYSTEMS, INC.

**THE LEADER IN  
RADIO CONTROL**

WRITE FOR FREE CATALOG

450 WEST CALIFORNIA AVE. VISTA, CALIFORNIA 92083



against the slow down are the beginners. They do not want any restrictions that might keep them from someday becoming the fastest. Received an interesting thought from Jerry Nelson a short time back. He suggested we do away with the stop watches. If it weren't for the need of times to determine placings in case of ties this would be a great idea. This would put us back to worrying about winning the heats rather than worrying about fast time. This was the whole idea when pylon racing started out. Everyone knew when Terry Prather turned his first 1:17 but how many of you know who won the race? Enough said. See you at the NATS and remember to Think Safety.

-----

FROM THE EDITOR, Loretta Hall

Since there have been some comments about the Newsletter being late occasionally, I thought that you might like to know what the drill is getting it to you:

First, I cannot do any finish copy until all material is in my hands so if the contest reports are late getting to me the newsletter is also late getting started. I know that this cannot be avoided since many races are held on or near our deadline dates so I am willing to wait a few days if necessary. Second, It takes two full days to edit and type the material and part of another day to do the paste-up, (which we do in order to save money at the printers). When the paper is ready to go to press I call Don Powell and he picks it up and sends it to the printers. Now we come to the third hang up; The printer gives us a very good price for top quality work and he can only give us this price if he works our letter in with other jobs that he has going. This usually means at least one week for printing and possibly more. Don then picks it up and has the tedious job of assembling, stapling, addressing and stamping each copy. Since there are currently in excess of 475 members and more people joining every day, this is no little job. Don runs a business during the day so he can only work nights on the Newsletter and it therefore takes him about three nights to get it all together and mailed. Now comes the fourth hangup and the one that we can't do a darn thing about; The postoffice! Our main office here in Van Nuys informs us that the best possible delivery we can expect locally is three days. If it takes three days for a member who lives in Van Nuys, California to get his Newsletter which was mailed in the same city heaven knows how long it takes for some of you people who live in New York, Sweden, Germany, Japan etc.

So, to sum up; if you count the working days involved in getting the newsletter typed, printed and mailed you will find that at least twelve days are involved not counting the post office delivery time. We would like to be able to have the paper in your hands one week after it is typed but you can see that this is impossible so we ask for your patience, understanding and your belief that we are doing the very best job that we can. Besides, we hope that it's worth waiting for!

Glen Spickler sent me a copy of a letter that he wrote to Cliff Weirick about the 'slow'em down' campaign. Glen did not necessarily ask that I print it but I think that you will all be interested in your Presidents personal feelings about this matter. You will find a reprint of the letter following this. As I mentioned last month, Cliff was going to send me another advance copy of his M. A. N. column but I have not as yet received it so I guess we wait until next month.

-----

LETTER TO CLIFF WEIRICK, Glen Spickler

Dear Cliff: I just finished reading your July column and think it is about time I got my two cents in. First off, I think that most people who talk about the decline in Formula I racing tend to miss what to me is the obvious reason for lack of interest in some sections of the country. Contrary to popular belief, Formula I is not on the decline nationwide, if I am to believe some of the letters I receive. The name of the  
continued

game is organization. Wherever a nucleus of dedicated people have worked to promote racing, there is racing. Gil referred to the number of people in Southern California as being one of the reasons for Formula I interest, I disagree. Do we have more people than say, New York?

What we do have is a group willing to go out month after month and put on these races. If you have races on a regular basis, you will eventually get the flyers. You cannot expect to go up to a Pattern C. D. and say, "Why don't you put on a race for me?" What you need to do is exert some effort and put on the race yourself, not just once, but again and again. I can name you several areas where Formula I is not dying and in each case it is the result of people who are willing to give of themselves and take the time to organize.

A good example is the recent forming in the New York area of M. A. R. A. (They race Quarter Midgets, but the operation is the same.) A few months back George Zink wrote and requested some information on racing. My answer included discussion of "One Design" racing and how it has helped get some of our locals flying around the poles. George now edits an excellent newsletter for M. A. R. A. They have established a standard class for beginners that allows non-scale, box type, airplanes. (These must otherwise conform to  $\frac{1}{4}$ M. specs.) Their contests are small right now, but I assure you if they continue on with this group it will grow and grow. What we need is more George Zinks.

