



NEWS RELEASE

NMPPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

PYLON RACING → FORMULA I → FAI → QUARTER MIDGET

President: Ron Schorr
5224 Teesdale Ave.
North Hollywood, CA. 91607

Secretary: Whit Stockwell
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Encino, CA. 91436

Editor: Dave Shadel, 2163 Via Esmarca, Oceanside, CA. 92054

JUNE 1977

President's Page

This month I have to write a few words about an unfortunate accident that happened at Bakersfield. Kenny Thompson, one of the workers, was hit by a plane after the plane had already flown through both sides of the number three pylon. He was seriously hurt but thanks to whoever watches over us he is recovering and should return to his former self soon.

In order to help prevent this from happening in the future a new style pylon is being designed to prevent penetration of the airplane. This design will be printed in the Newsletter and it will be strongly recommended that they be built and used at all pylon races as soon as possible but no later than the first race of 1978. It is unfortunate that an accident has to happen before we know a change has to be made. Secondly, included in this Newsletter is a statement regarding low flying. It is not to be used as an excuse for giving zeros or disqualification of pilot, but as a word of warning to the pilot and a tool in the hand of the C.D. With common sense all should benefit. Please read the statement which will be found elsewhere in this Newsletter.

Bill Hager and many of the N.M.P.R.A. members who are now in the N.E. District and the N.C.E. District would like to make a change. They propose to make a district consisting of Illinois, Ohio, West Virginia, Michigan and Indiana. They would like to make this retroactive from the first race of 1977. I would suggest this not be done until 1978. Otherwise it sounds like a good idea. If there are any objections please put them down on a piece of paper and send them to me.

Please send your nominations for President to me now as the time is growing short.

Hope to see all of you at the Nats.

Ron

IN THE INTEREST OF SAFETY ---

RACING ALTITUDE:

The NMPRA will not allow flying consistently below the top of the pylon (the top of the pylon is understood to mean the uppermost part of the pylon pole). Situations may occur when one cannot avoid flying below this height. However, deliberate and repeated violations will be grounds for disqualification from that heat.

ERRATIC FLYING:

Erratic flying by any contestant will not be tolerated, and will be grounds for total disqualification from the contest. In the case of a beginning pilot, he will be entitled to a refund of his entry fee. This is not meant to discriminate against or discourage the beginning pilots, because the NMPRA will attempt to provide the necessary assistance to correct their problems.

NEW PYLONS:

New pylons which will provide greater protection for the workers have been designed, and will be built as soon as possible.

San Luis Obispo Flyers Formula 1 Race - May 28 & 29, by Gary Hover, CD

The first SLO Flyers Formula 1 contest is now history. The contest site at Camp Roberts Airfield proved to be excellent for racing with good crowd distances, a fine paved runway and fine facilities.

With temperatures in the 80's and humidity of 15% the stage was set for some of the hottest contest action yet this year. This contest utilized the 20 point scale judging, and thanks to Bob Smith, Jeff Bertken and Ron Gilman, 50 airplanes were judged in about 30 minutes.

There were 18 Expert and 10 Standard Class entries which resulted in 12 rounds of flying. Bob Smith and Mike Atzei had a seesaw battle for fast time with Bob the victor at 1:15.2. (Editor's Note: In round 6, Bob turned in a time of 1:12.0 but refused to accept it thinking he may have had a cut that wasn't called or something. But this past weekend at the races in Santa Clara, Bob posted a new world record time of 1:12.5 and backed it up with two more times under 1:13).

Jim Stafford won Standard with a 1:25.1 which is good enough to move Jim to Expert.

The contest was a success as far as the club saw and the site will probably be used for some future races. The SLO Flyers would like to thank all those who attended in making this a very successful race. To all those who didn't make it, you really missed a great race. A special thanks to the freshly trained workers who worked both days without relief with no gripes (especially from those who would rather been flying).

