



NEWS RELEASE

NMPPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

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

OCTOBER, 1975

AMA AFFILIATED

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

The '75 points season is over and quite a bit has happened during the year. I am looking forward to attending the Championship Race in Texas and hope that all of you that qualify can make it. Don Downing has worked long and hard to put this race together, and hopefully the turn out will justify the effort.

A few problems continue to pop up here and there. In the contest-procedure guide it states that watches shall be started as each airplane is flagged off. This is not the procedure that is normally used for it does not reflect the handicap. I checked with Charlie Smith on this when the guide was first written, and he told me it was a misprint and all watches should start on first flag. Until we can get it changed, I feel it's best to continue starting all watches on the first flag as we have been doing.

Another item that came up at a recent race is switching to back-up model when the first is unflyable, and then switching back when the first is repaired. The original intent of this rule was to keep flyers who had one fast and one slow model from using the fast one in tough races, and using the slow one for easy races. In So. Calif. at least, there no longer are any easy races due to flying Standard and Expert classes. If you are an Expert, all races are tough, so the reason for the rule is no longer valid. I feel that if the #1 airplane is damaged, it is better to switch to #2 and fly it until the #1 can be properly repaired, and then make the switch back to #1. I feel that this is safer than making hurried repairs that might prove unsafe, so as to be able to continue flying #1. I have discussed this matter with our Board of Directors and have decided to make it an NMPPRA policy to allow the switch back to #1 under these conditions and will submit it as a rule change to the AMA. The AMA rule says that you may not fly your #2 until your #1 is unflyable - It does not say anything about not switching back to #1 when it is flyable, so this policy does not conflict directly with the AMA rules.

I received a letter from Bryan Sattler saying he was willing to run for V.P. in the N.E. District, and I hope Jay finds space for all or part of it in this newsletter. Bryan is no longer an active racer for reasons beyond his control, but he is still willing to put out effort to help this sport. I first met Bryan several years ago at the Nats; he impressed me then but does so

even more now. Thanks Bryan.

One more small item to kick around. Where do we want to stop on the non-scale airplanes? Looking similar to real racers has been one of the things that has helped make Formula 1 a success. Through the years we have cut a little here and a little there, and up until a couple of years ago things were not too bad; but I think we are tending to go overboard now, at least some are. If you glance at a airplane and the left cheek cowl looks as if it wouldn't hold an .049, that's too small. It hasn't been uncommon to make left cheek cowls slightly smaller, and as long as it isn't obvious at a glance, I see nothing wrong with it. We could write a rule saying left shall be the same as right, but what a hassle that could get into. No one builds them exactly the same even when they try to. I feel that long-winded rules are not the answer for people will always read between the lines. Saying that a model cannot fly if it isn't scale also is not the answer - Who wants 4-inch spinners? I believe if we required cheek cowls to look as if they would hold .40 size engines, require 2 5/8 scale pilots that set high enough to see over the front of the fuselage, scale-like cross sections, wing planforms that look scale (without need of measurement) and outlaw thin "cheater bumps" that give required fuselage height, we might go a long way towards stopping the present trend. I don't think the above items should be used to down-grade in judging, I think the models should not be allowed to fly. This is just my opinion, what's yours?

FROM THE EDITOR: JAY M. REPLOGLE

By the time you read this our Championship Race in Texas will be over. The efforts extended by all of you towards your personal goals by now have come to fruition or you're probably into next-year planning stages. The election of our new President will soon be complete, and then he'll be heavily into preparing for next year. Now is the time to be considering things you would like to see changed and then offering up your ideas to your area VP's or the new Prez. If you haven't given anything to the NMPRA, but you have used the services, you are in debt! You can pay that debt by offering help, ideas, services or whatever that will help to keep miniature pylon racing growing and improving. How about it, are you going to be a "Help Me" or "Hurt Me" member?

One last thought. Elections don't close till October 31. I just talked to Bud Anders and he tells me that the ballot returns so far have been good, and it's a neck in neck race. If you haven't mailed you're ballot yet, do it! Your vote could make the difference.
HAPPY HALLOWEEN!!!!!!!