The nature of racing tends to attract subjective thinking people, how will a rule affect me, what can I do to help me win. What is needed is more objectivity, how will the rule affect racing, what can I do to help racing.

I have run into several people who refuse to join NMPRA and inevitably they ask "What can it do for me?" My answer is the NMPRA has already done it by promoting and helping establish Formula I as a national class. We are continuing to promote racing, establish better safety regulations and upgrade racing rules. Anyone who says, "I won't race until they change the rules" is a cop out. The only way to foster change is to become active and promote change. Lots of work, yes, but they should not expect others to do it for them.

Speed, cost, construction difficulty, etc, are excuses, not reasons, for racing declines. All it takes to be a successful racer is practice and hard work. All it takes to increase racing activity is dedication and more "hard work". In our local club (around 50 people), we had one Formula I flyer four years ago and no sport racing. We now have around 15 one design racers and seven Formula I flyers. This did not just happen, our club provided the races and now we have the racers. Others can do the same if they have the desire.

To change subjects for a moment, I would also like to give a short spiel on pylon workers. I have seen a general decline in the availability of workers for several years now and for good reason. What do we expect of them? What incentive do we give them? First, we expect the worker to stand out in the sun all day, not make any mistakes, (the flyer can, but the worker can't) be subject to verbal abuse from unthinking flyers and keep coming back for more. To the latter question, the answer is in most cases, nothing, not even a kind word. The chance for their club to make a profit (to use for non racing activity) a workers raffle, and last but not least, a few kind words, will all help to promote workers. Let's face it, you can have any number of racers and without the workers you cannot race. So, make it a point to tell the flagmen and lap counters what a fine job they did (not the CD) and maybe they will come back again. Sincerely, NMPRA (Signature) Glen Spickler.

REPORT FROM CONNECTICUT, Bernice Williams

19 Formula I and 12 FAI Pilots were on hand at the NCRCC field June 9 to battle it out in 93° heat. 5 rounds of Form I and 5 Rounds of FAI were held.

In the Formula I race, the first heat took off like an explosion with planes going in every direction. Slow, Steady Art Simmonds cruised the pylons and came in second. Don Willard crashed on the first or second turn, Jerry Wagner was out of trim and flying very wide until he settled into the groove and came in first. I don't think we ever saw anything as fast as Adam Sattlers plane, but he had problems and cut two pylons, wound up with a cracked elevator on landing and had to go to his old faithful ship for the rest of the day. We expect to see this really go on the 14th of July at Ballston Spa. Butch Schroder took a first in his first heat but had some slight damage on landing that finished him for the day. Fast plane too. Bob Barkowski flew all goodheats but cut a pylon in his second heat then lost his last heat to Bill Zautner. He turned 1:34.4 in his first heat, and the engine never seemed to go as well after that. Al Sager, who says you only make your plane go as fast as you have to to win, proved his point by flying all but his third heat (when he had a cut) in the mid 1:30's. He turned his best time of the day 1:33.6 during his fly off. We had a doozy of a heat between Al Sager, Jerry Wagner, Pete Reed and Jack Secondo. Al, Jerry and Pete cut and Jack fooled them all and came in first, with a 1:42.4 to Als 1:45.5 for 11 laps. The races were twice as interesting because there seemed to be a complete change in the usual flying of the experts. Five newcomers helped to spark things up a bit, and we hope to see more of these people in the future. The fact that they had the guts to get out there and compete with our eastern brand of expert, proves that they have what it takes to be good Pylon Pilots in the future. It was a hot day, hard on the flyers, the planes and the workers. Still it was racing and racing is still IT and IT ain't DEAD YET!

In the FAI event the guys had more then their share of problems, for instance: Larry Nettle crashed on his first flight, Jerry Wagner had engine problems, George Zautner cracked his fuselage on the first landing and Dan Willards' wing fell off. Even with his engine problems Jerry Wagner managed to turn in the fastest time of the day with a 1:58.2. Kirk Cirillo our 15 year old junior member came in fifth place and turned a 2:16.5 for his best time of the day.

