



NEWS RELEASE

NMPPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

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

AUGUST, 1975

AMA AFFILIATED

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

As I am writing this the NATS are about to start, and it should prove interesting to see if the fellows flying the new K & B's will be able to be competitive with such a short time to work out props, fuel, etc. for this engine. I have been doing some testing and find the new engines run quite a bit better than my old ones. We will just have to see how they stack up against the Terri Tigers. For those not in the know, Terry Prather is re-working the X-40's, and the price he sells them for is very reasonable when you consider the amount of effort he expends on each engine. I have seen quite a few of these run, and they really go. Contact Terry in care of Prather Products for further info. The art of engine re-building is just that, an art, and most of us have neither the time nor energy to learn the fine points. Quite a few of our local flyers fly K & B's modified by Clarence Lee, and the work he performs on these engines does make a difference. They not only run faster but also seem to last longer, so in the end the overall cost is less. There are several other very good engine men around that do excellent work. I only mention these two as they are probably the best-known. It may surprise you but very little is done by these people in the way of major changes on the engines. The main work done is custom-fitting and aligning, and it does make a difference. The basic engines we buy today are outstanding in both design and quality, but it is unrealistic to expect the manufacturers to mass-produce hand fit engines.

I received a flyer from the United Pylon Racing Circuit the other day. The UPRC group is the last, to my knowledge, to still fly Formula II as the model size seems to fit there field conditions. This group also flies Novice and Expert Sport Pylon and Formula I. I believe the UPRC is the oldest independent racing circuit in the country (Pappy De Bolt helped get it started), and it's nice to know they are still going strong. For anyone interested in contacting them, write UPRC R.D.#2, 11151 Jamison Road, E. Aurora, New York 14052.

I still read on occasion that Formula I is dying. Nothing could be further from the truth. There are more races with more contestants in "75" than ever before. All types of racing is on the increase. You may, at times, see some slow down in certain areas; but racing is finding its way into parts of the country that has shown little or no activity before. One thing to remember is that no matter what type of racing it is, it's all good for the hobby. If you are a Formula I flyer, don't look down on 1/4 midget. By the same token, if you are a 1/4 midget

flyer, don't knock Formula I. The most important thing to remember is that racing generates more racing. A club that starts out with 1/2-A may go on to become active in the National classes. In the past we have received more than our share of bad ink from non - racers, and it behooves everyone to support all racing for racing's sake, not just their own small-interest area.

One last thing, it's getting about time to start thinking about new officers for "76". I have two candidates for President, but I am badly in need of people to fill the V.P. jobs. Some of our District V.P.s have been doing this job for two or more years, and I think it's time to give them a rest. If you have been enjoying this sport without working to support it, how about coming forward and helping for a year. We need the new blood !! Contact your District V.P. or myself if you are willing to run. Please don't take the attitude of "Let Joe do it." He has already done it and needs a rest!

FROM: HAWAII MINIATURE PYLON RACING ASSOC.

August 3, 1975

The first event of the day was Quarter Midget with only three entries. Henry Pasquet was First, driving a Miss R.J., K & B-15 - Rev Up 7-6N. Barry Reade was Second with a Miss R.J., K & B-15 - Taipan 7-4; Bob Beltrano was Third with a Stafford P-51 - Rev Up 7-6N, Taipan .15. Barry Reade's airplane was the quickest around the track which he attributed to the 7-4 Taipan's tremendous acceleration, but Henry Pasquet put it all together to win the day.

Quarter Midget is dying in Hawaii in 1976 to be replaced by two classes of TOAD one-of-a-kind racing. The majority of racers here feel that it cost just as much to build a QM as it does a Formula I, especially with the legalization of the Rossi .15. The QM, if there is any amount of wind (10-15mph), is not that stable on take-offs and landings. I should have said 10-15mph or greater for the wind; also it is very gusty here in Hawaii. You also need a special light-weight radio if you are to be competitive. So the racing population here decided if you wanted to go fast, race Formula I, or if you are on a budget, race TOADS. Novice class will be for all those not having raced in Formula I. Expert will be for all those who have raced in Formula I. The reason for this is that we have a small racing community in this area but wanted to see it increase. People just were not turning out to race TOADS because they didn't want to have to race the "go fast" crowd. We felt we would get better participation if we split into two classes. As most guys race all events, it was felt that three different events were too much for the average guy to support. To qualify to move from Novice to Expert you will have to accumulate so many points, which we are still trying to hash out. Some days we have what we consider a lot of racers, and other days it is rather sparse. Any suggestions would be appreciated.

