



NEWS RELEASE

NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

PYLON RACING → FORMULA I → FAI → QUARTER MIDGET

AUGUST 1976

AMA AFFILIATED

President: RON SCHORR
5224 Teesdale Ave
North Hollywood, Calif, 91607

Secretary: BUD ANDERS
16509 Saticoy St
Van Nuys, Calif, 91406

EDITOR: Maurice Franklin, 3527 Mira Pacific Dr, Oceanside Calif, 92054.

President's Page

Just returned home from the Nationals. Could not have asked for a nicer site. Some things never seem to change. The AMA insulted the entire Radio Control Group in several ways. There was not enough time allotted for the number of contestants who entered the R/C events. The attitude of the officials was extremely negative and the trophies presented were a bad joke. The same trophy was being sold at the AMA Hobby Store for \$2.00. It consisted of a left over Delta Dart Medal which was held on with masking tape and an aluminum plate saying 50th Nationals. Some trophy for a \$25.00 entry fee, not even to mention that these are sponsored. I just wonder if the sponsors realize what they are getting for their money. If my company name had appeared on one of these trophies I would have been insulted. The first through third place trophies were alright but four through twenty is what I am referring to. A letter was drafted on the spot to let John Worth and John Clemens know what the winners thought of them and at least seventeen of the twenty winners signed. This was given to Jan Sakert to give to John Worth. As of Aug. 24, 1976 there has been no reply. I suggest that all NMPRA members take a moment and write the AMA District V.P. suggesting that if they can't raise enough money to run a proper Nats that they must take money from the General Fund. Many thanks to those who worked the individual events. Without their hard work we could not have a Nationals. They may not have done the job your way or for that matter my way but they did a job to the best of their ability under trying circumstances. Thanks again to all that helped.

over:

Some very important notes: 1. It is time for nominations for President and all District V.P.'s. Nominations should be sent to me no later than October 15, 1976. Please be sure that your nominee will accept the position if elected. 2. The 1976 Championship Race is an invitational to the top twenty in each district, the top ten at the Nationals and all NMPRA Officers. However, if you feel that there are extenuating circumstances in your particular case that caused you not to qualify send me a letter explaining why you feel you should be allowed to fly, your qualifications, such as average times, contests which you have won in the past, and reasons why you did not qualify this year. A committee will decide if you will receive an invitation. District V.P.'s must send in the names of all people who qualified in their District immediately after the close of the season. I must have these no later than October 5, 1976. If you know you have qualified and do not have your entry form by October 15, 1976 please contact me by phone. My number is 213-7625370.

Attention all Southern California members. Please do yourself a favor and vote for Betty Stream as AMA Assistant V.P. She can do a lot of good. Vote as soon as you get your ballot from the AMA. It is not necessary to send in dues with your ballot, but there is a deadline for voting.

Please remember to write the AMA and let them know we deserve better treatment at the Nationals.

Hope to see you all soon.

Ron

Pop White Memorial Race;Whittier Narrows, Aug 28/29.

Some great racing took place in this Yearly event, the weather being very hot and humid made sales of drinks reach an all time high! as 28 Experts and 15 Standard flyers sweated it out through the two days of racing.

Gary Hover won the Standard event in fine style, after a bad start on the Saturday when he "dumped" his No1 plane at #1 pylon, he went home and rebuilt it with the help of his buddy and came back on Sunday to clean up first place in Standard, well done Gary.

Expert was taken by Ed Hotelling who smoked everyone off! with excellent fast flying in all his heats it was Ed's contest from the word "go", and he could not have done it without his excellent caller his wife, Congratulations to you both. I must mention Dave Shadel who in his first outing in Expert really turned in a fine performance to take 4th place after loosing to Rusty Van Barren in a fly-off for 3rd place. Our thanks go out to all those workers who made this race possible, in that heat it must have murder!

