



The Pylon Racer's Official Voice

NMPRA

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A Word from the President, Bill Vargas

Hello everyone - I hope everyone is on the road to recovery from the past holiday season and the Winterfest Race at SpeedWorld. That was one heck of a race. My thanks go out to the folks who through their time and effort made the event run so smoothly and successfully.

This is to advise everyone that any APC carbon fiber propeller that is marked 7.4 x 8.0 by APC and has not been balanced or deburred in excess of that allowed by AMA rule is valid for competition until further notice. This does not hinder a CD from deviating from the AMA rules provided it is included in the sanction and all advance publication as required by the general information section of the AMA rule book.

I would like to welcome a new NMPRA District, District 10, and Alex Rotundo, who is our newest VP. Alex and a few of his fellow Racer friends from Venezuela have been making the trip up to Florida in order to take back home with them the "Pylon knowledge" they gather while racing in the States. I had the pleasure of meeting with Alex at this past NMPRA Championship Race in Florida. I must say I enjoyed watching him and his friends' race around the Pylons. They are excellent racers. I look forward to reading his District 10 Newsletter articles. Welcome aboard Alex and to your racing group in Venezuela!

Here is some good news for all you 424 Racers out there. It's time to separate 424 from the 428 class and to give you your own 424 Racers NMPRA Point Standings! The end of the year awards for your top 3 place finishers is going to be something special! A Q500 Shotgun! That's right! The #1, the #2 and the #3 424 Racers who finish in the top 3 will receive a Q500 Shotgun! The rest of the top 20 will receive NMPRA shirts. The Q500 point's coordinator is going to be tracking the 424 points beginning with last months Winterfest 424 Race.

If you want to compete and race for 1 of the 3 Shotguns, to be awarded at the end of the year, you will need to become a NMPRA Member. Membership forms for the 424 Racers can be found at the end of the NMPRA Newsletter or at the NMPRA website www.NMPRA.org

For the 424 Racers who were not NMPRA members at the time of the "05" Winterfest Race you will have a grace period to become NMPRA members. The deadline for you will be MAR 31, 2005 for the points to count so get your membership forms in to BobJ

I know the AMA rule book does not have a published engine list, but I do have a verbal OK from the engine committee to begin the engine list with the TT Pro 40.

I also understand that there are some clubs that are using 46 size engines. Do you think it's fair to exclude them from the 424 standings? My answer to that is NO. Reason: not everyone can run out and buy 40's tomorrow. Also, you can expect that FULL compliance of the 424 rules will be required for the 2006 point season for anyone wishing to race and to collect the 424 points.

I know it is impossible to please everyone using the 46 engine racers, but I want to at least give them a chance or some time to bring their planes up to specs and to become NMPRA members, if they choose to do so.

I want it to be known that only "TRUE 424 RACERS" should get 424 points. Granted, there will be 424 racers who will begin to "dabble" with 428 during the season and that's ok. What I don't want to see is the seasoned 428 and 422 Racers jumping into 424 to steal away the year-end awards. So for the recording of points in 424, it is simple. If you receive points in any 422 Race for the 2005 points season, you cannot and will not receive any 424 points and will not be included in the 424 point standings. If you receive points in 4 or more 428 events for the 2005 point season, you cannot and will not receive any 424 points and will not be included in the 424 point standings.

So with that in mind, who will be the "Top Dog" for 424? We'll find out just who that person is, November 2005.J

See you at the Races!
BV

District 1, Travis Flynn

WINTERFEST! What a contest. The Speedworld Flyers had their best turnout ever with a combined entry list of 74 racers, all arriving with fresh equipment and a healthy dose of Cabin Fever. Many participants left the cold weather at home, arriving to find near perfect racing conditions in sunny Arizona. Perhaps the weather was a little too perfect and a little more wind would have saved a few planes. The "bad air" around pylon 3 contributed to the unfortunate demise of several planes. (Sorry Chuck!)

Early on Friday it was obvious that Winterfest is the place to race as it continues to get bigger every year. I put my plane in line for a test flight and counted an unbelievable 67 planes in front of mine.

The racing was as competitive as always, and it wasn't until the last round where a winner was determined. Gary Freeman JR. (aka Mr. Ed) of Florida ended the 428 contest with the only perfect score, while Winterfest newcomer Bob Ponek topped the 424 competition in his first attempt. Congrats to both of you!

I believe one of the reasons Phoenix racing is so popular is because of the now famous Kachina Dolls. Everyone was eyeing them on Sunday. In the end only the top 3 in APRA and the top 6 in AMA 428 along with the fast-time guys received them. Below I have listed the racers who walked-off with the dolls.

For the racers who were unable to attend, you also missed a lunchtime demo where Randy "Smoke" Bridge of the 2005 US FAI team coaxed his F3D ship past the pits at over 200mph. Other non-race entertainment had Lee Ulinger doing some great 3D flying with his own design electric model, the FoamtanaS. It seemed the spectators as well as the racers enjoyed the lunchtime show.

As always, Randy Dauer, Jim Allen and the SpeedWorld crew did a great job to complete 8 full rounds by 3:30 on Sunday, even with the large number of entries. As promised, here are the racers who have started this season on top...