SWEDISH INTERNATIONAL FAI PYLON RACE

August 9-10

FROM: Olle Bergquist

Editor's Note: Please forgive me and Olle for any miss-interpretations in this article. I had some trouble with some of the words in Olle's letter. I wish I could print a copy of the program and score sheet used for this event. It is a very professional-looking package that should have helped the flyers feel that they were truly competing in an International meet. I also wish I could print all the photos, but, alas, space is a problem

" RUNE SVENNINGSSON" - FAI INTERNATIONAL CHAMP

This year the race for the Sopwith Trophy was held in Sweden at Barkarby Airfield outside Stockholm. The host for the contest was Stockholm's Radio Flyg-Klubb, the greatest R/C club in Sweden with about 150 members. When registration closed, there

were 27 entries. Five were from England, three from Germany, the "traveling dentist" Guy Brouquieres from France, and 18 from Sweden, including Goran Karlsson and Rune Svenningsson.

In Sweden it is not common to have sponsors for a contest so all costs have to be paid by the contestants themselves. That's why the entry fee was set fairly high. The contest started Saturday with a little flag ceremony and after that a briefing and model-checking. The first day, it was decided to run four rounds and the second day the last three. As to the rules, the matrix system was used.

The first race day there were just ordinary heats and a few crashes. Manfred Pick lost his left aileron after he had finished his second round. Dave Tappin lost his complete wing in the third round. In the contest's first heat, Don Beaumont met Rune Svenningsson with Rune first to cross the finish line. In the third heat, Karlsson raced against Clive Wall and somehow Clive must have been nervous because he got two cuts. When racing ended the first day, Karlsson was first with 16 points. Jodicke and Holmes were tied at 14 points. The evening was spent at the Club President's home with a Garden Party and swimming in the open sea close-by.

Sunday came with the same hot weather, around 35°C on the course, very dry and no shade to be found. Perhaps the temperature was too high because during round five and six, protests and complaints began to drop in, which gave the race jury some hard work; but I think most contestants were satisfied with the decisions made. In the sixth round Karlsson got two cuts and then was on top, together with Rune Svenningsson and Manfred Pick. Round seven, heat 47, put Karlsson and Svenningsson together at the starting line. After a 1 minute 37 second flight, Rune was the winner by 6/10 of a second over Karlsson. That put Rune Svenningsson and Manfred Pick at 24 points for a fly-off and Karlsson and Wall at 23 points with Karlsson having the best time, 1:36.0. The fly-off was won by Rune who now is the Champion in FAI-Pylon Racing.

The Prize Ceremony took place during the party Sunday evening with Rune offering his fellow-competitors a drink from the Trophy. Also there were some special prizes - hard hats for the crashers; Manfred Pick for the most aileron flutter, Dave Tappin for the best wing dropper and Hans Jodicke for the most smashing crash. Next time there is a race for the Sopwith Trophy, let's hope the rules are such that the Americans will be in it again.

<u>PLACE</u>	<u>NAME</u>	<u>BEST TIME</u>
1	Rune Svenningsson	1:37
2	Manfred Pick	1:40
3	Goran Karlsson	1:36
4	Clive Wall	1:40
5	Don Beaumont	1:42
6	Hans Jodicke	1:42
7	Guy Brouquieres	1:46
8	Bob Holmes	1:58
9	Brian Rawcliffe	1:52
10	Lars Olsson	1:48

FROM: UNITED PYLON RACING CIRCUIT, R.D. No. 2, 11151 Jamison Rd., E. Aurora,
New York 14052
June 29, 1975, Rochester, New York

The Radio Control Club of Rochester hosted our second race of the season. Everything went off perfectly. Excellent weather, workers and racing. A big thanks to all who worked so hard.

Entries were up by one over our last race to 42. Again a lot of new faces in all four events.

