



# NEWS RELEASE

# NMPPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

*PYLON RACING* → *FORMULA I* → *FAI* → *QUARTER MIDGET*

JULY, 1975

AMA AFFILIATED

Business Address

Secretary: Bud Anders, 16509 Saticoy Street  
Van Nuys, California 91406

Treasurer: Ron Schorr, 5224 Teesdale Avenue  
North Hollywood, California 91607

EDITOR: Jay M. Replogle, 13939 Burton St., Panorama City, California 91402

FROM THE PRESIDENT: GLEN SPICKLER, 4208 Santa Cruz St., Bakersfield, Calif. 93307

Big news this month for the Quarter Midget people is that Bill Northrup, R.C. Contest Board Chairman, has put an o.k. on the Rossi Engine. As everyone knows, engines for Quarter Midget have been a problem in that they have been very hard to come by since K & B stopped production on their .15, and Super Tigers are difficult to find. What impact the Rossi will have is difficult to assess at this time; if only 1,000 engines are available, there may not be enough to go around, especially if they prove to be as competitive in Quarter Midget as they have in free flight. The cost of the Rossi is also a problem as it puts Quarter Midget right up with Formula I on cost, and this certainly doesn't go along with the original concept of cheap and easy racing. If Quarter Midget is to continue to attract new blood into racing, as it has in the past, something has to be done to keep it from becoming a .15 size Formula I-type event. Though it has never been easy to win in Quarter Midget, it has been easy to get into. Let's hope that we can find a way to keep the original concept. It's a great event. Let's hope that a solution to the engine problem can be found so that growth will continue. Bill Cooper, Assoc. V.P., is the man to contact on all Quarter Midget proposals. If you have thoughts on this engine controversy, drop him a line.

Ed Rankin has taken on the job of running the pylon events at this year's NATS, both Quarter Midget and Formula I. When I asked Ed to help at the NATS this year, it was my intent that he try to get someone other than himself from his area to organize the event. Being a dedicated racing enthusiast, Ed has taken on the job himself and is doing a great job of organizing. From the feedback I'm getting on planned-procedure changes, this should prove to be a super well-run NATS. Thanks Ed.

I received a letter from Don Downing the other day, and he tells me he is going to give Ed a hand at the NATS. I don't know how he does it as the work he is doing to organize the Champion Race is more than enough to keep any two average men busy. Don is also Dist. V.P. which in itself is a time-consuming job. I'm sure that Don has little or no time for racing this year, and that's a shame as he is a gung-ho racer. It takes real

dedication to give up what you want to do and devote all your time to helping others.

Although we all know that weather has a pronounced influence on speed, an extreme example of this took place at a recent So. Calif. Formula I race at Whittier Narrows. Times for Saturday and most of Sunday were average for this area except for about a one-hour period Sunday afternoon when some exceptionally dry air moved in. During this period Ron Gilman, in his second race as an Expert, flying an X-40 powered Prather Toni, turned a fantastic 1:13 flat. During this same period, Terry Prather turned a 1:13.4. I have talked to three other flyers who had watches on Ron's airplane, and they back up this time; also he was about a lap and one-half ahead of Jack Lee who had a 1:24. What I'm trying to show here is how important weather can be and why winning times should not be compared for the various districts. One of the good things about pylon racing is the fact that the fellow who wins the most heats is the one who wins the race, not necessarily the one who sets fast time. Cliff Weirick mentioned to me once some time back that too much emphasis is placed on time, and we should do away with the stop watches. In a way this is a good idea if we didn't need the times to settle ties where frequency conflicts prevent fly offs. A point to remember, although we talk about the record time, no record as such exists. As race results are determined by points, AMA does not recognize records for pylon racing. This is probably a good thing, otherwise it might be necessary to travel cross-country in hopes of finding the best conditions for setting records. Terry Prather is the only one I know who seems to be able to set new fast times anywhere he goes, and even Terry has days when he can't get under 1:18, although he certainly has flown more heats under that time than any others.