The final results were:

EXPERT

1. Bob Smith	1:15.2
2. Dave Shadel	1:18.0
3. Mike Atzei	1:15.4
4. Mike Helsel	1:18.8
5. Jeff Bertken	1:21.0
6. Chuck Hendrickson	1:25.6
7. Ron Schorr	1:25.8

STANDARD

1. Jim Stafford	1:25.1
2. Gary Loundagin	1:35.1
3. Paul Kinney	1:27.6
4. Scott Smithwick	1:25.4
5. Jeff Beutler	1:29.6
6. Gene Sidwell	1:28.4
7. Bob Baker	1:32.2

NMPRA

CALIFORNIA DISTRICT

POINT STANDINGS - 4 RACES

<u>Place</u>	<u>Name</u>	<u>#</u>	<u>Points</u>	<u>Place</u>	<u>Name</u>	<u>#</u>	<u>Points</u>
1	Mike Atzei	4	391.5	35	Joe Stream	2	95.3
2	Dave Shadel	4	368.2	36	Jess Coffman	3	89.1
3	Ed Hotelling	4	354.4	37	Gene Sidwell	4	88.7
4	Tom Christopher	4	352.6	38	Dave Ficucell	2	88.0
5	Laird Owens	4	346.4	39	Jim Kimbro	1	87.9
6	Ron Schorr	4	336.8	40	Bob Baker	3	81.2
7	John Rouse	4	330.5	41	Paul Kinney	2	80.6
8	Terry Prather	3	330.0	42	Scott Smithwick	3	80.6
9	Bob Smith	3	293.9	43	Paul Benezra	1	78.9
10	Mike Helsel	3	292.8	44	Fred Reese	1	77.1
11	Ron Gilman	4	279.1	45	Jeff Beutler	4	76.7
12	Ed Allen	3	260.3	46	Bob Root	1	76.0
13	Whit Stockwell	3	250.1	47	Gary McPike	2	74.9
14	Rusty Van Baren	3	248.3	48	Jack Stafford	1	74.4
15	Kent Nogy	3	234.6	49	Bob Williams	3	74.1
16	Joe Zdankiewicz	4	233.6	50	Gary Loundigan	2	72.0
17	Larry Laulom	3	232.8	51	Jack Lee	1	67.6
18	Scott Johnson	3	218.0	52	Ron Hadaway	1	65.4
19	Gary Hover	3	215.5	53	Dennis Dunn	1	63.7
20	Jeff Bertken	2	196.1	54	Steve Kirshner	1	63.7
21	Len Ledson	3	192.7	55	Chick Beutz	2	54.2
22	Bob Wilde	2	184.4	56	Paul Smith	1	47.7
23	Jerry Boyce	2	168.0	57	Bob Seigelkoff	1	42.7
24	Jim Stafford	4	167.5	58	Tony Amezcua	1	37.9
25	Ron Sheldon	2	160.3	59	Ken Busse	1	30.5
26	Ron Russell	3	159.6	60	Jay Replogle	1	27.0
27	Chuck Hendrickson	2	153.0	61	Bob Bailey	1	24.8
28	Doug Ruble	2	150.9	62	Don Kaylor	1	13.4
29	Maurice Franklin	2	149.4	63	Larry Watson	1	11.5
30	Tad Sato	3	138.2	64	Chuck Brown	1	10.4
31	Rex Raymond	3	127.3	65	Randy Coffman	1	4.0
32	Russ Kime	4	111.2	66	Frank Szecula	1	4.0
33	Jim Burlile	3	102.8	67	Roy Mills	1	1.2
34	Gary Farish	4	101.6	68	John Swift	1	1.2

If your figures do not agree with these, contact Whit Stockwell, District VP.

SCW District News - by Ed Rankin - B.S.P.R.A. Race , Fort Worth, Texas, April 30/May 1

This was the first race sponsored by the newly-formed Big State Pylon Racing Association. Two fine days of racing were enjoyed by all, with marginal weather on Saturday for Q-500 and beautiful weather on Sunday for F-1.