SPORT PYLON - EXPERT - 6 ENTRIES

1. Ernie Nikodem 2:27
2. John Grigg 2:17
3. Saul Green 2:17
4. Dave Smith 2:16
5. Hal deBolt 2:22

SPORT PYLON - NOVICE - 16 ENTRIES

1. William Brandon 1:58
2. Chuck Boyer 2:12
3. M. Beletz 2:12
4. John Nelson 2:23
5. Jim Nikodem 2:25

FORMULA II - 10 ENTRIES

1. Rick Pain 1:51
2. Dave Kelly 1:52
3. Steve Nagy 2:01
4. Dave Smith 1:51
5. Dennis Thomas 1:54

FORMULA I - 10 ENTRIES

1. Hal deBolt 1:42
2. Dave Smith 1:45
3. Kent Landefeld 1:34
4. Dennis Thomas 1:47
5. Ernie Nikodem 1:55

July 27, 1975, Hamburg, New York

Our fourth race is now history. Entries were down to 31 caused by a number of reasons - weather, Canadian National and vacations. We wish to thank all the workers. Many worked all the events without a break. Times were poor with the exception of Formula II. Dave Gierke while having trouble keeping plugs in has turned a 1:39.9, plus the top two in Formula II turned good times.

SPORT PYLON - EXPERT - 9 ENTRIES

1. Saul Green 2:16
2. Ernie Nikodem 2:05
3. Charles Boyer 2:22
4. Sam Barbone 2:19
5. Hal deBolt 2:49

SPORT PYLON - NOVICE - 8 ENTRIES

1. Joe Breznai 3:47
2. Bruce Knox 3:27
3. Eric Maixmeier 2:15
4. Harry Merrill 3:09
5. Ed Smith 4:03

FORMULA II - 9 ENTRIES

1. Dennis Thomas 1:46
2. Rick Paine 1:46
3. Dick Smith 2:13

FORMULA I - 6 ENTRIES

1. Frank Meyer 2:07
2. Eric Maixmeier 2:13
3. Dennis Thomas 1:51



E. Kent and Kent E. Landefeld, father & son racing team with their Cosmic Wind, K & B-powered, Second Place



UPRC Entries



Hal de Bolt with his LR-1A, First Place - Still a tough guy to beat.



Dick Smith and his Tiger Striped Minnow

FROM: BOB BROWN, Bradford, Pa.
FORMULA I - 48 entries

August 27, 1975

<u>PLACE</u>	<u>NAME</u>	<u>PLANE</u>	<u>ENGINE</u>	<u>TIME</u>
1	Hal de Bolt	LR-1A	K & B	1:32.2
2	Kent Landefeld	Cosmic Wind	K & B	1:32.4
3	Frank Meyer	Minnow	K & B	1:43.0
4	Bob Singer	Rickey Rat	K & B	1:32.5
5	Harry Greenaker	Minnow	K & B	1:33.0

FROM: BRYAN SATTLER, Schenectady, New York
 August 24, 1975 - Endicott, New York.

The weather was quite damp for most of the day, however nine F-1 flyers showed up to race anyway.

<u>PLACE</u>	<u>NAME</u>	<u>PLANE</u>	<u>ENGINE</u>
1	Pete Reed	Toni	X-40
2	Mike Helsel	Cosmic Wind	X-40
3	Tom Castellano	El Bandito	X-40
4	Al Sager	Toni	X-40
5	Bill Zautner	Toni	X-40

September 6-7, Ballston Spa, New York

The weather was perfect both days. There were seven entries in FAI, 19 entries in F-1, and eight rounds of racing were flown in each event.