Results as follows:

EXPERT

- 1: Ed Hotelling
- 2: Mike Atzei
- 3: Rusty Van Barren
- 4: Dave Shadel
- 5: Whit Stockwell

STANDARD

- 1: Gary Hover
- 2: Joe Zdankiewicz
- 3: Russ Kime
- 4: Gary Farish
- 5: Tad Sato

Fastest time, Terry Prather 1:15.5

Fastest time, Joe Stream 1:26.6

1976 NATIONAL CHAMPIONSHIPS FORMULA 1

Held at DAYTON, OHIO.

81 Formula 1 pilots entered the 1976 Nationals for the big battle to see who was No 1 some great and exciting racing took place with top honors going too Dave Pierce who also cleaned up Quarter Midget first place too! Great flying Dave, Congratulations. Steve Sica was all set to take first place up until his last race, when his plastic bag which he uses to cover his motor before a race, got sucked up in his prop on the line taking with it his chances of a win, too bad Steve. Terry Prather also had some bad luck when his hand was cut badly on the line, and had to have stiches before he could continue. Whit Stockwell was going great guns until a mid-air put him out of the running, all in all the result was wide open right down to the last race.

Our thanks to Bill Hager and his workers for a fine race, well run, we realy appreciate the effort and hard work putting on a race of this size.

Results are as follows:

1: Dave Pierce	27 points	1:26.5 Best Time.
2: Kent Nogy	26 "	1:22.4 " "
3: Bruce Richmond	24 "	1:22.1 " "
4: Bill Preis	24 "	1:22.2 " "
5: Terry Prather	23 "	1:21.5 " "
6: Bill Vautner	23 "	1:22.3 " "
7: Steve Sica	23 "	1:23.8 " "
8: Monty Montcrief	22 "	1:21.4 " "
9: Bill Williamson	22 "	1:21.9 " "
10: Charles Brunner	22 "	1:31.1 " "
11: Jim Stegall	21 "	1:22.0 " "
12: John McDermott	21 "	1:22.8 " "
13: Dan Kane	21 "	1:27.9 " "
14: Ron Schorr	21 "	1:31.0 " "
15: Tom Christopher	21 "	1:33.3 " "
16: Whit Stockwell	20 "	1:20.0 " "
17: Pete Reed	19 "	1:26.0 " "
18: Art Chambers	19 "	1:28.2 " "
19: Greg Doe	19 "	1:29.0 " "
20: Bob Mellen	19 "	1:33.3 " "

Fastest time of the meet was put up by: Bob Brogden with a 1:19.9.

Tom Christopher did it again!

Tom set up a new world record time at the Nationals for Quarter Midget over the long course, with a 1:35.1 using a D&S Rickey Rat powered by a Rossi 15. Congratulations.

Valley Flyers Formula 1 Race, Sepulveda Basin, July 10/11, 1976.

Racing started at 10:00 AM. Saturday Morning after the usual ritual of Registration and scale judging. The scale judges did a fine job with what is becoming the most difficult task of the race. The workmanship and detail of the planes was of the highest order. The colors were like rainbow's I even saw two Pink Toni's, one Tom Swift in Standard and one by Ron Gilman in Expert. It was good to see Ron back so soon after his accident and flying well.

Four rounds were flown on Saturday, with 25 Standard and 27 Expert flyers, in a light breeze. Good solid flying was the keynote of the day. There were no mid-air's and only three crashes. One each by Gene Sidwell and Terry Prather, comming around #3 pylon. Plus one at the first pylon. In the last round there was a mid-ground on the line between Ed Hotelling and Mike Helsel. All the flyers went to there backup plane's and were at it again in the next round. Sunday we got started around 9:30 AM. on another cool morning, for the last four rounds of flying. Everyone started putting there props, fuel and thumbs together making it difficult to tell the Standard from the Expert races. Rumor has it that Dave Shadel (with a 1:24.0) and Laird Owens (with a 1:24.1) have seen there last race as Standard flyers.

Sunday like Saturday there were no mid-air's and only a few crashes. Scott Johnson went in comming around #3 pylon, Chuck Hendrickson folded a wing at #1 pylon and Bob Novak had radio failure and made a big divit in the Golf course next to the field.