Formula I was a super day for us as we had nine, yes nine, racers, and everybody raced all six rounds. George Dueksen put it all together to take First Place with a low time of 1:31.1 for 11 laps, which he finished about 20 feet behind Bob Barnes who also went 11 laps to turn a 1:30 flat. This was the fastest these guys had ever gone, even for 10 laps. Then along comes Henry Pasquet with a blistering 1:23.5 in the 5th round to take the low time of the day. The most exciting race of the day had to be the flyoff for Third Place between Randy Cislo and Barry Reade. These fellows were never more than 20 feet apart in the turns. Most of the time you would think they were touching wing tips. Barry Reade caught Randy Cislo coming around #3 on the 10th lap to nail down Third Place. Bob Barnes had his immaculate Darall out with his new Lee 6.5, and when he finds the right prop fuel

combo, he will be deadly. With only about ten days before the race, he received his engine and did the complete mod from side to rear exhaust. Lee Wysocki showed up with a brand-new Mustang 450 and took Fourth Place in the static judging, which was super for his first attempt at a racer.

So cool

<u>PLACE</u>	<u>NAME</u>	<u>PLANE</u>	<u>ENGINE</u>	<u>TIME</u>
1	G. Duerksen	Toni	Lee S40	1:31.1
2	H. Pasquet	LR I-A	K & B S40	1:23.5
3	B. Reade	LR I-A	OPS SLP	1:43.1
4	R. Cislo	Shark	G-40	1:43.8
5	B. Barnes	Dara II	Lee 6.5	1:30.0
6	J. Wine	M 450	X-40	1:55.5
7	L. Cislo	Shark	G-40	1:46.5
8	L. Wysocki	M 450	K & B 40	2:12.2
9	T. Weldon	Toni	Lee S40	1:51.0

That's it till our 50th State Championships on August 23-24. Please send your comments and suggestions to B.C. Reade, 3173 Bridges Place, Honolulu, Hawaii 96818.

FROM: FRANK SZEKULA, DISTRICT VP, SOUTHERN CALIFORNIA DISTRICT

Here are the results of the Formula I race held at Sepulveda Basin, hosted by the Valley Flyers, Tom Swift CD, on June 21-22, 1975. Eight rounds were flown, and there were 31 entries in Expert and 32 in Standard class.

So cool

EXPERT CLASS				
<u>PLACE</u>	<u>NAME</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TIME</u>
1	Joe Foster	LR I-A	X-40	1:18.4
2	Joe Vartanian	Toni	X-40	1:18.0
3	Whit Stockwell	Toni	X-40	1:22.1
4	Ron Gilman	Toni	X-40	1:18.5
5	Kent Nogy	Rickey Rat	K & B	1:22.4
6	Ron Neff	Minnow	K & B	1:22.7
7	Ed Hotelling	Toni	K & B	1:18.9
8	Chuck Smith	Dara	K & B	1:22.1
9	George Flynn	LR I-A	K & B	1:29.9
10	Doug Ruble	Toni	X-40	1:22.4

STANDARD CLASS				
<u>PLACE</u>	<u>NAME</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TIME</u>
1	Steve Kirshner	Dara	K & B	1:29.7
2	Bob Novak	Toni	X-40	1:27.3
3	Bob Seigelkoff	Toni	X-40	1:27.6
4	Dennis Osborn	Toni	K & B	1:24.7
5	Larry Lloyd	LR I-A	X-40	1:26.3
6	Lou Stanley	Dara	X-40	1:27.0
7	Bob Baker	Minnow	K & B	1:30.4
8	Jerry Skoczylas	Dara	K & B	1:33.8
9	John Rouse	Toni	X-40	1:29.0
10	Gary Farish	Dara	X-40	1:38.4

FROM: FRANK JAMES, 8 Birriga Avenue, Chester Hill, 2162, N.S.W. Australia

I am a member of two different Aero Clubs, and I have recently formed a new club for pylon racing (Sydney Pylon Racing Association) S.P.R.A. I have a great interest in this special type of sport, so for the past two years I have made special pylon equipment that is easy to transport and assemble. This equipment has only been in use for six months and has circulated a great deal of interest, and also a few comments. There are only 12 members in this club, and this equipment has encouraged these fliers to practice more often. On practice days there is no need for four men to mount the flags anymore, only one man is required to operate the equipment which saves us man-power.