FORMULA ONE

<u>PLACE</u>	<u>NAME</u>	<u>PLANE</u>	<u>ENGINE</u>	<u>TIME</u>
1	Mike Helsel	Toni	X-40	1:20(Best Time)
2	Bill Zautner	Toni	X-40	1:27.5
3	Ken Hahn	Toni	X-40	1:31.0
4	Butch Schroder	Dara	X-40	1:27.5
5	E. Kent Landefeld	Cosmic Wind	K & B 40SR	1:33.2
6	Hal DeBolt	LR I-A	K & B 40S	1:38.2
7	Pete Reed	Cosmic Wind	X-40	1:36.2
8	Tom Castellano	El Bandito	X-40	1:27.0
9	Bob Noll	Stegall Minnow	K & B 40SR	1:35.8
10	Bob Barkowski	Toni	X-40	1:37.0

FAI

<u>PLACE</u>	<u>NAME</u>	<u>PLANE</u>	<u>ENGINE</u>	<u>TIME</u>
1	Bob Barkowski	Bob Cat	OPS 40	1:47.5
2	Jerry Wagner	Cosmic Wind	X-40	1:47.0
3	Pete Reed	Phoney Fokerts	X-40	1:54.0
4	Adam Sattler	Super Duck	OPS 40	1:54.6
5	Bill Zautner	Super Duck	OPS 40	1:46.0(Best Time)
6	Hal deBolt	Caldron	K & B 40S	1:58.0
7	Tiny Rich	La Jolita	OS 40S	2:49.0

September 13-14, Granby, Conn.

The weather was sunny, cool and with winds blowing 25-30 mph cross. There were 16 entries in F-1, five entries in FAI.

FORMULA ONE (EIGHT ROUNDS FLOWN)

<u>PLACE</u>	<u>NAME</u>	<u>PLANE</u>	<u>ENGINE</u>	<u>TIME</u>
1	Al Sager	Dara	X-40	1:27.6
2	Bob Barkowski	Toni	X-40	1:31.2
3	Bill Zautner	Toni	X-40	1:30.2
4	Ken Hahn	Toni	X-40	1:35.0
5	Paul Zink	Rickey Rat	X-40	1:23.2 (Best Time)
6	Butch Schroder	Dara	X-40	1:28.5
7	Jerry Wagner	Cosmic Wind	G-40	1:38.0
8	Pete Reed	Cosmic Wind	X-40	1:29.3
9	Mike Helsel	Cosmic Wind	X-40	1:32.0
10	Dave Miskinis	Cosmic Wind	OPS 40	1:39.1

FAI (EIGHT ROUNDS FLOWN)

<u>PLACE</u>	<u>NAME</u>	<u>PLANE</u>	<u>ENGINE</u>	<u>TIME</u>
1	Jerry Wagner	Cosmic Wind	X-40	1:32.0 (Best Time)
2	Bob Barkowski	Bob Cat	OPS 40	1:46.2
3	Bill Zautner	Super Duck	OPS 40	1:32.0
4	Pete Reed	Phoney Fokerts	X-40	1:52.9
5	Adam Sattler	Super Duck	OPS 40	2:02.0

September 20-21, Waterford, Ontario Canada

The weather was cool and a little breezy. There were 15 entries in F-II/FAI and 18 entries in F-I. Five rounds were flown in each event. Kent Landefeld had the fast time of the meet - 1:33.0.

F-II/FAI

<u>PLACE</u>	<u>NAME</u>	<u>TIME</u>
1	Kent Landefeld	1:42
2	Dennis Thomas	1:44
3	Dave Smith	1:43
4	Dave Kelly	1:59
5	Harry Greenacker	1:59
6	Roy Walder	
7	Pete Waters	
8	Bill Brandon	
9	Rick Paine	
10	Frank Anderson	

F-I

<u>PLACE</u>	<u>NAME</u>	<u>TIME</u>
1	Phil Viney	1:34.0
2	Dave Smith	1:43.6
3	George Baynes	1:50.0
4	Pete Waters	1:36.0
5	Dennis Thomas	1:45.0
6	Ernie Nikodem	1:45.0
7	Rick Paine	1:46.0
8	Hal deBolt	1:44.0
9	John Grigg	1:46.0
10	Dick Smith	1:52.0

NORTHEAST DISTRICT POINT STANDINGS

FORMULA ONE - TOP TEN

1. Bill Zautner - 575.3
2. Al Sager - 557.5
3. Pete Reed - 460.3
4. Hal deBolt - 457.7
5. Mike Helsel - 404.5
6. Tom Castellano - 387.5
7. Butch Schroder - 374.9
8. Bob Barkowski - 372.5
9. E. Kent Landefeld - 350.8
10. Harry Greenacker - 335.3