A few flyers put there planes in the cornfield on landing and found out how deep mud can get. The trophies were awarded at 4:00 PM. from first to seventh place as listed below, with the "Turkey Trophy" going to Ron Hadaway for "an Expert flyer with many times over two minutes"

Results are as follows

EXPERT		STANDARD	
1: Whit Stockwell	1:16.0	1: Dave Shadel	1:24.0 **
2: Terry Prather	1:15.0 **	2: Joe Zdankiewicz	1:30.4
3: Rusty VanBaren	1:18.0	3: Russ Kime	1:36.0
4: Jim Jensen	1:19.0	4: Don Dombrowski	1:32.4
5: Mike Helsel	1:21.6	5: Lee Helsel	1:34.4
6: Tom Tusing	1:18.8	6: Laird Owens	1:24.1
7: Ed Allen	1:19.0	7: Gary Farish	1:39.0

This fine report was sent in by: Gary McPike who was C.D. for the contest and is also V.P. of the Valley Flyers.

STOP PRESS !!!!!!!!!!!

The WESTERN STATE CHAMPIONSHIPS will be held at the Sepulveda Basin on the

11/12 of SEPTEMBER starting at 8 am, so dont be late!

From: Dave Robertson, QMRC Editor, Calif.

July 25th, 6th race of 1976.

Two spectacular events hi-lited this day in QM racing history as Dave Robertson and the famous Bob Root gave a demonstration of how to occupy the same air-space at the same time, and Eloy Marez showed us what happens when your eyes pick up the wrong airplane as you make your turn around #1. The Li'l Cobra made racing history this July 25th as three -correction- Four! of them hit the hanger for repair or preparation for the graveyard.

It was a good race as 20 brave pilots took to the air. Six rounds were flown, and when the smoke cleared, Kent Thomas came out the victor over all.

Results are as follows:

1: K. Thomas	21pts.	11: P. Strengell	12pts.
2: N. Nichols	19	12: S. Kaplan	10.5
3: T. Christopher	18.5	13: D. Rebenstoff	10
4: B. Root	18.5	14: B. Adams	9
5: B. Novak	16 ** Fastest time- 1:33.0	15: B. Racer	8.5
6: J. Stafford	16	16: R. Kaplan	8.5
7: K. Schick	16	17: B. Gillespie	7
8: E. Marez	14	18: F. Reese	6
9: D. Robertson	14	19: R. Russel	4.5
10: B. Bell	13	20: T. DiPadova	4

Just a reminder you Formula 1 Flyers, that the NMPRA CHAMPIONSHIPS are comming up pretty soon, so get your reservations in early at:

RAMADA INN
2620 Pierce Road
Bakersfield, CA,

Phone: Area code 805 - 327 - 5651

The Headquarters will be at the RAMADA INN and Registration and Scale Judging will be held FRIDAY NIGHT between 6PM and 9PM, (so please dont be late)

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The Date for this Great Event will be OCTOBER 30 - 31 and I hope you will all be there.

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NMPRA-QM Presidents Column

1976 Nats

Congratulations to Dave Pierce for winning both QM and Form I. Congrats also to Tom Christopher for his fast time there of 1:35. Only a few managed to make it under 1:40 but a bunch went under 1:50.

Bill Hager and his men did a really outstanding job running both QM and Form I. Our sincere thanks and appreciation go to all the people who lent a hand there. It was a really fine meet in all respects.

There were 81 contestants in each QM and Form I. NMPRA accounted for 29 in QM and 65 in Form I. Not a bad showing, but I'd like to see QM have at least as many NMPRA representatives as Form I does next year.

Until we get the final results from the seasons point total back for tabulation, we really can't say for sure how many NMPRA members fly QM. Our present figures put the verified count at just under 20% of the total NMPRA membership. With the final count, the percentage may go as high as 25%, but that may be a little optimistic unless we can get more QM members. Even so, it's still a long way from equal representation with Form I, and that is the key towards having an equal partnership with Form I in the NMPRA.