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The PROPS, Pylon Racers of Puget Sound, Washington, held a race June 21 and 22. They put on six rounds of 1/2 A racing with Bob Miko coming out first, Dave Katagiri coming out second and Darrell Cheshire finishing third. Six rounds of 1/4 Midget racing was also held. Nelson Eddy took the marbles in this event followed by Wayne Mayer and once again Dave Katagiri. Eddy flew a S.T. powered El Bandito with a best time of 2:06.8. Six rounds of FAI racing was also held with Bob Mikko taking first, Bob Hunt second and Stu Arested finishing third. In formula I, Bob Hunt came out on top after (you guessed it) six rounds of competition. His El Bandito turned a fast time of 1:37.4. It was O.S. powered. Second was N. Eddy with an X-40 urged Toni and third was Brian Dickerson flying a K.B. powered Minnow. N. Eddy's Top time was 1:38.0 and Brian's time was 2:17.6.

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EDITORS NOTE: There were more contest reports than I could get in this issue, but I will endeavor to get the oldest ones in the next issue and I'll try to run the most current point standings for each of the districts that provides me with that info.

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**COMING EVENTS!!!!!!!** Formula I racing ....Chula Vista August 16, 17 (Calif)  
Contact Ray Floyd 714-2336501 days , eve, 714-2747977

FROM: BRYAN SATTLER, 29 Waldorf Place, Schenectady, New York 12307

Hadley, Mass. has rescheduled the race that was rained out on May 4; the new date is July 12. This meet along with the one scheduled for July 13 has an added touch. Besides flying F-1 and FAI, they have decided to include "Sportsman" to the event list of both meets. This means that there will be a total of six meets in which "Sportsman" will be flown. That is an increase of 100% over last year.

Here is the race report from Jamestown. This race was held on June 15. It was a terrible day weather-wise. There was a 90-degree crosswind blowing 20 to 30 mph. A total of five rounds of racing were completed.

Formula I had eight entries.

First - Rick Paine  
Second - Harry Greenacker  
Third - Dick Smith  
Fourth - Bob Dart

F-II/FAI had eight entries.

First - Rick Paine  
Second - Dave Smith  
Third - Dennis Thomas  
Fourth - Harry Greenacker

Finally, here is the report on the race held on June 15 in Northern Connecticut. The first Northeast Air Race of 1975 was blessed with sunny, hot and humid weather. Guy Beaudoin, the Contest Director, and the rest of the NCRCC workers should receive a big round of applause for a contest well-run. F-1 had 22 entries and five rounds were flown.

1. Bill Zautner	1:27	Toni	ST X-40
2. Adam Sattler	1:31.6	Toni	OPS 40
3. Al Sager	1:20.4	Toni	STX-40
4. Mike Helsel	1:25.2	Rickey Rat	STX-40
5. Bob Barkowski	1:27.6	Toni	OPS 40
6. Jerry Wagner	1:29	Cosmic Wind	STX-40
7. Pete Reed	1:29.5	Rickey Rat	STX-40
8. Butch Schroder	1:31.4	Dara	K & B 40's
9. Bob Fish	1:40.4	Rickey Rat	K & B 40's
10. Kirk Cirillo	1:27.8	Toni	STX-40

Prior to the races, there was much talk about breaking Bill Zautner's time of 1:29, which he set in September, 1974 for a NCRCC field record. Well, that talk turned into action as the day progressed. A new record was set five times, with the final record being a 1:20.4. The proud owner of this time is Al Sager. This time was turned during a fantastic flyoff for Third Place between Al and Mike Helsel. Mike cut himself out but was timed just 4/10 second slower than Al's 1:20.4.

There were several fast, close races. One in particular was the one between Bill Zautner, Bob Barkowski and Jerry Wagner. During the race the lead changed hands several times. The winner of the heat, Bill Zautner, turned a 1:27; Second was Bob Barkowski with a 1:27.6 and Third was Jerry Wagner with a 1:29. Some interesting things

to note about the Formula I races are: 1) There were no crashes, even though the planes are flying faster than ever (2) The small fields in the Northeast present no safety problem at all. The pilots have solved this by flying their planes better.

FAI had eleven entries and five rounds were flown.

1. Bob Barkowski	1:47.3	Bob Cat	OPS 40
2. Bill Zautner	1:51.4	Super Duck	OPS 40
3. Tiny Rich	1:59.8	Phoney Banana	STX-40
4. Gary Gallo(first race)	2:29	Platypus	---
5. Jerry Wagner	1:49.9	Cosmic Wind	STX-40

It would appear that the decisions made at the Wrams show to use 1974 airplanes with 1975 mufflers has payed off. There was a flyoff for Second Place between Bill Zautner and Tiny Rich. Unfortunately, Tiny's airplane crashed on the second lap and Bill coasted for the win.