The equipment consists of four lights (similar to traffic-control lights) mounted on stands eight feet off the ground. These lights are green, orange, red and white. Each light contains a 75 watt Q.I.globe and a hand-operated push-button control. The whole unit is powered by a 100 Amp-hour 12 volt battery, and the lights can be seen 300 yards away without any difficulty. This is the first proto-type, and I am now working on a more efficient set with twin lenzes and four globes to each set of colours in case one blows.

Another addition we have made to our equipment is that we are using a 3-way phone (ex-Army field phones) system between the Scatter No. 1 pylon, Starter line and the Ready line. If any of our equipment is of interest to you or your members, I would be very happy to send more information on it to you.

A representative from Australia will be visiting America, and he will be flying in different states. His name is Tom Prosser, and he is a great all-around flyer, and I think he can fly anything with wings. He is one of Australia's best pylon fliers and may call into your state for a visit and tell you about our systems and equipment.

To keep up to date with pylon racing I would like to join the NMPRA. If this is possible could you please send me the necessary forms. I would like also to get in touch with some pylon fliers in America that would like to write to me in regard to Formula 1, FAI, and Q.M.

FROM: GEORGE ZINK, NMPRA NORTHEAST QUARTER MIDGET VP
ATTENTION N.E. AREA QUARTER MIDGET FLIERS

Make sure your NMPRA QM points are counted. Send the following information to your new Area VP. Data should be for this year's contests only.

Name: _____ NMPRA No.: _____

Address: _____

ZIP: _____

QM Contests Attended

Name of Host Club	Date	Contest Director	C.D. Address
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- 1.
- 2.
- 3.
- 4.
- 5.

Send to: George Zink, 80-28 222Street, Jamaica, New York 11427

N.E. AREA N.M.P.R.A. POINT TOTAL

Contest: _____ Host Club: _____
 Date: _____ Contest Director: _____
 State: _____ C.D. Address: _____ ZIP: _____
 A.M.A. Sanction No.: _____ C.D. Phone: (_____) _____
 Number of Contestants in QM: _____ Number of Rounds Flown: _____

No.	Name	NMPRA No.	Fin. Pos.	Best Time *	Plane *	Engine *	Heats *
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FROM: AUSTIN, TEXAS - SCW DISTRICT, QUARTER MIDGET

June 1, 1975

Nineteen flyers fought through seven rounds of Quarter Midget racing in 80-degree weather in Austin. When the smoke cleared George Parks had put it on the rest of the gang. George flew a K & B motivated minnow. His best time was 1:45.4. Second was Bob Barrett flying a Minnow, Taipan-powered. His best time was 1:54. Jay Lewis wrapped up Third flying a Tigre-powered Minnow to a best time of 1:59.5. Ralph Lang finished Fourth, but he also set a new Quarter Midget record of 1:44.5! Ralph also flew a Minnow, K & B-powered. James White took Fifth turning a 1:53.4, and Art Arrow took Sixth at 1:57.9.

FROM: CHULA VISTA, CALIFORNIA - SO. CALIFORNIA DIST.

June 29, 1975

So Cal

In perfect weather 39 QM'ers did battle for the silver. The Chula Vista R/C Club put on a super race, and some new old faces showed up. Frank Szekula, So. Cal. VP and Ron Dixon (neither have raced in some time) showed up and finished in the top five. Jack Stafford was flying a new "Brown Special", proto-type of a possible new kit. Joe Zdankiewicz was using a new Rossi 15 in a Dara. The Rossi seemed good for 2,000 RPM over the K & B's. The idle was poor even at 4,500. RCM Magazine are supposed to have a write up on this engine in an up-coming issue. Anyhow, on with the race. Adolph Sica and Vince Stagnaro suffered a terrible midair at pylon #1. Actually Sica's Rickey Rat and Stagnaro's Miss RJ midaired.

When the racing had stopped, Bob Nickle had picked up First Place flying his D & S Rickey Rat, K & B-powered. Ron Dixon's Stafford P-51 took Second, also K & B-powered. Keith Thomas was Third flying his own P-39, K & B-powered also. Fourth was Frank Szekula flying a Tigre-powered P-51 and Fifth was Dick Kaplan using a Tigre-powered H of B Dara.