This leaves me with two points and a comment to get across:

First

Make sure that we know the people who are flying QM in all the contests across the country. You can do this and help yourself at the same time by making sure that the CD of every contest you go to, sends in the contest results to our NMPRA-QM AVP's. Right now, we are not getting the cooperation we need from the CD's, but this will change if you let them know that their help is needed. Remind him gently that points from his contest go towards prizes for contestants on a national and regional scale. Don't forget to mention that this is one of the things that brings people to his contest and the attendance will be better for it.

Second

Make it a point to get more of your QM flying buddies into NMPRA. You know that it is worth much more than the \$10 investment. Aside from the membership package and News Release, you get representation and strength. Also, the ability to really do something about some of the things you don't like about the present situation.

Comment

Among the things NMPRA-QM is doing for your \$10 is to offer a variety of prizes to our own members. The High Point man at each QM contest gets an NMPRA-QM plaque. The Season High Point man in each district will receive a trophy shirt. The top 5 NMPRA members at the Rough River Championships will also receive trophy shirts in addition to trophies generously donated by RCM.

For the QM public, we took the initiative and polled the CD's and fliers in separate surveys throughout the country, without regard for NMPRA membership. We formulated and tested rule proposals in a meeting with nationwide representation at the Nats. We are presenting these rule proposals to the AMA Contest Board. More about this later.

Turn Out !!
George Zink

RCM QM Fliers Survey Results

Questions 1 through 9 are personal information questions and as such, not important to developing rules. We will start our results with question 10.

10. Do you think the 2 class system should be adopted for QM?
No 29% Yes 66%
11. Reasonable replicas of jet racing aircraft should be allowed.
No 54% Yes 45%
12. With respect to approved .15 size carburetors only:
(0) Only the type packaged with the engine should be allowed. 37%
(1) (0) plus types cataloged for the engine. 34%
(2) Allow any .15 size carburetor, no rework. 10%
(3) Allow any .15 size carburetor. Only rework or bushing for fit to engine is permitted. 20%
13. With respect to fuel tank pressurization:
(0) Permit atmospheric pressurization only. 74%
(1) Permit engine crankcase pressure. 9%
(2) Permit any method of pressurization. 17%
14. Excluding any type of tuned pipe, permit exhaust extractors.
No 18% Yes 80%
15. Engines and propellers should be available(____) prior to their use in contests.
(0) 0 days. 4%
(1) 30 days. 28%
(2) 60 days. 24%
(3) 90 Days. 25%
(4) 6 Months. 19%
16. Do you favor any type of idle demonstration prior to a race flight?
No 47% Yes 52%
- Note: In a previous sample survey, the question asked was;
"Do you favor any type of idle demonstration immediately prior to a race flight?
No 71% Yes 29%
17. If yes to question 16, would you permit the use of airborne booster batteries to sustain the idle? No 35% Yes 26%
18. If yes to question 16, indicate the maximum acceptable rpm for idle;
(0) 4,000 12%
(1) 4,500 16%
(2) 5,000 21%
(3) 5,500 5%
(4) 6,000 3%
(5) No tach. 12%
19. Would you accept the aircraft remaining motionless as an alternative to measuring the rpm for idle? No 30% Yes 54%

20. With respect to the scoring penalty for dead stick landings:
- (0) Should not be used. 13%
 - (1) ½ point subtracted for each occasion. 54%
 - (2) 1 point subtracted for each occasion. 17%
 - (3) ½ point for first time, 1 point subtracted for each time thereafter. 5%
 - (4) 1 point for first time, 2 points subtracted for each time thereafter. 6%
21. With respect to the length of the course. (Short course implies no flagmen used at pylon 1.)
- (0) Officialize the long course only. 38%
 - (1) Officialize the short course only. 9%
 - (2) Officialize both course lengths. Length to be determined by the hosting organization and advertized prior to the race. 53%
22. Should propellor modification be allowed? No 47% Yes 53%
23. If propellor modification is allowed, do you favor having the winner put his prop up for sale to the last place man for a nominal price? No 50% Yes 39%
24. Permit "race horse" starts if acceptable to the majority of racers in a pilots meeting before the race. No 19% Yes 81%
25. Permit race starts before 90 sec. time limit if all the fliers and callers are ready. No 8% Yes 92%
26. Increase the wing thickness specification. No 89% Yes 8%
27. Do you believe this profile meets the height requirement for the fuselage? (Present rule states 5" min. height.) No 76% Yes 23%

28 thru 31.