#### RACE REPORT FOR THE MONTH OF MAY IN THE NORTHEAST (ALSO FROM BRIAN SATTLER)

The two races scheduled for May 4 were rained out and are being rescheduled. The next race was held at Somers, New York on May 17 and 18. The weather was perfect both days. In FAI there were nine entries. The results were as follows: First - Bob Barkowski (OPS-powered Bob Cat); Second - Bill Zautner (OPS-powered Super Duck); Third - Jerry Wagner (X-40-powered Cosmic Wind).

In Formula I there were only eight entries. The results were the following: First - Al Sager (X-40 - powered Li'l Toni); Second - Butch Schroder (X-40-powered Dara); fast time 1:17; Third - Pete Reed (X-40-powered Rickey Rat).

If this meet is any clue, it would appear that the Northeast's Formula I pilots have finally broken the 1:30 barrier, and we will be seeing times in the 1:20's for the rest of the year.

There were seventeen entries in "Sportsman". First Place went to Tommy Costellano. This class was the highlight of the meet. The eventual winner earned the high honor of being the first "Sportsman" pilot to fly three races under 1:50. This now puts him in the Formula I or FAI class. It was mentioned by the pilots that by the end of the year there should be about twenty to twenty-five "Sportsman" flyers competing.

Here is an up-to-date report on the FAI situation for 1976. So far, the general consensus is that Formula I airplanes will be used in FAI racing, while still keeping the same fuel and engine rules of the event. The FAI pylon subcommittee consisting of six countries has totally agreed to the idea. Presently, Adam Sattler, the U.S. representative on the subcommittee is writing the proposal that will need final approval. Hopefully, in 1976 we will see Formula I airplanes used in FAI and a rebirth of the event.

FROM: FRANK SZEKULA, Vice President, Southern California District

Results of the Formula I race "Pop White Memorial Race" held at Whittier Narrows, hosted by the San Gabriel Valley R/C Flyers. The CD was John Garabedian and eight rounds were flown.

#### EXPERT CLASS

<u>PLACE</u>	<u>NAME</u>	<u>ENGINE</u>	<u>AIRCRAFT</u>	<u>BEST TIME</u>
1	Terry Prather	X-40	Toni	1:13.4
2	Kent Nogy	K & B	Rickey Rat	1:18
3	Tom Tusing	X-40	Toni	1:16.3
4	Joe Vartanian	X-40	Toni	1:17.6
5	Ed Hotelling	K & B	Toni	1:19.5
6	Jack Lee	K & B	Loci	1:22.2
7	Mike Atzei, Jr.	X-40	Toni	1:21.9
8	Ed Foster	K & B	Shoestring	1:20.3
9	Charlie Shaw	K & B	Rickey Rat	1:19.6
10	Ron Gilman	X-40	Toni	1:13.0

#### STANDARD CLASS

<u>PLACE</u>	<u>NAME</u>	<u>BEST TIME</u>
1	Steve Sica	1:22.9
2	Keith Davidson	1:18.8
3	Dennis Osborn	1:27.8
4	Bob Wilde	1:29.8
5	Scott Johnson	1:27.9
6	Lou Stanley	1:29.7
7	Joe Zdankiewicz	1:24.6
8	Bobby Baker	1:39.3
9	Jay Replogle	1:38.2
10	Bob Emery	1:24.4

There were twenty-three entries in Expert and twenty-six entries in Standard Class. The time record was broken twice at this contest. Ron Gilman turned a sizzling 1:13.0 on Sunday and later in the day, Terry Prather tried to regain his record but could only turn a 1:13.4.

FROM: STEWART MOORE, 414 Lynn Street, Richardson, Texas 75080  
FORT WORTH RACE, MAY 10 (Quarter Midget)

We had 24 entries at this race with some beautiful weather - very little wind. The ideal conditions and the great flying of Bob Hohm and Gale Helms combined for their identical times of 1:46. Special thanks to E.K. Radio personnel Bob Elliot and Jim Simpson who manned a spectrum analyzer at the request of the Fort Worth Thunderbirds to monitor possible radio interference, which had caused havoc at the April 26 and 27 Lone Star Aerobatic Convention. More people would probably have entered had not word of the radio trouble caused them to back out. Luckily no interference-caused crashes were evident at this meet.