Q-500 had 13 entries, which is about half of the usual number. Maybe the rain kept them away, but it stopped about 9:00 a.m. The race started at 10:00 a.m. and six rounds were flown. Lunch was served both days, which is a courtesy the Forth Worth guys always extend and everyone seems to enjoy it. George Parks won the race with a perfect score, followed by Dennis Drysdale and Gale Helms. Gale and George Avila tied for third and Gale won the fly-off. This seems to be a real fun event.

F-1 had 15 entries, which is off from our average of 20. This is a fair entry considering we had five F-1 pilots from the Forth Worth area to drop out this year. Eight rounds were flown, with the race matrix reshuffled at the end of five rounds so that no heat duplication existed. This is a lot of trouble, but it is fair to all the pilots so they can fly against as many other pilots as possible. Many exciting races were flown, but the best one was between Mark Harter, age 16, and Steve Barrett, age 15. These two youngsters have been racing for approximately 3 years and they both have really progressed into very competitive pilots. Jim Bertoglip dropped out, and then Mark and Steve went after it. The lead changed back and forth several times during the race, until Steve cut. Therefore, Mark won this exciting and suspenseful race. Monty Moncrief won the race with a perfect score, except for one zero in the fourth heat when he had radio trouble and landed. He borrowed a radio and continued the race. Mark Harter won second place - only one point behind Monty - and Gale Helms won third place.

The results were as follows:

Q-500, 13 entries, 6 rounds (1/4 Midget Course) -

<u>PLACE</u>	<u>NAME</u>	<u>AIRPLANE/ENGINE</u>	<u>POINTS</u>	<u>TIME</u>
1	George Parks	Rebel 500/K & B	21	1:42
2	Dennis Drysdale	Slowpoke/K & B	20	1:38.5
3	Gale Helms	Haffast/K & B	17	1:40.5

F-1, 15 entries, 8 rounds

<u>PLACE</u>	<u>NAME</u>	<u>AIRPLANE/ENGINE</u>	<u>POINTS</u>	<u>TIME</u>
1	Clay/Moncrief Team	Toni/ST	21	1:21.2
2	Mark Harter	Toni/ST	20	1:34.2
3	Gale Helms	Toni/ST	17	1:29.6

N.C.E. News - by Jim Buchmann

Our official season opened on the 29th of May with the 1/4 M starting the day off with 29 flyers, followed by the Big Boys with only 11 F-1's. Although it was an average entry in F-1, there seems to be more enthusiasm to get serious about this with a little more fun added in. I and others couldn't help but notice the 1/4 M entry and compared it to why F-1 doesn't get that amount. Now without a prolix discussion, some of the comments were: (1) Cost, (2) Rules - and the simplicity of them, (3) Scale Judging - of which there isn't any. One fellow quite frankly had to quit F-1 because of the money involved. But the consensus was that the scale part of the F-1 event (and thereby handicapping) was really a needless waste of time both at the work bench and at the events. Several options are open in lieu of omitting this phase. Drawing numbers out of a hat (numbered ping pong balls) is one way. A race horse start is another. The method could be determined amongst the flyers just prior to racing or by the C.D. if the field and safety conditions favor one or the other. This will at least get rid of hunting up "scale judges." And perhaps there would be a little peppier walk to the line on the chance you may draw Number 1 for the take-off. In any event, fellows, the majority are in favor of omitting "scale judging." However, the aircraft will still have to be "Replicas of the Good Year Type." The kits can, in themselves, be a check and balance arrangement. It has been done in several areas already in the U.S.A. Maybe Ron Schorr can get something going on this problem. Also, I want to hear it from F-1 pilots on this "Rodeo Start" as I call it either by letter or phone or at the races.

C.P.C. has acquired new and better equipment this year and it works great. And all the credit for it must go to a fellow named Scott Goldberg who just seems to be tireless in making every thing go. We are indeed lucky to have him in with us.