FROM: ED RANKIN - WICHITA R/C CLUB'S SPRING PYLON MEET

June 7-8

The Kansas area has been combined with the SCW District since flyers have been attending each others meets for some years. This combination has proven to provide a more competitive atmosphere since more pilots are fighting for championship points. Contest Director Roger Smith and club members ran a flawless two-day meet. The QM event was held Saturday. Twenty-one entered the race and five rounds were run. A short 400-foot course was used as an experiment. It appeared pilots had trouble flying a tight course, and times were not much better than on the 478-foot course. Best time was 1:41. A week earlier, Dave Lang turned a 1:44 on the official 478-foot course! Charles Monnett won again with a Shoestring, K & B-powered. Larry Baines was Second. A three-way tie fly-off put Charlie Swain in Third, Lee Hudson Fourth, and Harold Baker Fifth. Hudson and Baker mid-aired after the race was over! Hudson survived with minor damage. Baker bought the farm.

Formula one was flown Sunday. Nineteen entries flew five rounds interrupted by a thunderstorm after the third. Later, it cleared enough to complete two more rounds. The high humidity gave the X-40's fits. That knocked out some top flyers like Helms, Bertoglio, Browning and Woods. The real thrill of the meet was the improved flying of some of the new F-1 pilots. Gary Heithold came in Fourth with a brand new plane he bought from Wayne Browning at the contest. Fast time in Formula 1 was Ed Rankin at 1:25.5. Ed was flying his Dara II - Nightingale K & B-powered. Jay Lewis turned in a 1:32.4 with his beautiful Prather Toni, Terri Tigre-powered and built by Wayne Browning. Trophies were awarded through Fifth Place.

The Nor' East Air Races of 1975 were held during cloudy, humid weather with eleven entrants, five rounds flown, and only fly-off for Second Place. The results were as follows.

<u>PLACE</u>	<u>NAME</u>	<u>F A I</u> <u>AIRPLANE</u>	<u>ENGINE</u>	<u>TIME</u>
1	Bob Barkowski	Bob Cat	OPS	1:47.3
2	Bill Zautner	Super Duck	OPS	1:51.4
3	Tiny Rich			1:59.8
4	Garry Gallo	(First Race)		2:29
5	Jerry Wagner			1:41.9
6	Adam Sattler			1:54
7	Glenn Sicotte			2:09.7
8	Dave Miskinis			2:08.9
9	Pete Reed			1:52.1
10	Tom Dooly			3:03.7

Tiny Rich crashed during the fly-off for Second Place against Bill Zautner. We had some very good racing. In 1976 all indications are that FAI will be flown with Formula I planes. The Fuel and Muffler rule will be the same as in 1975. This may do something to revive this event. It would be a shame to kill an event that draws as well as this one. I know eleven entrants doesn't sound like many to California or Florida, but it isn't bad for the North East. With Formula I planes I feel it could become very interesting.

The Formula I Races were held, also, on June 15, with threatening, humid weather. The Contest Director for both FAI and Formula I races was Guy Beaudoin. There were 22 entrants and five rounds flown. The race was flown at NCRCC Field in W. Suffield, Conn.

<u>PLACE</u>	<u>NAME</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TIME</u>
1	Bill Zautner	Toni	ST	1:27
2	Adam Sattler	Toni	OPS	1:31.6
3	Al Sager	Toni	ST	1:20.4
4	Mike Helsel		1:25.2	1:25.2
5	Bob Barkowski			1:27.6
6	Jerry Wagner			1:29
7	Pete Reed			1:29.5
8	Butch Schroder			1:31.4
9	Bob Fish			1:40.4
10	Kirk Cirillo			1:27.8

There was a fantastic fly-off for Third Place between Al Sager and Mike Helsel. Mike cut himself out but was timed just 4/10 of a second slower than Al's 1:20.4. As you can tell by the points and the times, we had many fast and close races.

Results reported by Bernice Williams

NOTICE DETROIT AREA FORMULA I FLYERS : The RC Club of Detroit has canceled the August 24 Formula I and Sport Pylon Contest because of the loss of their flying field.