<u>PLACE</u>	<u>NAME</u>	<u>CITY</u>	<u>TIME</u>
1	James White	Fort Worth, Texas	1:59.1
2	Bob Hohm	Oklahoma City, Ok.	1:46.0
3	Charles Monnet	Oklahoma City, OK.	2:01
4	Gale Helms	Fort Worth, Texas	1:46
5	Ralph Lang	Richardson, Texas	1:53.8

DALLAS RACE, APRIL 12 (Quarter Midget)

One of the largest field of entries (32) in this area participated in an exciting destruction derby - Nineteen planes went in for various reasons. The level of competition was very high with entries from Oklahoma City, Tulsa, Shreveport, Houston, Austin, Waco, Fort Worth, Dallas and Richardson. The most popular planes were the Skyglass "Minnow" and the House of Balsa "Shoestring/ Rickey Rat". K & B had the edge over the S.T. and TAIPAN engines. The fellows with the REV-UP 400 Series 7 x 5 seemed to get the best times, but these props are very difficult to get in this area. The idle rule was used for landing only, and the time-saving, race-horse start was used.

<u>PLACE</u>	<u>NAME</u>	<u>CITY</u>	<u>PLANE</u>
1	Charles Monnet	Oklahoma City, Ok.	Shoestring
2	Gale Helms	Fort Worth, Texas	Minnow
3	Ernie Harwood	Arlington, Texas	Shoestring
4	Robert Barret	Fort Worth, Texas	Minnow
5	Bob Holm	Oklahoma City, Ok.	Shoestring

## FROM THE EDITOR: JAY REPLOGLE

Once again I'm going to try to keep my part of this letter short, but I do have a few things that must be said. Please remember that this is just one man's observation. I recently attended a Formula I contest where the very things that could destroy this sport popped out all over the place. I'm talking about a large group of Formula I flyers that spent two days showing total disregard for fellow human beings. These flyers did nothing but openly abuse hard-working, if not perfect, volunteer people willing to do their best to hold a contest. Admittedly, I saw many mistakes in the running of this meet; but the problem was that I didn't see any "understanding" of the problems in holding a contest. I saw no realization on the part of the "loud" flyers that the sponsoring club may never be able to find volunteers willing to accept the abuse handed out by the so-called "elite" Formula I flyers. We let our emotions totally control our actions, and it cost us dearly. Instead of trying to understand and work with the mistakes made, we criticized (negatively) far out of proportion to the value of the few moments of lost glory! We very possibly lost another of the few sponsoring clubs willing to take two long, hot, hard days of work to put on a contest for us. I hope the club I'm speaking of will reconsider next year after people have had time to forget and forgive, and I hope we'll look in retrospect and realize how vulnerable we are! We're better off to put up with a less than perfect contest once in a while to allow people time to learn what is needed in a meet than to wipe out all opportunity to test our skills around the pylons. For any of you racers all over the country, take heed. Our workers are our most valuable asset. President Glen Spickler has said it many times, and I'm sure he's right!

Now a few other notes to wrap up. I got a note from Bob Penko, QMVP, dated May 7, 1975, that indicated fellows have been looking for the Supre Tigre X-15 RC Engine advertised in some of the magazines. Bob sent along a copy of a letter from World Engines stating that they have not received any of the engines as of May 6, 1975. Bob also noted that there are feelings that it would be a good idea to have engines readily available by January 1, 1976 to be legal for the following season. Anybody else have any thoughts on this? I also received a note from Jim Gager, CD for the Fort Wayne Flying Circuits for a extended deadline for entering the July 12-13, Quarter Midget-Formula I contest. Unfortunately, it was received too late for the last newsletter, and this one will get to everybody too late to help the cause - Sorry Jim. Received a note from Ed Rankin May 29, noting he is at it again, giving more than his share of time by doing the Racing column for the AMA magazine. Ed asked that I publish a couple things from his first column, so here goes. Two issues ago, I mentioned concern about scale judging criteria. Ed noted that the NMPRA has prepared a lengthy contest procedure guide which was published in the July, 1972 RCM magazine. Included in this article is handicap scale judging and all the other areas needed to be understood for running a Formula I meet. Ed also indicated the January, February and March, 1974 NMPRA Newsletter contained race procedure info. Ed also asked that the latest on the NMPRA Championship Race be printed. The championship race was originated by 1971 NMPRA President Pete Reed. "72" President Bror Faber kept the idea alive and recommended that 1973 President Ed Rankin pursue the idea. Three sites were established - California, Florida, and Texas. The first two have been tremendous success' and has proven to be a true tournament of champions. This year the race will be held on Oct. 25-26 in Mescuite, Texas (10 miles east of Dallas), and will be hosted by the NMPRA, RCM, The Fort Worth Thunderbirds, and the Dallas RC Club.