APRA 424

1st Bob Ponek
2nd Gale Enstad FT 1:31:36
3rd Steve Cook

AMA 428

1st Gary Freeman JR.
2nd Fred Burgdorf FT 1:07:12
3rd Randy Bridge
4th Tony Lopez
5th Gary Freeman SR.
6th Kurt Bozarth

Now that we have finished our Q500 season opener, it's time to get ready for the 1st JR Gold Cup race of the year. The event will be February 26 & 27, 2005. It sounds like it will be another great turnout. Rumor has it that we have competitors coming from 5 different countries. With this being the case... let's not make excuses why you couldn't make it. I am sure it will be worth making the trip so dust off the Q40 and start practicing your laps!

Hope to see you in Phoenix,
Travis

District 2 - Patt Poinsett

Randy Dauer, Jim Allen and SpeedWorld crew for another wonderfully run Quickie race. They do a great, great job!

We had 10 racers and their entourage travel from the Pacific Northwest to compete in Winterfest this year. Our group had a great weekend with many notable moments.

Tom Strom Sr placed 8th overall, out of 64 entered in 428.

Steve Cook placed 3rd in APRA
Bryan Batch raced in 428 for the 1st time and did his own personal best of a 1:08
Big Bruce Racing debuted the T-Tail Quickie - The Taipan - with planes flown by Bruce DeChastle, Dan Nalley and Tom Strom Sr at the contest

BBR planes - The Shotgun, which debuted 1 year ago at Winterfest, and The Taipan took 4 of the top 10 places

The NW has seen a recent resurgence back into the manufacturing of pylon racing models - Big Bruce Racing Products - Bruce DeChastle, is producing the above-mentioned Quickies, as well as The Polecat and the soon to be debuted Sump'N'Else Q-40 planes. Tony Huber and Accurate Models have been collaborating with BBR to produce these high quality planes for all of you. Jerry Small and Bruce DeChastle are also working together and will soon be bringing you The L'il Mike.

Marty Hoppe's Inn=>xs flew at Winterfest and is also manufactured here in the great Northwest.

We are very proud of the products that are coming out of the NorthWest currently. It has been a long time since pylon racing planes have been produced in our part of the country. We are definitely back on the map!

One more thing, and off on a bit of a tangent - a thought for all of our CD's out there. Several racers have mentioned to me and I have pondered this one myself... Since we started using the color bands on the wings for our races and remaining in the same lane for the entire race one situation continues to occur. Due to the fact that you always have the same lane

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District News



District 2 - cont'd

judge for the entire contest you can either be handicapped or receive a definite advantage due to that person's experience on the course and/or quickness on the button. Wouldn't it be more "fair" to have the judges in Pylon 1 rotate every so many heats – say a 7th inning stretch or musical chairs – to make sure that no one lane receives an unfair advantage or disadvantage? Just a thought.....

Blue skies to you all!
And see ya on the course –
Patt – 22e
Nalley Racing Team

District 3 - Richard Moldenhauer



More winter racing in District 3, Calgary, Alberta

Another short report from District 3 up in the Great White North. Winter Club 20 racing continues with all the usual suspects. Even some of the indoor electric guys are beginning to set up some PVC pylon poles and do some friendly laps with the Foamies. Funny how that competitive nature in all of us takes over....

I have an interesting rules question for the general membership to ponder during these cold winter nights. My question involves the definition of a pylon cut. When is a cut a cut? Before you jump to conclusions... think about it.

Here's the scenario: A model, flying above pylon #3 flies in a path such that the left wing panel is inside the pole and the right wing panel is outside. Is this considered to be a cut? Now, when I look at the AMA pylon rules Addendum A, section 6 states the following: "A turn is legitimate (i.e., there is no cut) if any part of the aircraft goes outside and around the pylon. If there is any doubt about a possible cut, the pilot should be given the benefit of the doubt."

From this, it appears that in the above scenario, a cut should not be called. Personally, I feel the entire model must be outside the pylon; however that's just my opinion. Now consider a second scenario.

A model on its ninth and final lap approaches pylon #3 and hits the pylon with its left wing panel. All but approximately six inches of the left wing tip crosses the finish line. Is this considered to be a cut, and has the plane finished the race with points to be awarded for the heat?

I will leave you with those two questions to ponder. Please email me or post your thoughts on the NMPRA web forum. This way, I'll find out if any of you are actually reading what I write.

Randy Smith for Richard Moldenhauer
Pylon.guy@shaw.ca

District 4 - John Williams

Well the Winterfest has come and gone again for the 13th time. From our local district we had 4 flyers make the trip down through the snow and ice packed roads of Raton Pass. Well 3 out of 4 made the drive. Doug Clancey and his wife Mish decided to play it smart and fly down. I wished I had flown down this time as the weather and closed roads proved to be a nightmare as far as road conditions go and it added 6 hours to my already long 14 hour drive.