RESULTS - FORM. I

- 1 Al Sager 1:33.6 \*
- 2 Jack Secondo 1:42.4
- 3 R. Barkowski 1:34.4
- 4 Pete Reed 1:47.2
- 5 Bill Zautner 1:40.2
- 6 W. Landry 1:52.9
- 7 Adam Sattler 1:40.9
- 8 Robert Fish 1:48.6
- 9 Jerry Wagner 1:50.2
- 10 Mike Helsel 1:53.4

RESULTS - FAI

- 1 Adam Sattler 2:05.3
- 2 Pete Reed 2:09.6
- 3 Jerry Wagner 1:58.2\*
- 4 R. Barkowski 2:02.2
- 5 Kirk Cirillo 2:16.5
- 6 Tiny Rich 2:20.5
- 7 Bill Zautner 2:20
- 8 John Papageorge 2:38.3
- 9 William Landry 2:38.4
- 10 Dan Willard 2:37.2

\* Best Time

REPORT FROM HADLEY MASSACHUSETTS, John Papageorge

There were 10 FAI airplanes entered in the Hampshire County R. C. Grand Prix Air Races held on May 9. Adam Sattler showed great promise but was no match for Bob Barkowski who kept a comfortable  $\frac{1}{2}$  to a full lap lead over the rest of the field except for his first race where he had a trim problem and by the time he had corrected it he pushed a bit too hard and came in first with a 1:45 only to find that he had cut two pylons. Bob was flying an OPS powered Miss B. S. with a Mac muffler (no pipes allowed). Mike Helsel didn't have the speed but his letter perfect pylon flying and consistence paid off for 1st place, with Bob second and Adam Sattler gave Rete Reed 3rd spot in a flyoff when he got a bad engine run.

In Formula I with 14 entries Barkowski was easily the fastest and again commanded the field to take 1st place. Butch Schroeder had the best time of the day with a 1:33. Bob's best time was 1:35. However, Bob and Butch were on the same frequency and couldn't fly together. Too bad because it could have been a good race. Bob is one of those pilots who only flies as tight as he has to so don't let those times fool you. Butch had his piston ring stick in the groove and lost compression, but he stuck it out and tied Alvin Sager for second place. Butch got the 2nd spot with his best time.

-----

REPORT FROM QUARTER MIDGET, Bill Cooper

As most of you know, the Quarter Midget activity is in full swing throughout the country. We will have our event at the Nats, and our major championship race will be held at Rough River State Park, Kentucky.

NMPRA will award season championships to Quarter Midget members just as they do at Formula I and FAI events. If you do not have the scoring system as used in Formula I and FAI, please contact district VP's in your area or me. One important point to remember, a flyer must be an NMPRA member at the time of any given race to qualify for seasonal points. Joining NMPRA after the fact and thus trying to qualify for points is no go.

REPORT FROM M. A. R. A., George Zink

In the Standard class at the May race Mel Carver's skillful flying wrapped up first place after a terrific point battle with Steve Nielsen. Only  $\frac{1}{2}$  point separated them. Steve and Mark Weinstein are newcomers to MARA racing. They started off on the right foot with a second and third place respectively. Jim Sweeney and Hank Riehl are going back to the building boards. They both went in early in the race. Too bad, they both had good looking ships. Al Hannah finished repairing his Miss Dara just that morning but since the check flight proved the plane to be a little on the wild side Al put it away and gave us a hand with the contest. Sorry about the plane Al but thanks for the help. John McAfee was dogged by that ole' demon bad luck. John had things his way with a half a lap to go when his engine quit for a zero. His next time up he was really honken when he passed the finish line first but got just 100 beyond the line and landed full speed and up side down. It was a black day for the McAfee clan. Scott's engine cut just before the number 2 pylon and he was just bringing it around when it was speared by Tom Feicco's Miss Dara. Tom finished the way to pylon 3 alone victim of a broken prop. Tom's Miss Dara had a day busy enough to be renamed "Chew-String". His plane gobbled up Fred Fogelmans rudder and antenna on a take off. Tom, please note; take off means that you take the airplane off the ground not take off the other guys parts!

The two class system appears to be a success and with enough checks and balances we intend to keep it that way. I have played up the problem side of this race report but in case you think that this keeps any of the guys from racing just ask them.

continued.