Don Downing, SCW V.P., 3200 W. Pioneer Drive, #118, Irving, Texas 75061, is the Contest Manager and has some tremendous plans. A contest committee was formed from both host clubs and has had many meetings. Here are some of the plans:

1. Formula I event only
2. Trophies thru 20 places. Trophies for fastest time, best scale, best finish (Manuf. award), Sportsmanship.
3. The Roadway Inn East has been confirmed as headquarters and is only 2 miles from the contest site. A block of 60 rooms has been reserved for \$16 per day regardless of number of people in room. They will furnish a banquet room on Saturday night for 150 and an office for Race Headquarters. They will also furnish a bus to and from the field, in addition to a bus to and from downtown Dallas for the ladies.
4. The top 20% or minimum of ten from each district will qualify, in addition to the top 10 at the 1975 AMA NATS and all NMPRA officers. Glen Spickler says that qualification for the race will end October 1.
5. Pre-entry required. Pre-safety check and specification check signed by experienced Formula I Contest Director.
6. \$2,000 merchandise prizes for workers and contestants.
7. Grand stands for spectators. Blocked off pit area for contestants.
8. Billboard advertisements for manufacturers in addition to advertisements in contest brochure.
9. Local and National TV coverage.

Plans are now being formulated for an NMPRA QM Championship Race in Oklahoma City, Oklahoma one week before, during their trade show. Be a part of the NMPRA and qualify for these great races.

A note to each of you who have been so willing to send me all the reports I've received the last couple of months. Thanks guys and gals! Stewart Moore of Richardson, Texas wrote and asked what he could do to improve the scope of the information that he would be sending. All I really hope for is that you keep sending even if something you send does not get printed. I'll do my best to give equal time to all parts of the country. I've had a hard time reading some of the things I've received. Lastly, keep the material concise and brief - Don't write like I do!!

FROM BILL COOPER, Quarter Midget, Vice President, 2930 Burlwood Dr, Winston Salem, N.C. 27103

The Quarter Midget NMPRA National Championship Race will be held again at Rough River, Ky, in conjunction with and billed as "QM NATS", September 5,6,7. There will be cash prizes in addition to trophies and merchandise. I would like opinions of NMPRA members whose main interest is QM. Please answer the following questions and return to Bill Cooper.

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1. Do you favor placing a \$ maximum on the retail price of an engine?  Yes  No
  2. Would you favor acceptance, as stock, on independent manufacture of matched, serialized, ABC piston and sleeve assembly for the K & B .15 if at least 1,000 were made and verified by an AMA and NMPRA official?  Yes  No
  3. Do you favor the stock prop rule as it now reads, or do you prefer modified props? Circle One.
  4. Do you fly Formula I or Quarter Midget most frequently? Circle One



Contest Report : June 29, 1975  
 Empire State Racing, Ballston Spa, N.Y.  
 Sponsored by Thundervolts R/C Club Inc.,  
 Schenectady, New York

Weather was excellent for the N.E. at this time of year. Midday temperature about 90°F and humidity about 80%. Winds were light but cross to the course due to the use of the inactive runway at the Saratoga County airport. Attendance is up in the NE at racing events, the credit is being given to the institution of "Sportsman" class racing in the area last year by Bob Noll and support by Model Airplane News. Five of these Sportsman events have been scheduled this season.. The first, at Somers, New York, May 17-18 drew 17 entries (as many as FAI and Formula I combined). Most of whom were new to racing.