FROM: UNITED PYLON RACING CIRCUIT, R.D.No.2, 11151 Jamison Road, E. Aurora,
New York 14052 July 13, 1975, Lockport, New York

Our third race of the '75 season was very successful with 47 entries. Weather was humid, but no wind for a change. We wish to thank the friends and members of the Niagara County R/C Model Airplane Club for their hard work.

SPORT PYLON - EXPERT - 7 ENTRIES

1. Bob Ball 1:54
2. John Grigg 2:09
3. Dave Smith 2:05

SPORT PYLON - NOVICE - 15 ENTRIES

1. Charles Boyer 2:09
2. William Brandon 2:24
3. Harry Merrill 2:56

FORMULA II - 12 ENTRIES

1. Rick Paine 1:41
2. Dennis Thomas 1:48
3. Dave Smith 1:43

FORMULA I - 13 ENTRIES

1. Hal deBolt 1:46
2. Harry Greenacker 1:50
3. Ernie Nikodem 1:52
4. Pete Reed 1:32 Best Time

POINT LEADERS IN 3 RACES: OVERALL

Bill Brandon, 55; Rick Paine, 48, Chuck Boyer, 48. Bill Brandon and Chuck Boyer have graduated to the Expert Class.

SPORT EXPERT

Dave Smith 15
Ernie Nikodem 14
John Grigg 12

SPORT NOVICE

Bill Brandon 44
Chuck Boyer 43
John Nelson 36

FORMULA II

Rick Paine 30
Dave Smith 27
Dennis Thomas 23

FORMULA I

Hal deBolt 27
Harry Greenacker 24
Dick Smith 21

FROM: CHARLES W. BAUCOM, CD, 1201 Carey Ct., Charlotte, N.C. July 19, 1975

The Quickie 500 race was held during good weather with nine entries and five rounds held. Dave Pearce came in First Place with his best time 1:48.6. Greg Doe came in Second with Jim Katz following in Third.

On July 20, Quarter Midget race was held with good weather. There were 6 entries and 6 rounds held. Jim Moorehead's fastest time was 1:49.4, and he came in First Place flying his P-51 powered by a Rossi 15. Clyde Long came in Second with his P-51, and Dave Pearce's best time was 1:59, which put him in Third Place, flying his Mustang.

NMPRA
SOUTHERN CALIFORNIA DISTRICT
POINT STANDINGS - 4 RACES
Compiled by Frank Szekula - District VP

<u>PLACE</u>	<u>NAME</u>	<u>POINTS</u>	<u>PLACE</u>	<u>NAME</u>	<u>POINTS</u>
1	KENT NOGY	445.7	47	RON HADAWAY	104.2
2	TERRY PRATHER	431.7	48	RON NEFF	103.1
3	JOE VARTANIAN	407.7	49	JOE ZDANKIEWICZ	102.0
4	CHARLIE SHAW	385.5	50	RAY FLOYD	101.8
5	GEORGE FLYNN	381.6	51	GARY FARISH	97.4
6	ED HOTELLING	381.4	52	CHUCK BROWN	96.5
7	TOM TUSING	380.6	53	LARRY MURPHY	94.8
8	JIM JENSEN	364.0	54	JESS COFFMAN	93.7
9	JEFF BERTKEN	355.5	55	PAUL BENEZRA	93.6
9	RON GILMAN	355.5	56	RUDY FORMANEK	88.0
10	ED FOSTER	343.6	57	JOE MARTIN	84.3
11	JOE FOSTER	342.2	58	J.F. SKOCZYLAS	84.1
12	ED ALLEN	334.3	59	JOHN ROUSE	83.6
13	MAURICE FRANKLIN	329.4	60	ANGELO SANCHEZ	81.0
14	RUSTY VAN BAREN	325.4	61	BOB NICKLE	80.6
15	RON SCHORR	317.2	62	BOB EMERY	78.4
16	JACK LEE	314.4	63	LARRY LEONARD	77.4
17	JIM ROGERS	306.7	64	GEORGE KILLEEN	75.1
18	JACK STAFFORD	299.9	65	BOB SEIGELKOFF	69.0
19	JERRY BOYCE	291.8	66	DENNIS DUNN	68.8
20	MIKE ATZEI JR.	290.9	67	RUSS KIME	68.1
21	HARLEY CONDRA	286.5	68	ROY MILLS	66.6
22	BOB SMITH	284.5	69	RAMZI THOMAS	62.4
23	DOUG RUBLE	272.6	70	SCOTTY SMITHWICK	61.5
24	CHUCK SMITH	251.2	71	LARRY LLOYD	61.4
25	STEVE SICA	247.0	72	MERLE HOEM	59.7
26	RON SHELDON	241.2	73	TONY LOPEZ JR.	58.1
27	KEITH DAVIDSON	227.5	74	TAD SATO	57.5
28	WHIT STOCKWELL	214.9	75	JOHN ELLIOT	54.7
29	DENNIS OSBORN	210.0	76	ROBERT JOHANNES	53.4
30	CLARENCE NEUFELD	209.7	77	JAMES BURLILE	48.6
31	SCOTT JOHNSON	193.5	78	JOHN FOGELSONG	46.4
32	WES MORRIS	180.1	79	GARY HOVER	42.6
33	BOB NOVAK	178.2	80	JOE STREAM	37.3
34	LOU GOVERNALE	174.9	81	DALE SEBRING	32.7
35	BOB WILDE	171.5	82	DICK MASON	29.8
36	STEVE KIRSHNER	169.4	83	NICK MAIRE	29.5
37	BOBBY JOHANNES	168.8	84	AL SHEPARD	26.6
38	TOM CHRISTOPHER	167.2	85	TOM SWIFT	22.8
39	LOU STANLEY	162.4	86	GARY CHADDOCK	18.1
40	JAY REPLOGLE	146.8	87	LAIRD OWENS	13.5
41	JOHN AGEE	140.1	88	ALLAN HOWELL	10.7
42	BOBBY BAKER	137.6	89	LARRY WATSON	9.7
43	GENE SIDWELL	121.6	90	JIM PRATT	9.4
44	GARY HAWK	112.5	91	DEAN LEWIS	6.8
45	TONY AMEZCUA	109.1	92	ADRIAN SHEPARD	5.8
46	DAN McCAN	104.5			