MARA RESULTS

STANDARD

1	M. Carver	2:40
2	S. Neilsen	2:31
3	M. Weinstein	2:31
4	V. Hochberg	2:52
5	J. McAfee	2:34
6	P. Raber	no time
7	J. Sweeney	3:07.0

EXPERT

1	J. Sternberg	2:05.6
2	W. Fouri	2:07.2
3	T. Feicco	2:08.2
4	Zink/Berry	2:05.9
5	F. Fogelman	2:30.0
6	R. Ferris	2:00.6 *
7	S. McAfee	2:32.0

\* Best Time

-----

Late note from Bill Cooper:

The Date for the Quarter Midget National Championship Race is now firm - September 28 and 29 at Rough River State Park. Racing will start at 11:00 AM on Saturday, with a banquet that evening and final rounds starting early Sunday. Event Sponsored by the Louisville R/C Club, hosted by the Kentucky Department of Parks and the Bluegrass Racing Association. Rough River is a dream place to race. Pre-entry is a must! Send entries and \$7.50 to me at 2510 Merrimont Drive, Winston-Salem, N. C., 27106.

Hope to have a QMRC - NMPRA meeting at the Nats on the evening of the 5th or 6th of August. If you have anything to discuss, contact your area VP or me, for details.

-----

REPRINT FROM COMPETITION NEWSLETTER, Legal Engines for RC Pylon Racing

" Formula I and II Engines which are legal in 1974 include:

K&B 40 R/C (1972, 1973 & 1974 models) Supertigre G40 and X40, HP 40 Front and Rear Rotor, O.S. 40 Schneurle, Fox 40 R/C, Testor/McCoy 40 R/C.

Quarter Midget engines which are legal in 1974 include:

K&B 15 R/C, Supertigre Front Intake R/C, O.S. 15R/C, Enya 15 R/C, Fox 15 R/C, Taipan 15 R/C.

Exhaust Extension Ruling:

Tests have shown that most any type of exhaust extension will change (up or down) the maximum RPM output of a given engine at any one particular time. In addition, it has been shown that the same engine, with all other conditions except time and weather being constant, will often indicate different maximum RPM's up or down.

Since various exhaust extensions have come into use which appear innocent enough, but quite consistently increase RPM's by as much as 600 to 800, no simply worded rule will suffice to describe a legal exhaust extension, particularly now that there are both side and rear exhaust engines.

In order to provide racing Contest Directors, and the racing contestants, with guidelines for recognizing a legal exhaust extension, the following clarifications have been set down:

Continued

A. Rear exhaust engines may use an adapter not over 1- $\frac{1}{2}$  inches long (measured along centerline and from face of piston) followed by a constant inside diameter pipe which increases the total length of the complete extension to not over five inches as measured from face of piston to extreme exhaust end.

B. Side exhaust engines may use a curved adapter not over 2- $\frac{1}{2}$  inches long (measured along centerline and from face of piston) followed by a constant inside diameter pipe which increases the total length of the complete extension to not over five inches, as measured from face of piston to extreme exhaust end.

c. Any part of the exhaust extension may continue outside of the cowl.

D. If a contest director feels that a particular exhaust extension does not meet the above physical specifications, he may require a test run of the engine with and without the extension. The extension shall be declared illegal if the engine's speed is increased by more than 200 RPM. Test runs with and without extension must take place within a 15 minute time period, and with all other conditions constant.

Note: Contest Directors are cautioned that requiring the above test must come only as a result of suspecting the physical appearance of the extension, and not as a result of suspecting that the extension is causing an excessive increase in RPM. In other words, certain engines on occasion may pick up more than 200 RPM with a legal extension, but this alone is not a satisfactory reason for requiring the test."

Under recently approved new Contest Board procedures, the ruling on exhaust extensions is immediately applicable and stands until further action by the Contest Board. The new procedures call for publication as soon as possible (this document) (Ed. Note referring to competition Newsletter) and then a vote by the Contest Board "not less than 4 weeks and not more than 6 weeks after publication...with a ten-day turn-around..." This means that on or about August 1 the RC Contest Board will vote whether to ratify this current ruling; in the meantime it stands as published here."

-----

NEW PRODUCTS REPORT, Editor

Manufacturer/Distributor	Description
Martin Enterprises	Shurline 3" Precision Lathe
Dremel	New Drill Press
Rocket City	Internal Switch Mount
Pro Model Products Inc.	Quick Thread (replaces blind nuts) sizes 4-40 and 6-32
Xacto	Extra Hands (work holders, comes in single or double units)
S & O RC Products	12 Volt Quick Charge, and airborne Battery Checker



REPORT FROM CALIFORNIA, Charles Shaw

The Valley Flyers hosted their annual Formula I race June 8th and 9th at the Sepulveda Basin. A total of eighty-three contestants, including the groups from Mexico, Northern California and Arizona showed up to do battle.