The finish at the meet was as follows:

<u>FAI</u>	<u>Name</u>	<u>Pts.</u>	<u>Time</u>
1.	Jerry Wagner	20	1:46.0
2.	Bob Barkowski	19	1:53.4
3.	Bill Zautner	18	1:51.9
4.	Adam Sattler	17	2:05.0
5.	Gary Gallo	15	2:22.6
6.	Tom Douley	6	3:04.0
7.	Mike Helsel	4	1:56.9
8.	Kirk Cirillo	2	2:12.4
9.	Glen Sicotte	0	-
10.	Pete Reed	0	-
11.	John Papageorge	0	-

<u>Formula I</u>	<u>Name</u>	<u>Pts.</u>	<u>Time</u>
1.	Bill Zautner	20	1:27.2
2.	Al Sager	19	1:28.8
3.	Zink-Barry	18	1:25.7
4.	Larry Wedde	16	1:45.8
5.	Pete Reed	15	1:34.2
6.	Ed Weitock	12	1:33.8
7.	Glen Sicotte	12	1:52.0
8.	Kirk Cirillo	11	1:38.5
9.	Scott McAfee	11	1:43.6
10.	A. Schroder	11	1:48.0
11.	Mike Helsel	8	1:28.5
12.	Dan Willard	7	1:51.3
13.	Bob Barkowski	6	1:54.0
14.	Robin Disbro	4	2:22.0
15.	Tom Castellano	3	1:29.2
16.	Jerry Wagner	3	1:36.8
17.	Adam Sattler	0	-
18.	Ken Haha	0	-
19.	Anie Wile	0	-
20.	Butch Schroder	0	-

This was the second straight win for Zautner and his Lil Toni with the Terry Tigre.

Sincerely,

*David C. Fifield*

David Fifield  
 Contest Director 83K



# National Minature Pylon Racing Association

## 1975 Formula I Championship Race

October 25-26, 1975 Dallas, Tx.

Sponsored by the Dallas R/C Club, the Ft. Worth Thunderbirds and R/C Modeler

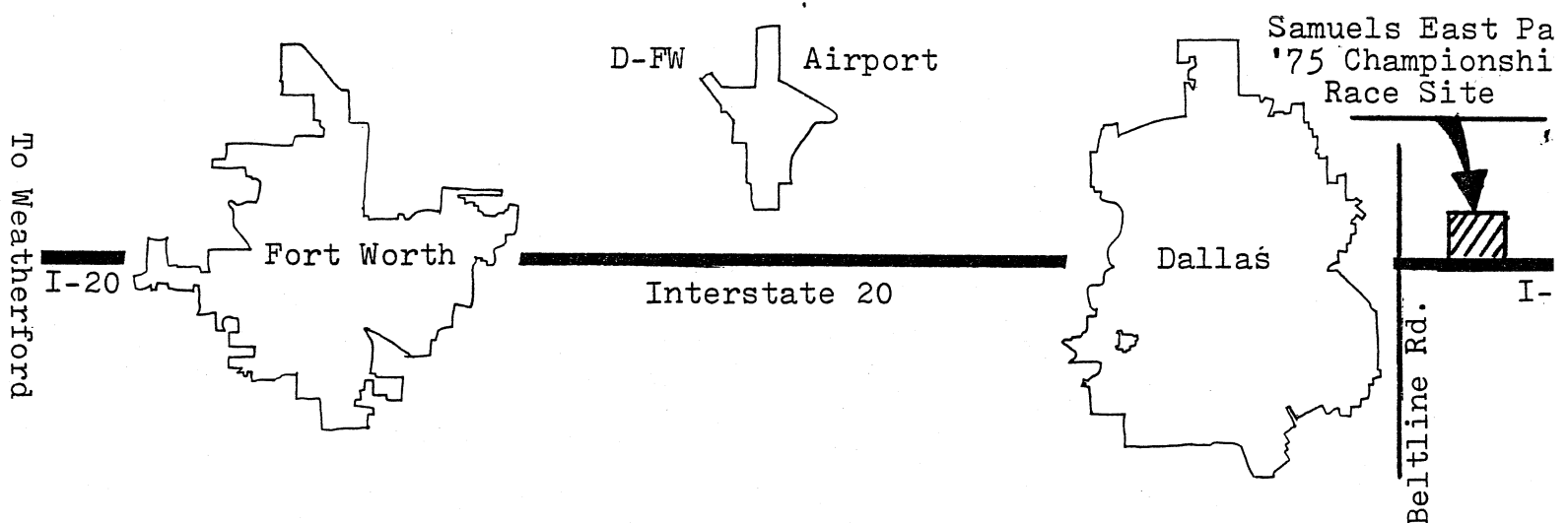
Contact Don Downing — Contest Director — SCW Vice Pres.  
3200 W. Pioneer Dr., #118, Irving, Tx 75061 (214) 252-8680

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**PLAN NOW**—on attending the greatest N M P R A Formula 1 Championship race ever! Only the best pilots will be qualified to race: The top 20% from each district, the top 10 from the AMA Nats. and all NMPRA officers. Be sure that you are one of them so you can be part of the greatest race ever.