	28	29	30	31
(0)	19%	27%	26%	51%
(1)	37%	35%	41%	19%
(2)	46%	35%	30%	25%
(3)	4%	1%	0%	5%
(4)	2%	0%	1%	0%
(5)	0%	2%	2%	1%
(6)	2%			

32 thru 34

	32	\$	33	34	\$
(0)	4%	30	10%	5%	50
(1)	0%	40	15%	1%	55
(2)	4%	45	10%	26%	60
(3)	10%	50	12%	1%	65
(4)	3%	55	3%	5%	70
(5)	38%	60	34%	5%	80
(6)	5%	65	9%	0%	90
(7)	5%	70	0%	9%	100
(8)	10%	100	1%	2%	120
(9)	21%	no limit	7%	46%	no limit

For interpretation of questions 28 through 34, consult the June 1976 issue of RCN.

George Zink
Pres. NIFRA-QM

From : Jim Buchmann, N.C.E. NMPRA V.P.

I am submitting enclosed three Contest reports for printing in the NMPRA News, in as much as that is quite a bit in itself. Because of I was unable to attend some races the results of which got back to me at to late a date to report singularly on each, I had no control over this.

Secondly for some reason C.P.C. has found it hard to get up momentum this year, and showed evidence of a certain lack lustre attitude. There is a certain despondency due to the fact that our hard core members are a little weary of doing all the work to put on all the races while some of the people both members and non members particularly just come to fly.

It suffices to say that these people are not going to have there events much longer if they dont offer more than they have in the way of work and participation in holding these events. We are continually looking to people who want to be pit crew people, we have offered money, prizes and incentives of many kinds and without them (or the members themselves willing to fill in) races put on by C.P.C. will cease to exist. Most of the racers who "enjoy" our facilities came from out of town. They take full advantage of this and think that to help is an insult to there station. Some of these honored few even wear C.P.C. shirts and jackets, and have not particularly seen that they were all to concerned at all that the other guy was doing it all. Not even a dammed "thank you" or, here is a couple of bucks for your treasury. While the hard core bust there butts getting things ship shape the freeloaders preen and groom their pride and joys fly their ten when the bell rings, take their prizes and hardware get the hell out while the hosts content themselves by cleaning up the cellar, no hardware and making sure we get the equipment all nicely back for the next "Soire".

In a sense what is really at stake here is the demise of a club that for ten years has had pretty much of a hard time because of a take it for granted attitude by some people in this area who like to race. All I can say is if they dont face up to taking some of the load of the guys that really have tried to hold C.P.C. together we will just fold. Then I guess some of the better flyers in our group will have time at a race to also win first second or third and give the freeloaders a run for their money, Im sure we could do that.

Jim Buchmann, NCE V.P. NMPRA.

P.S.

The NCE Regionals on Oct 2nd & 3rd at S.A.C. Field Flossmoor Rd & Central
(South of Tinley Pk, ILL) Saturday is Sport & ?, Sunday is Formula 1 & Quarter Midget.

From : H. De Bolt, Quarter Midget Race, R/C Aircrafters Buffalo N.Y.

7 - 18 - 76

This was the first Quarter Midget race held in Buffalo, entrants from Cleveland Ohio area, Rochester NY, Buffalo and Ill. Clear weather with strong winds 25/35 mph. 5 rounds were flown Outstanding flyers were Sam Barbone with a Miss Parianoia and Rossi, consistently fastest was Harry Greenaker with a Dja-Vue and Rossi who won all his heats except for one no-start. Boyer and Barbone tied for first, but Barbone won on time. Local club reaction was good so more Quarter Midget for Buffalo.

1: Sam Barbone	1:59.0	Miss Parianoia	4: Ed Nabora	2:11.0	P-51
2: Chuck Boyer	2:11.0	P-51	5: Don Steeb	2:00.3	P-40Q
3: Harry Greenaker	1:55.0	Dja-Vue			

Detroit Mich: C/D Dave Keats, Formula 1, Five rounds flown, Expert.