FAI/FII - TOP TEN

1. Jerry Wagner - 485.9
2. Bob Barkowski - 482.3
3. Dennis Thomas - 481.5
4. Rick Paine - 464.8
5. Bill Zautner - 432.6
6. Dave Smith - 373.6
7. Dave Kelly - 340.8
8. Dick Smith - 286.1
9. Adam Sattler - 249.8
10. Kent E. Landefeld - 233.5

RACE RESULTS FROM AROUND THE COUNTRY

FROM: Charles Baucom, Charlotte, N.C.
September 28, 1975

Quarter Midgets - Five rounds of racing - Six entries

<u>PLACE</u>	<u>NAME</u>	<u>PLANE</u>	<u>ENGINE</u>	<u>TIME</u>
1	Tobi Grether	P 51	Supre Tigre	1:55.0
2	Jim Morehead	Toni	Rossi	1:41.5
3	Chuck Baucom	Spirit	Supre Tigre	2:00.0

The Quarter Midget racing was done off of Bermuda grass in beautiful weather. On the 27th of September, the guys also put together 13 entries for Quickie 500 racing with Greg Doe coming out on top and Tom Baker second.

FROM: SIMON DRESE, Billings, Montana
August 31, 1975

Eighteen racers got together up in Billings in 85-degree weather to put together five rounds of Formula I racing. When the dust cleared, Simon Dreese had come out on top flying his Miss Dara. The K & B powered Dara turned a best time of 1:47. Daryl Cady (Contest Director) flew his Bandito to Second place with a time of 1:44 and Mel Reed rounded out the top three also flying a Bandito and a best time of 1:57.

FROM: S. DREESE, Helena, Montana
September 21, 1975

Formula I racing in Helena was CD'd by Frank Flynn. Frank managed five rounds for 16 entries in comfortable 70-degree weather. This time Daryl Cady was unbeatable flying his El Bandito (K & B-powered) racer. He turned a 1:39 for his best flight. Web Higgins was right behind with his Bandito and turned fast time of the day at 1:38. Web was also K & B motivated. Chuck Blandare was Third using an OS-powered Miss Dara and turned a 1:39.