Awards: 1st thru 20th place, best in scale judging, lowest time, Sportsmanship.

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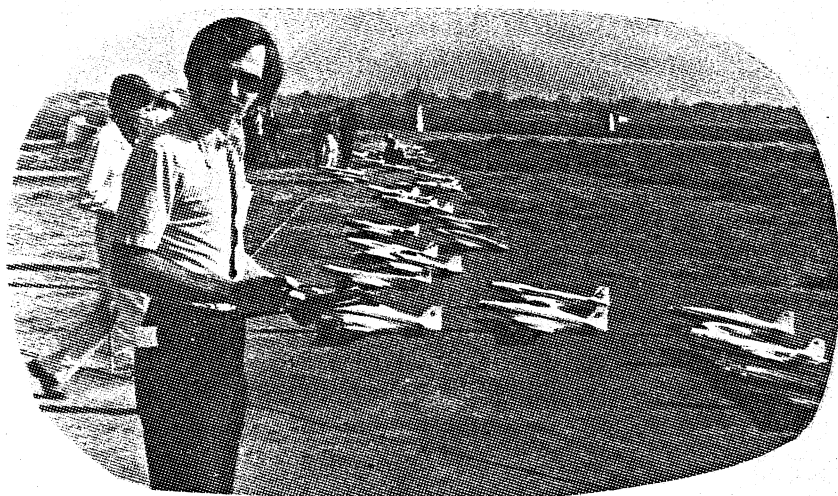
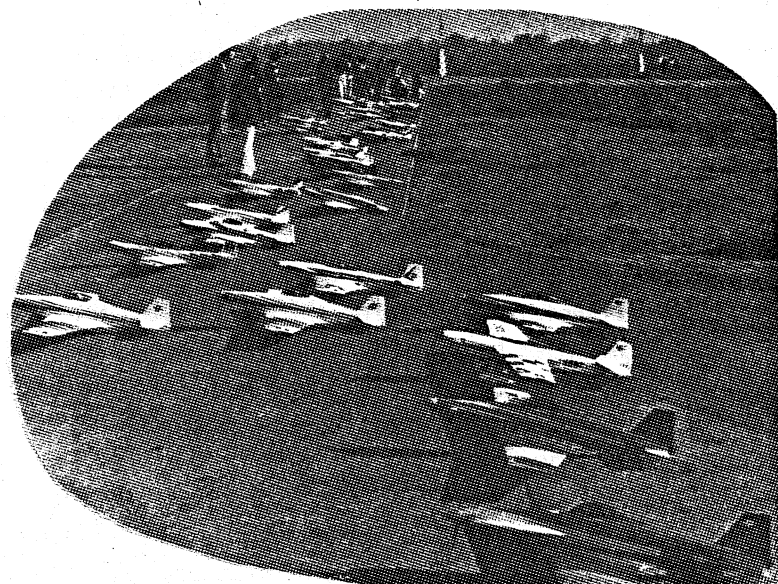
FROM DON DOWNING....SCW\_VP. 3200 W. Pioneer Dr. #118, Irving, Tx. 75061

Eighteen flyers met in Dallas, Texas to do battle on the Formula I course. Dwayne Brown provided the contest direction for six rounds. The day started with rain, but by 9:30 it had stopped and scale judging by Charlie Viasco took place. Planes were arranged into five groups, the top three were Hank Filson's beautifully finished blue Cosmic Wind, Wayne Brownings' outstanding Lil Toni and Gale Helm's immaculate El Bandito. After the morning cold front had passed we had north easterly winds. Later about noon they came directly from the east and finally by two o'clock had completed a complete 180 degree shift back from the south at about 15 MPH. There several casualties ( crashes). First was Larry Bagot's Ballerina just past number one pylon. Next was George Parks and Howard Bakers explosive mid-air---What a mess! Hank Filson's number one judged Cosmic Wind had the tail feathers removed by Larry Bagot, that's two planes in one day for Larry! Then Mark Harters radio went belly up and his DARA did a 400 foot high split S straight in and then Bob Barrett's wing folded. Now for the good news, Jim Bertoglio of Medicine Lodge, Kansas turned a 1:20.0 flat for a new low time for this district. Jim was flying a Lil Toni - Terry Tigre combination and had turned a 1:23.8 and a 1:27.0 prior to turning in the 1:20 but he also had three zeros which kept him out of the winners circle. Congratulations Jim! That's moving in this part of the country. Jim and Wayne Browning in the second round had a very close race with Jim just barely nosing out Wayne at the finish of the race.