The results were:

- | | | | |
|---------------|------|----------------|------|
| 1. Bill Preis | 1:21 | 6. F. Metzger | 1:38 |
| 2. J. Gager | 1:27 | 7. D. Bielick | 1:44 |
| 3. B. Weesner | 1:29 | 8. F. Morosky | 1:40 |
| 4. B. Onori | 1:31 | 9. J. Buchmann | 1:45 |
| 5. A. Booth | 1:40 | 10. A. Arro | 1:45 |

Things have been the same with me as they have been with you - HECTIC! Which may account for the quiet atmosphere in this district, but not so, my friends. The wheels (both sorts) have been grinding all winter with new policies, a new race schedule (see below), new officers to head out C.P.C. into deep waters (no offense, Pete) and in general, seeing to it that racing is going to be kept alive for yet another season. As you can see, the slant is very much to Q-M, Quickie, Sport, etc., etc. Leaving aside my personal thoughts on this, the aim is to attract new blood and thereby increase F-1 ranks in the coming years. Be that as it may, here is an updated schedule. If you want to varify due to distance for travel, rules or whatever, use my number (312-532-0233) evenings, or call Dan Kane - 312-543-0451 (days). We will try to help all we can. We want you to enjoy this season and RACING. And if you join C.P.C. and N.M.P.R.A., that would really be great.

N.C.E. Race Schedule

June 19	NW Sport and QM
June 26	Lakeshore - QM and F-1
July 9 - 10	Ft. Wayne - QM and F-1
August 21	Chicagoland - QM
September 10 - 11	Rough River - QM
October 1 - 2	CPC Regionals - Quickie, QM and F-1

Northeast District Race Reports - by Bryan Sattler

May 1, 1977 - Hadley, Mass. Weather was warm and a little bit breezy. For the first race of the season there were fourteen (14) contestants.

Results:

1. Bill Zautner	Toni/X-40	1:22.5
2. Adam Sattler	Toni/X-40	1:24.0
3. Tom Castellano	DARA/X-40	1:28.0
4. Jack DePace	Toni/X-40	1:34.5
5. Glenn Sicotte	Toni/X-40	1:44.0
6. Pete Reed	Toni/X-40	1:22.0
7. Bob Barkowski	Toni/X-40	1:27.0

May 21 and 22, Hadley, Mass. This was a weekend of beautiful weather for both meets. The first race on the 21st was attended by fifteen (15) contestants. For the race on the 22nd there were (16) sixteen entries.

Results of the 21st:

1. Bill Zautner	5. Jack DePace
2. Paul Zink	6. Arnie Wile
3. Pete Reed	7. Bob Barkowski
4. Adam Sattler	

Results of the 22nd:

1. Adam Sattler	3. Tom Castellano	5. Pete Reed	7. Jack DePace
2. Arnie Wile	4. Al Sager	6. Dan Willard	8. Bob Barkowski

Q.P.R.A. News - by Nancy Hager

Well, we had our first race of the season in Ohio, on May 21 and 22. Saturdays are set aside for Quickie 500. We use this event to bring in the new flyers. It seems to work very well.

On Sunday we flew Quarter Midget and Formula 1. We had many eager and new flyers for this race. We had 22 entries in Q.M. and 18 entries in Formula 1. Quarter Midget saw 5 rounds of very competitive racing and when the smoke cleared here's how they stood.

- | | | |
|-------------------|---------------------|-----------------|
| 1. Russ DeWitt | 9. Ben Martin | 16. M. Edwards |
| 2. Bill Weesner | 10. Dave Martin | 17. John Fotiu |
| 3. Bill Hager | 11. Ron Sell | 18. Ron Johnson |
| 4. Gary Villard | 12. Archie Adamisin | 19. F. Shudra |
| 5. Mike Lasker | 13. T. Hottell | 20. B. Edwards |
| 6. Wayne Yeager | 14. D. Sumner | 21. Todd Bailey |
| 7. Dave Keats | 15. K. Hulik | 22. G. Helton |
| 8. Keith Wellbaum | | |

Formula 1 saw a lot of new faces, on of which was Eric Meyers. Eric is by all means not new to Formula 1, but this was his first race in Ohio. Eric had just come from the Bakersfield races and was all ready to race. We flew 5 rounds of Formula 1 and here are those results.