ON THE RACING SCENE

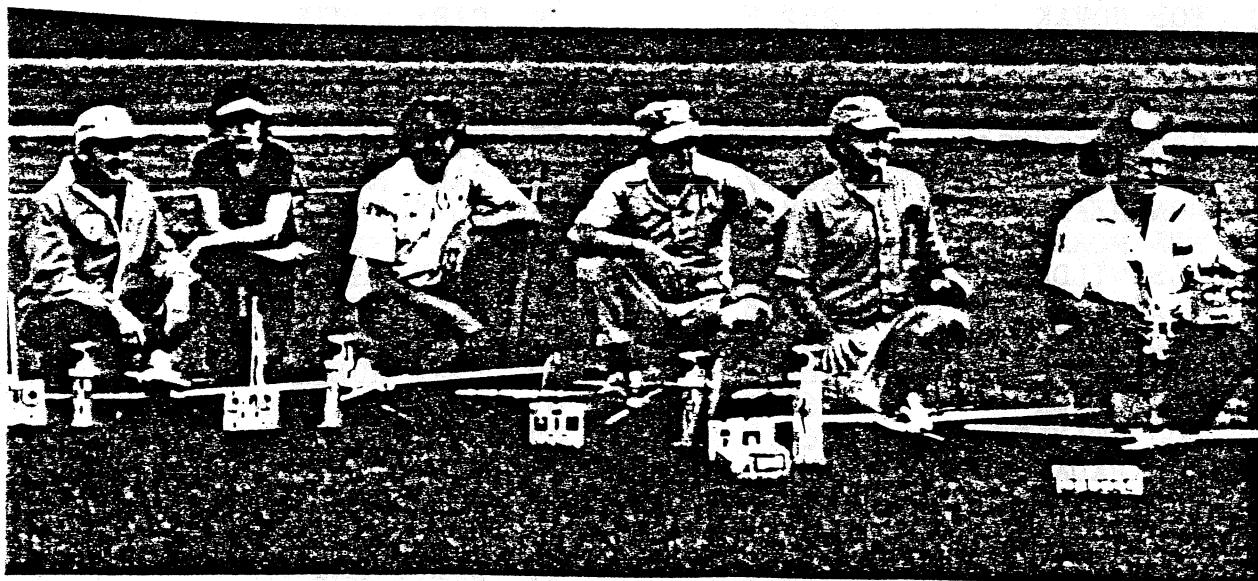


FROM: OKLAHOMA CITY, May 4 - Formula 1 Race
Right to Left
First Place - Ed Rankin, Texas
Second Place - Jim Bertoglio, Kansas
Third Place - Bob Barrett, Texas
Fourth Place - Gale Helms, Texas

Pictures by Don Downing

FROM: WICHITA, KANSAS,
June 7 - QM Winners
Left to Right

- First - Charles Monnett
- Second - Larry Bagot
- Third - Charlie Swain
- Fourth - Lee Hudson
- Fifth - Harold Baker



FROM: WICHITA, KANSAS, June 7 & 8, Formula 1 Winners. Right to Left.
First - Ed Rankin; Second - Lee Hudson; Third - Hank Filson; Fourth - Gary Heithold;
Fifth - Larry Bagot & Son

NMPRA

SOUTHERN CALIFORNIA DISTRICT
 POINT STANDINGS - 5 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	TERRY PRATHER	540.9	51	CHUCK BROWN	118.2
2	GEORGE FLYNN	483.3	52	RAMZI THOMAS	113.8
3	RON GILMAN	469.0	53	TONY AMEZCUA	109.1
4	ED HOTELLING	460.2	54	JERRY SKOCZYLAS	108.1
5	TOM TUSING	450.3	55	RUSS KIME	105.8
6	KENT NOGY	445.7	56	DAN McCAN	104.5
7	ED FOSTER	424.7	57	JOE ZDANKIEWICZ	102.0
8	ED ALLEN	420.0	58	RAY FLOYD	101.8
9	JACK LEE	409.2	59	LARRY LOYD	101.4
10	JOE VARTANIAN	407.7	60	LARRY MURPHY	94.8
11	JIM ROGERS	406.1	61	PAUL BENEZRA	93.6
12	MAURICE FRANKLIN	405.9	62	RUDY FORMANEK	88.0
13	RUSTY VAN BAREN	388.2	63	JOE MARTIN	84.3
14	CHARLIE SHAW	385.5	64	JOHN ROUSE	83.6
15	RON SCHORR	382.3	65	SCOTTY SMITHWICK	81.0
16	HARLEY CONDRA	374.5	65	ANGELO SANCHEZ	81.0
17	JIM JENSEN	364.0	66	BOB NICKLE	80.6
18	JERRY BOYCE	363.8	67	JOE STREAM	79.6
19	MIKE ATZEI JR.	358.3	68	LARRY LEONARD	77.4
20	DOUG RUBLE	356.0	69	TAD SATO	72.4
21	JEFF BERTKEN	355.5	70	BOB SEIGELKOFF	69.0
22	JOE FOSTER	342.2	71	DENNIS DUNN	68.8
23	KEITH DAVIDSON	324.6	72	ROY MILLS	66.6
24	STEVE SICA	307.6	73	MERLE HOEM	59.7
25	JACK STAFFORD	299.9	74	TONY LOPEZ JR.	58.1
26	BOB SMITH	284.5	75	JOHN ELLIOT	54.7
27	LOU GOVERNALE	265.1	76	ROBERT JOHANNES	53.4
28	DENNIS OSBORN	263.7	77	JAMES BURLILE	49.8
29	TOM CHRISTOPHER	259.7	78	JOHN FOGELSONG	46.4
30	BOB NOVAK	252.5	79	GARY HOVER	42.6
31	CHUCK SMITH	251.2	80	F SANDERS	35.4
32	RON SHELDON	241.2	81	DALE SEBRING	32.7
33	WHIT STOCKWELL	214.9	82	DICK MASON	29.8
34	SCOTT JOHNSON	210.7	83	NICK MAIRE	29.5
35	CLARENCE NEUFELD	209.7	84	GARY RADCLIFFE	28.6
36	RON NEFF	208.0	85	AL SHEPARD	26.6
37	WES MORRIS	180.0	86	TOM SWIFT	22.8
38	BOB WILDE	171.5	87	GARY CHADDOCK	18.1
39	BOBBY BAKER	170.8	88	MEL SANTMYERS	12.6
40	STEVE KIRSHNER	169.4	89	ALLAN HOWELL	10.7
41	BOBBY JOHANNES	168.8	90	JEFF RUBLE	10.3
42	GARY HAWK	168.5	91	LARRY WATSON	9.7
43	LOU STANLEY	162.4	92	JIM PRATT	9.4
44	RON HADAWAY	153.3	93	DEAN LEWIS	6.8
45	GENE SIDWELL	152.5	94	ADRIAN SHEPARD	5.8
46	JAY REPLOGLE	146.8	94	CHUCK HENDERSON	5.8
47	GARY FARISH	142.0	95	LEROY MATTAR	3.5
48	GEORGE KILLEEN	133.4			
49	BOB EMERY	125.3			
50	JESS COFFMAN	120.0			