The weekend had more than it's share of aircraft destruction. Of the eighty-three entrants, twenty-two individuals crashed a model. Two of these flyers crashed two planes and one pilot crashed one racer twice (and also his transmitter). More expert flyers crashed than Standard., and even the CD managed to fly his plane into the ground.

Standard class had the majority of entrants at sixty. A well deserved first place went to Bobby Johannes . Bobby has been flying faster than most of his competition this year, but has been a victim of bad luck. Johannes beat Bakersfield winner, Joe Howard, in a fly off for first. Lou Governale flew to a fast and consistent third place.

Expert class saw the perennial hard worker Terry Prather walk away with first place honors. Terry finally has his X-40 running consistently and with a fast time of 1:17.3 and a slow time of 1:21.6 it makes him a hard man to beat. Kent Nagy continued his winning ways with a hard won second place. Kent was a victim of a mid-air late in the second day of racing or he would have been tied with Prather. Ron Neff did, however, fly off with Kent for a second and third place, with Kent handily winning.

RESULTS

Expert

1. Terry Prather	Lil Toni	X-40	1:17.3
2. Kent Nagy	LR-1A	Lee K&B	1:20.5
3. Ron Neff	Minnow	Lee K&B	1:23.9
4. Joe Vartanian	Lil Toni	X-40	1:26.8
5. Bob Smith	Super Dara	Lee K&B	1:21.6
6. Ed Hotelling	El Bandito	Lee K&B	1:23.4
7. Whit Stockwell	Miss Dara	K&B	1:30.8
8. Dan McCan	Super Dara	Lee K&B	1:25.5
9. Don Powell	El Bandito	K&B	1:31.9
10. George Flynn	Rickey Rat	Lee K&B	1:37.1

Standard

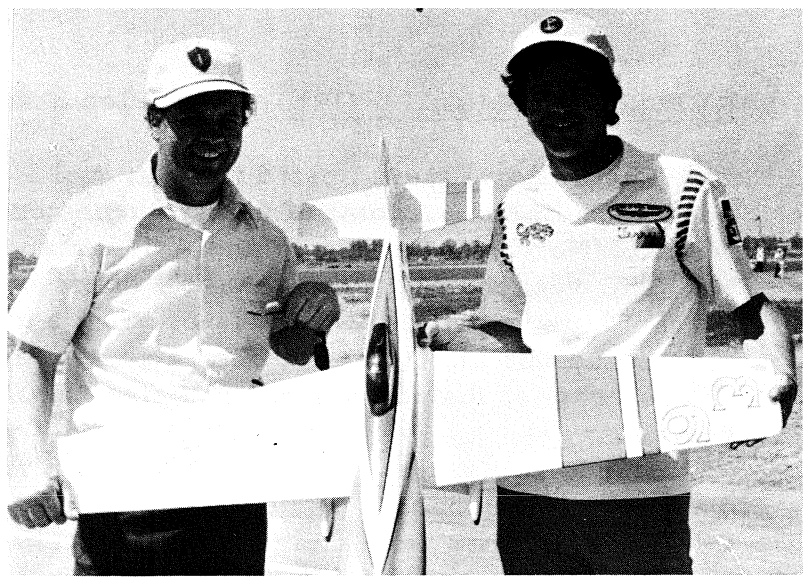
1. Bob Johannes	Minnow	K&B	1:34.5
2. Joe Howard	Rickey Rat	K&B	1:38.5
3. Lou Governale	Thunder Chicken	K&B	1:30.3
4. Steve Sica	Rickey Rat	K&B	1:35.5
5. Bob Emery	Rickey Rat	K&B	1:37.0
6. Bob Novak	Rickey Rat	K&B	1:37.2
7. Jauquin Alba	El Bandito	K&B	1:39.2
8. Jerry Boyce	Minnow	K&B	1:34.2
9. Keith Davidson	Rickey Rat	K&B	1:30.0
10. Sonny Myers	LR-1A	K&B	1:34.6

Pcitures on next page.