- | | | |
|---------------------------|-------------------|--------------------|
| 1. Bill Hager - 1:15.6 | 7. Vern Scandland | 13. Barney Polzin |
| 2. Eric Meyers - 1:15.4 | 8. Rex Knepper | 14. Wayne Yeager |
| 3. Bill Weesner - 1:27 | 9. Dave Keats | 15. Bill Johanson |
| 4. C. Wilson - 1:27.1 | 10. Bob Hisey | 16. Bob Singer |
| 5. Fred Johanson - 1:32.5 | 11. Art Arro | 17. Allen Booth |
| 6. Jim Gager - 1:25 | 12. Bob Mellen | 18. Jim Cunningham |

Eric's time of 1:15.4 was flown in a race with Bill Hager in which Bill won with a time of 1:15.6. Winning by about 2 feet. You can't always go by the clock. Bill flew very consistently, as his slowest time for 5 rounds was 1:17.5. As the sun set and Eric Meyers left for home a comment was overheard, "Wow! I thought these guys in the O.P.R.A. would be easy."

Most of the fellows are going a little faster this year and it looks as if they put the winter months to good use. Jim Gager turned a 1:25, Allen Booth a 1:28.5 and Bob Singer a 1:21.

At this contest we saw something that should be the answer to the racers' prayers. An audio Tac that does work. With this device we were able to tell what the engines were turning in the air. A very simple device that will be out in July, called the BuzzBee. It is made by the same people that make the Glow Bee Plug.

JULY 8 - 10 2 days of racing PHILA. PA.

**Q M 1977 NMPRA
 eastern championships**

- Warminster Naval Air Development Center, Pa. Turnpike to Willow Grove Exit - North on Route 611 to Rt. 132 East to site.
- Hosted by Valley Forge Signal Seekers, CPPRA & MARA
- NMPRA Provisional Rules - 15% fuel by World Engines - NMPRA Membership Required.
- Schedule:
 - July 8, 1977 - Registration & Social Hour 8:00 p.m.
 - July 9, 1977 - Processing in Matrix Starts 8:00 a.m.
 - July 9, 1977 - First Race 10:00 a.m.

Inquiries & Preregistration

Joe McDermott C.D.
275 Bryn Mawr Avenue
Bryn Mawr, Pa. 19010
215-527-0508

Al Grove
1431 Woodford Drive
Wayne, Pa. 19087
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Quarter Midget Message.

IMPORTANT ANNOUNCEMENT: SEASON POINT REPORTING CHANGE EFFECTIVE NOW!

There has been increasing interest among QM'ers toward wanting an event to determine the National Quarter Midget Champion, and the decision to come from a season list of qualifiers as is done in Formula One. We can reach this goal in 1978, and also improve the reporting within districts for season point scores.

The existing method being used has several drawbacks leading to errors and delays in getting up the scores. As of this writing some 1976 information wasn't complete. Your area AVP tries to contact the Contest Directors of all the races that he becomes aware of in his district. The C/D's have been co-operative, but you must remember the C/D has already handled the contest paperwork and now must relocate the same information so your AVP can give you credit. Paperwork gets lost quickly.

Second problem - Your district AVP has no way of knowing who has just joined NMPRA. As a result you could lose credit for a high point place finish, and this could be the difference of being eligible for finals, or being season top man in your district.

Third problem - Many of you fellows are beginning to roam into adjoining districts for a good contest. Although your AVP tries to catch these out of area results and give you credit, it is hard to know about every event you attend. A rather unfair responsibility, never the less you do deserve to have every point you earn.

Beginning immediately with this issue of the News Letter, you yourself can be sure all your scores are being tallied. On another page there are several contest report forms and an AVP listing. I would suggest going to a Post Office with a copying machine if you have no other way of getting additional copies made, and make enough to last the balance of this season. The next contest you attend, fill in your information and ask the C/D to complete and sign the form, right on the spot. Then it is up to you to remember to mail the form to your district AVP. The results will be posted immediately and if there is an error, such as 2 people winning the same event. The chart will show "TILT".