UPCOMING NMPRA ELECTIONS FOR 1976- NORTHEAST DISTRICT VP
FROM: BRYAN SATTLER

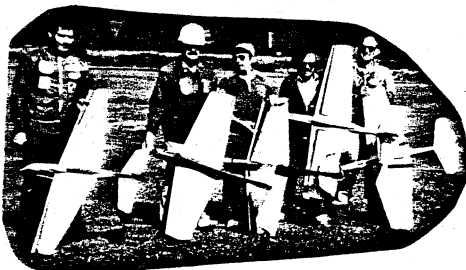
As you are all aware, it is once again election time for all NMPRA members. This means that you, the active pylon flyer, has the chance to elect a President and a District Vice President who will best represent your views and interests.

Here, in the Northeast District, you have been represented for the past three years by Adam Sattler. This year my father will not be running for re-election, instead he has decided to step down so that "new blood" can contribute to NMPRA and the Northeast. He has nominated me, Bryan Sattler, for the job of Northeast V.P. If I am elected, my father will act in an advisory manner and try to steer me on a straight and level course.

I am sure many of you who are reading this know me personally and my credentials. But, for those of you who don't, let me try. I am twenty years old and presently a college student. My modelling experience adds up to ten years. Pylon racing has played a major part in six years of the total ten. In those years, I became the Junior F-II pylon champion at the 1969 Nats and have placed in the top three at several races held in the Northeast. In 1974, my flying career came to an abrupt halt due to visual problems that makes flying entirely unsafe. However, my interest in pylon has not died down; in fact, it has ballooned to high aspirations.

For the past two years, especially this year, I have been handling much of the paperwork for my father concerning the Northeast District. I have: Kept an up-to-date tabulation of District points, written most of the racing reports appearing in the NMPRA newsletter, and finally I helped my father by searching and finding information for him concerning the recent FAI proposal he wrote. If you decide to elect me as your District V.P. I will try to develop and put into motion several ideas that I feel would improve the District. Some of those ideas are: (1) Have a F-I District Championship trophy presented to the top F-I pilot every year (2) Have a F-I Best Time trophy presented to the F-I pilot who turns the fastest time in any one year (3) Have another racing circuit similar to UPRC between the clubs located in the eastern part of New York and the New England area (4) Continue to have the "Sportsman" event at as many races as possible, so that racing can continue to grow in the Northeast as it has in 1975.