Above:

Standard Class winner Bobby Johannes receiving trophy from CD Chuck Smith



Above:

Expert Class winner Terry Prather, his Father & Caller Al and his new Prather Products Little Toni



Right:

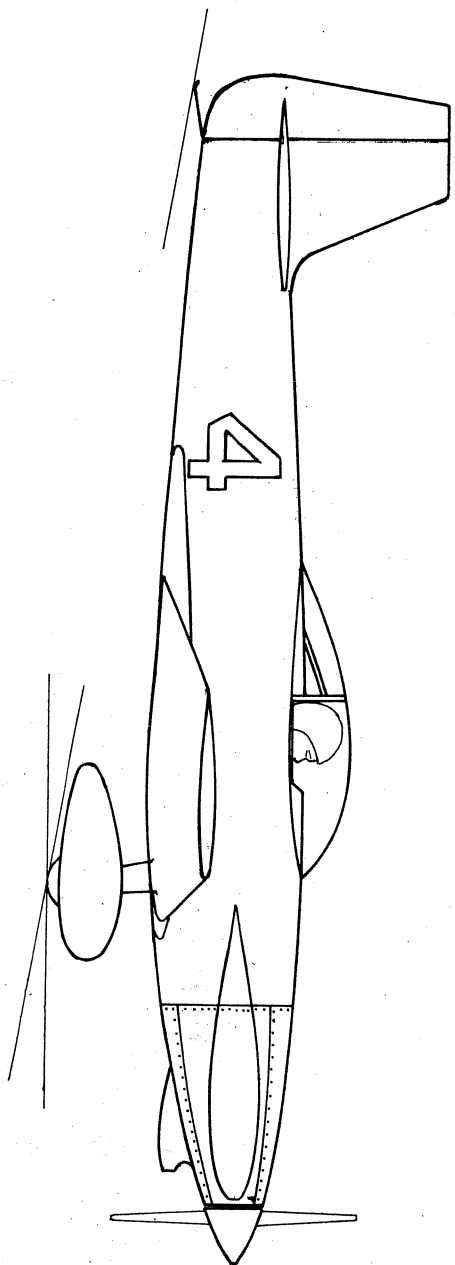
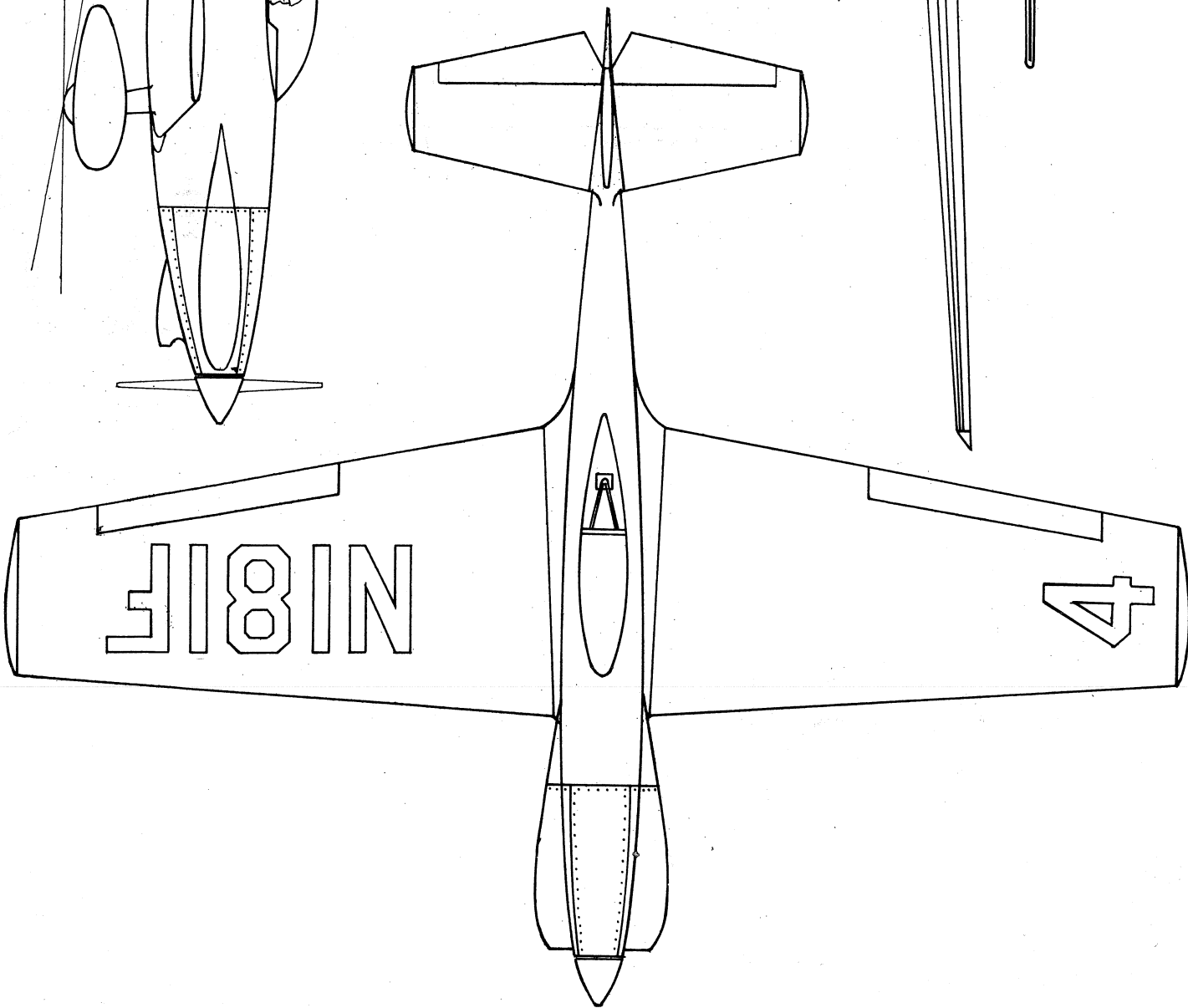
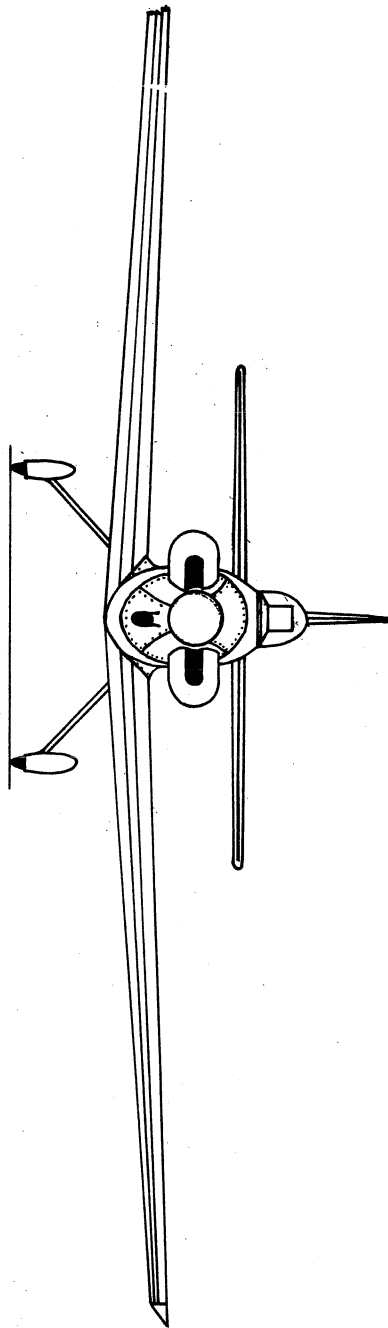
Kent Nogy, Larry Leonard, John Broadbeck and Bobby Tom deciding which prop John was going to go out and crash with.

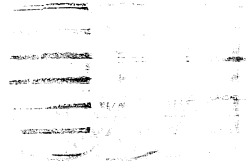
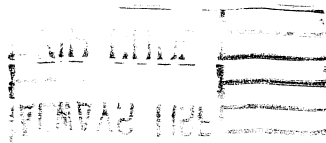


Left:

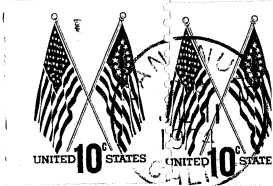
One of the twenty five:  
Jeff Bertkens Miss Dara

**JOE FOSTERS**  
LR-1A LAZOR-  
RAUTENSTAUCH





NMPRA NEWSLETTER  
7546 Balboa Blvd.  
Van Nuys California 91406



TO:

Ed. Rankin  
6072 Wonder Dr.  
Ft. Worth Texas 76133