6 - 20 - 76

1: Bill Hager	1:24.5	6: Bill Weesner	1:26.0
2: Kevin Polzin	1:30.5	7: Foster Goshorn	1:56.5
3: Dave Keats	1:27.7	8: Steve Metzger	1:43.5
4: Robert Hager	1:40.0	9: Fred Naur	1:48.5
5: John Krauer	1:54.0		

N.C.E. Chaoland Field: C/D Frank Morosky Formula 1 Five rounds flown

8 - 22 - 76

1: Bill Preis	Stegall Minnow	1:19.3	S/T40
2: Eric Meyers	Loki	1:20.1	K/B40
3: ? Bozash	LR1A	1:37.0	K/B40
4: Dave Sears	Little Toni	1:41.0	K/B40
5: Steve Metzger	Ricky Rat	1:31.0	S/T40
6: Frank Morosky	Dara	1:47.0	K/B40
7: Jim Buchmann	Shark	2:00.2	K/B40
8: Dan Kane	Little Toni	1:33.0	S/T40
9: Lynn Stevens	Dara	1:37.0	S/T40
10: Charles Brunner	Stegall Minnow	1:36.0	K/B40
11: Jerry Gentry	Minnow	2:00.2	K/B40
12: Mark McKinney	Little Toni	N/T	HP/40

Montezuma Iowa, Sig Field: C/D Hank Pohlman, Formula 1 Five rounds flown

8 - 15 - 76

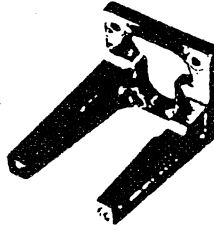
1: Bill Preis	Minnow	1:29.0	S/T40
2: Charles Brunner	Minnow	1:39.5	K/B40
3: Lynn Stevens	Dara	1:29.0	S/T40
4: Roger Schlenker	Ballerina	1:37.0	K/B40
5: Jim Duda	Minnow	1:34.0	K/B40
6: John Isenhour	Ballerina	N/T	K/B40
7: Doug Brueshaber	Mustang	1:41.0	K/B40
8: Jim Buchmann.	Shark	1:55.0	K/B40
9: Dan Kane	Little Toni	N/T	S/T40
10: Dave Sears	Minnow	1:59.0	HP/40
11: Al Schwartz	Deje Vu	2:00.0	S/T40
12: Bud Kilnosky	Long Midget	1:27.0	K/B40
13: Richard Steine	Little Toni	N/T	K/B40
14: Alan Posley	Mustang	N/T	K/B40
15: Hank Pohlman	Mustang	1:55.0	K/B40

The weather was warm and breezy, and the flying was done from an airstrip with cross-wind landings.

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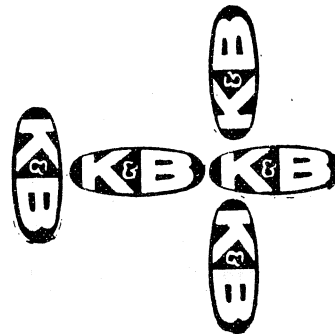
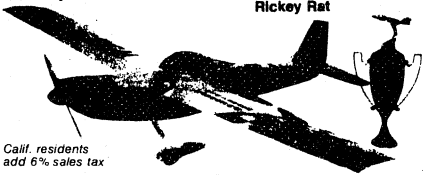
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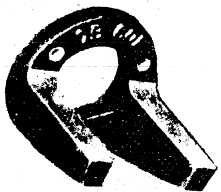
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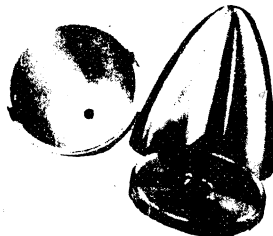
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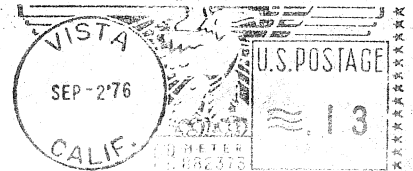
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