Finally, I would like to say that I hope that each and every one of you who live in the Northeast District will take the time and vote for the person you feel will perform his/her duties as you feel they would be performed.



"Last of the Funny Planes"

L to R-Bob Barkowski with a Bob Cat, Adam Sattler and his Super Duck, Bill Zautner with his Super Duck, Jerry Wagner and a Cosmic Cat and Pete Reed and a Phoney Fokerts.

Thank you,
Bryan



Bill Zautner and ST X-40-powered Lil Toni Bill is the Northeast District Form. I Champ for 1975.

NMPRA
SOUTHERN CALIFORNIA DISTRICT

TO: JAY REPLOGLE - Newsletter Editor

FROM: Frank Szekula - District VP

Here are the results of the Formula 1 race held at Sepulveda Bas on Sept. 13 and 14. The CD was Ron Schorr which resulted in a well run and well organized Contest.

There were 32 entries in Standard class and 29 entries in Expert A total of 8 rounds were flown.

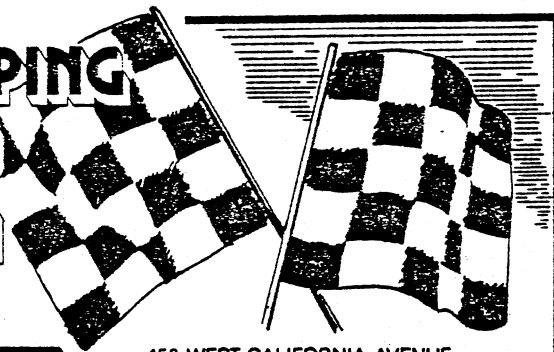
EXPERT CLASS RESULTS

<u>PLACE</u>	<u>NAME</u>	<u>PLANE</u>	<u>ENGINE</u>	<u>BEST TIME</u>
1	Terry Prather	Toni	X-40	1:20.5
2	Ed Hotelling	Toni	K&B	1:21.9
3	Wes Morris	Toni	X#40	1:21.0
4	Bob Smith	Dara	K&B	1:20.0
5	Jeff Bertken	Minnow	K&B	1:23.5
6	Jack Lee	Rickey Rat	K&B	1:24.6
7	Tom Tusing	Toni	X-40	1:19.2
8	Lou Governale	LR1-A	X-40	1:24.4
9	Steve Sica	D&S Rat	X-40	1:24.7
10	Jim Rogers	Toni	X-40	1:22.5

STANDARD CLASS RESULTS

<u>PLACE</u>	<u>NAME</u>	<u>PLANE</u>	<u>ENGINE</u>	<u>BEST TIME</u>
1	Steve Kirshner	Toni	K&B	1:33.0
2	Scott Johnson	Toni	K&B	1:30.8
3	Jerry Skoczylas	El Bandito	K&B	1:35.7
4	Bernie Workman	Toni	X-40	1:33.1
5	Bob Emery	LR1A-	X-40	1:26.1
6	Laird Owens	Loki	X-40	1:36.2
7	Chuck Brown	El Bandito	X-40	1:34.3
8	John Rouse	Toni	X-40	1:29.0
9	Gary Farish	LR1-A	X-40	1:36.5
10	Scotty Smithwick	Ballerina	K&B	1:47.2

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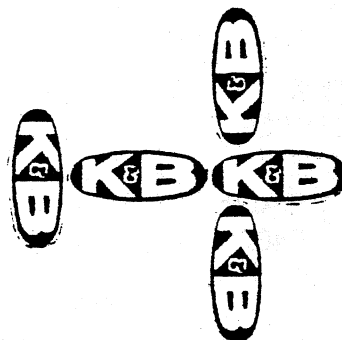
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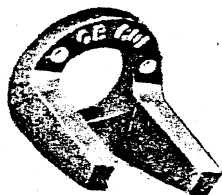
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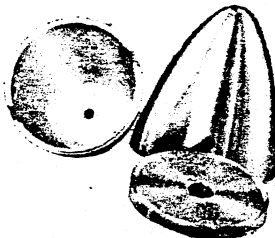


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