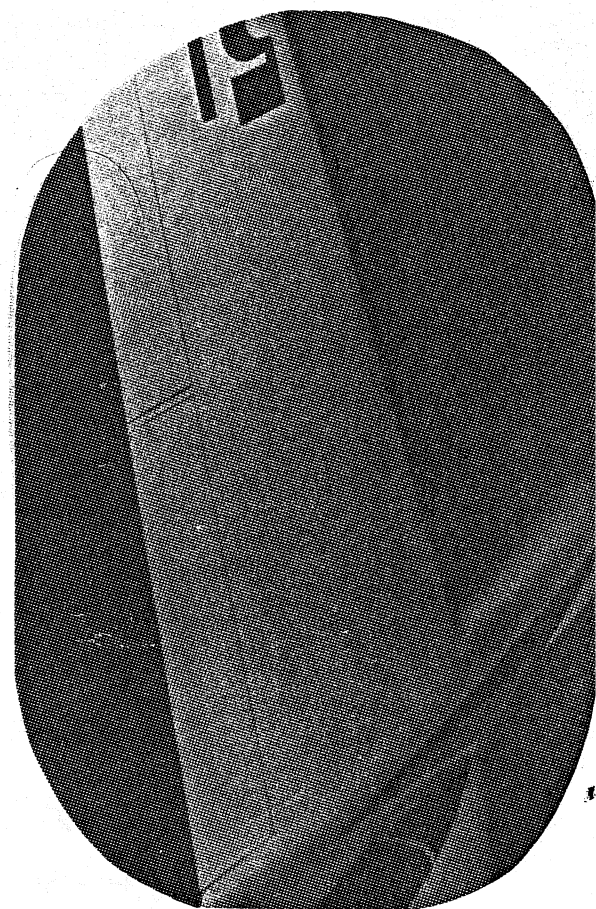
Everyone agreed that this was a very well run contest put on by the Dallas R/C club. The field is a 100 acre part of Samuells East Park in far east Dallas with two 75' by 400' runways in a 60 degree vee. The 1975 NMPRA Championship Race will be held at this location.

PLACE	PILOT	TIME	AIRCRAFT	ENGINE
1	DEEDS BIGELOW	1:29.4	Toni	K&B
2	GARY PANNELL	2:15.0	Minnow	K&B 71
3	GLEN ZELLNER	1:35.3	Toni	K&B
4	WAYNE BROWNING	1:28.0	Toni	T. Tigre
5	PAT JONES	1:32.0	El Bandito	K&B
6	LEE HUDSON	1:37.0	Dara	K&B
7	MAURICE WOODS	1:37.0	Toni	S.T.

*Editors NOTE: I just ran out of typewriter ribbon so that's all guys and girls for this issue! Watch for the next exciting JAM PACKED issue of NMPRA RACING!!*  
*Jay R.*

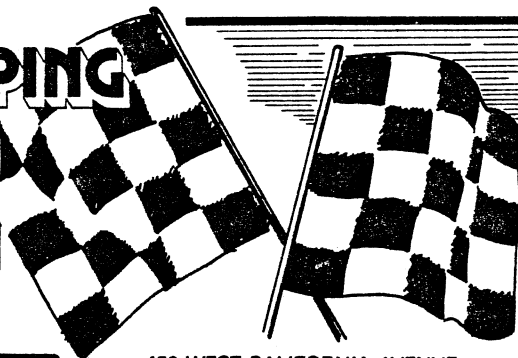


CONTEST DIRECTOR  
Tom SWIFT



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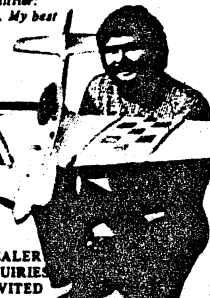
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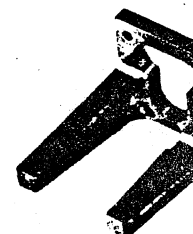
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