FROM: SIMON DREESE, Rt. 1, Box 48, Broadview, Montana 59015
CONTEST RESULTS - Formula I, 14 Entries

June 15, 1975

On a new flying sight in some rain and light wind, the guys in Montana put together five rounds of racing that left the following results.

<u>PLACE</u>	<u>NAME</u>	<u>AIRPLANE</u>	<u>ENGINE</u>	<u>TIME</u>
1	Simon Dreese	Miss Dara	K & B	1:43 (11 laps)
2	Allen Coomer	Toni	K & B	1:47
3	Chuck Blanchard	Miss Dara	K & B	1:46 (11 laps)
4	Darly Cady	El Bandito	K & B	1:46
5	Web Higgens	Toni	K & B	1:49

FROM: NMPRA SCW DISTRICT - FORMULA I POINTS STANDINGS AS OF JUNE 23, 1975
Oklahoma City - May 4, Wichita, Kansas - June 8, Dallas, Texas - June 22

<u>POSITION</u>	<u>POINTS</u>	<u>NAME</u>	<u>STATE</u>	<u>NMPRA #</u>
1.	217.5	Ed Rankin	Texas	1 ER
2.	191.4	Jim Bertoglio	Kansas	29G
3.	190.8	Bob Barrett	Texas	111-1
4.	182.8	Glen Fellner	Ok	42-1
5.	177.9	Deeds Bigelow	Ok	30-1
6.	175.0	Mark Harter	Ok	48-1
7.	171.3	Pat Jones	Kansas	65-G
8.	170.2	Gale Helms	Texas	1-H
9.	164.4	Lee Hudson	Ok	39-1
10.	160.9	Gary Heithold	Arizona	38-1
11.	160.6	Wayne Browning	Texas	44-1
12.	151.1	Larry Bagot	Kansas	7-G
13.	102.5	Hank Filson	Kansas	98-G
14.	94.3	Maurice Woods	Ok	11-1
15.	93.3	Gary Pannell	Texas	applied
16.	77.0	Charles Monnett	Ok	27-1
17.	66.8	Loren Tregalles	Kansas	12-G
18.	61.3	Charlie Swain	Kansas	56-G
19.	54.0	Harold Baker	Ok	94-H
20.	53.1	Jay Lewis	Texas	31-1
21.	44.9	Don Downing	Texas	5-1
22.	35.7	George Parks	Texas	56-H
23	28.5	Larry Barnes	Ok	applied

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