A few words of caution! Be sure to show your assigned NMPRA number on the form as it identifies your eligibility. If the contest had two QM classes, make certain the number of entries in each class is shown and the class you flew. NMPRA point count is based on total entries, not just the number in your class. Without this information we cannot get a point score and finally be sure the contest name and date are shown with the C/D signing or intialing the report.

One contest exception. By tradition the A.M.A. Nationals have never been scored for your season standings, so you will not need a report from the Nats if you attend.

Best of luck
Leonard Wiederhoeft
NMPRA-QM President

QUARTER MIDGET CONTESTANT
NMPRA - REPORT

To assure proper point credit, complete this form and have the Contest Director verify your place finish and sign report. Mail to your District A.V.P. within 10 days.

Contestant name _____ NMPRA # _____

Address _____

Contest name or location _____ Date held _____

C/D Please complete all information. Number entries in Stand. _____ Expt _____ Total _____

The above named contestant was awarded a _____ place finish. If two classes were held, indicate contestant class.

C/D signature _____

QUARTER MIDGET CONTESTANT
NMPRA - REPORT

To assure proper point credit, complete this form and have the Contest Director verify your place finish and sign report. Mail to your District A.V.P. within 10 days.

Contestant name _____ NMPRA # _____

Address _____

Contest name or location _____ DATE HELD _____

C/D, please complete all information. Number entries in Stand _____ Expt _____ Total _____

The above named contestant was awarded a _____ place finish. If two classes were held, indicate contestant class.

C/D signature _____

QUARTER MIDGET AREA VICE PRESIDENTS LISTING

WEST COAST
AVP: Bob Gillispie
12271 Episilon
Garden Grove, Cal.
92640

Arizona Nevada
California Oregon
Idaho Wash.
Utah

SOUTH CENTRAL WEST
AVP: Charles Monnet
1606 Elmhurst
Oklahoma City, Okl.
73120

Arkansas N. Mexico
Louisiana Oklahoma
Texas

SOUTH CENTRAL EAST
AVP: Greg Doe
110 Bellevue Rd. Apt. 15
Nashville, Tenn. 37221
615-646-5515

Alabama Mississippi
Florida N. Carolina
Georgia S. Carolina
Tennessee

NORTH CENTRAL WEST
AVP: Jack Aycock
1422 Tesia Drive
Colo. Sprgs, Col. 80909

Colorado N. Dakota
Kansas Montana
Nebraska S. Dakota
Wyoming

NORTH CENTRAL EAST
AVP: Dennis Bielick
3013 Mary Kay Lane
Glenview, Ill. 60025

Illinois Michigan
Indiana Minnesota
Iowa Missouri
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AVP: Bob Buzash
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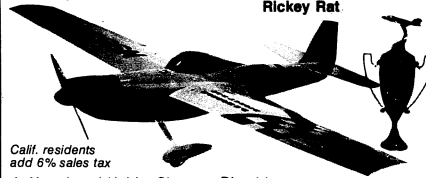
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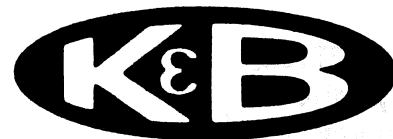
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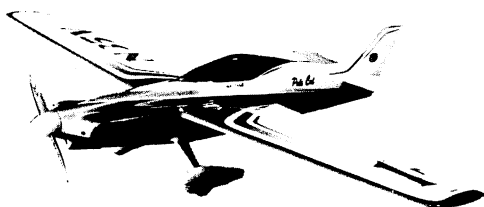
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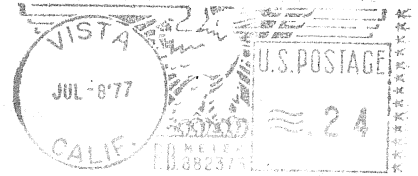
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