This year Colorado was able to perform fairly well, Brian Neff, Kurt Bozarth and myself all set personal fast times of 1:10 for Kurt and Bryan and a personal best of 1:08 for myself. At one time all 3 of us won our heats and were all in the top 10. Bryan Neff decided he would outsmart the rest of the racers and fly below them in the fast clean air that lies around 3 feet high, he must have forgotten the cages are about 8' high and pylon cage #2 reminded him of this fact along with its ability of 9 gauge steel link fencing to beat glass and epoxy every time.

Saturday had its share of mid-air and touch and stays, I saw 3 of them happen myself and watched helplessly as Fred Burgdorf, Travis Flynn and Gino Del Ponte all got bad air while flying low and went straight into the ground. This allowed Kurt Bozarth to move up and before we knew it Kurt had won his last heat and was in a tie for 6th place with Jimmy Allen. Kurt decided to fly it off with Jimmy and after a

clean race horse start, Kurt and Jimmy were dead even on the run to pylon #1. As they both rolled up to knife edge to pull, Kurt bumped into Jimmy knocking him off his line and another 100 feet past #1. Kurt unfazed pulled and took the lead and the win for 6th place and a nice trophy. Way to go Kurt!!! At the end of the day half of the Colorado racers had made it into the top ten and as far as I know this is the first time that has happened. Congratulations to Kurt and Bryan and Doug for bringing home their airplanes and showing good sportsmanship and teamwork. It sure is nice when all the hard work and practice pays off.

Another topic that came up during the contest was the airplanes, the cost and the availability. Racers seem to want the planes that end up in the winners circle and right now that is interestingly enough tied in the picture with 3 Shotguns, 3 Vortexes and 3 Neme-Q's. The wait time on the Vortex is long, very long, and then the Neme-Q is about 4-6 months out and then the Shotgun is a month or so out. If you do not like the Shotgun then you are in a fix. Say you crashed 2 planes at Winterfest; you could not get another or 2 by the time of the Nats this year. It is a little concerning to me that there seems to be only a select few airplanes to choose from and the availability is not there, what does one do??? This is a tough question to answer. I hope it does not reach the point where we loose racers because of the fact that the top planes in Q-500 are so limited. Would you want to go down and fly at a big contest with a woody? If not you will need to get on a list soon, I feel even Bruce De Chastel with his Shotgun may get overwhelmed with orders before long and he too will have 20 or more on the list and a 6 month waiting period. These are just my thoughts and opinions on the current situation and hopefully there will be more airplanes available in the near future. Until that time, good luck in keeping your number one airplane ready to rumble.

The first gold-cup race is fast and coming and I hope we will have the same good racers show up for this one and make a good showing as well. People are struggling to complete their Q40 racers in time to test fly and dial them in before the race in February. This years Winterfest left little time to practice on Friday as the line was 65 people long and about a 1.5 hour wait. If we had not dialed in on Thursday, we would not have been near as ready I am sure. I think the racers in Colorado are in a disadvantage because

JR Gold Cup Series 2005

February 26/27 Phoenix, AZ

May 14/15 Ft. Lauderdale, FL

June 4-5 Bowie, MD

**Two dates to be announced at a
later time**

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District News



District 4 - cont'd

of the altitude, if you do not allow enough time to dial in the throws and trims at sea-level, then you may be in for a long ride as you struggle to find that perfect set-up at the end of each heat. More news to come after the JR Gold Cup race in Phoenix. If any district 4 members want to come down for the best racing in the world, please join us in Phoenix on February 26th and 27th, Until next time,
John Z Williams

District 5 - David Norman

Getting ready for the Winterfest as I write this article. Still trying to figure out the best way to ship my stuff from Minnesota to Phoenix without anything being late or damaged. If you have never made this mid January trip, I would highly recommend it. Other than the Nats, you will never fly through a tougher crowd than what gathers for this race every year. It is also a good time to talk with some of the newer racers who are getting into APRA 424 and help them out.

I thought I would talk a little bit about setting up the center of gravity on your racers. There are a few different schools of thought on this, but I'll just describe what I like in a proper cg. I primarily use the cg to adjust for drift, what I mean by this, is that if you put your plane on knife edge and fly it directly at yourself, does it drift slightly to the canopy or landing gear as its coming towards you? That is what I call drift, and I'll explain one reason why it happens. If your plane is slightly nose heavy, in level flight you have to compensate for that nose heaviness with up elevator trim. This is great when you are flying level, but as soon as you roll to vertical that slight amount of up trim will cause your plane to drift slightly to the canopy. To me, there is nothing worse than making a great turn on #1 where you are lined up perfect coming to #2 and to have your plane start to float in on you. When this happens, you are stuck with pushing the plane out with down elevator, which many racers are not all that comfortable doing. Conversely, if you are slightly tail-heavy, you need to compensate for that with down elevator trim. When you roll vertical, your plane will drift away from you. This is frustrating, because you will be giving up the inside track, and flying a longer course. Drift can be controlled by simply moving the cg forward or backward; depending on which way the plane is floating on you. I know many people that use the cg to adjust for level flight in knife-edge, but to me,

controlling drift is more important than the speed loss due to a couple clicks of rudder. When you consider that you will be negating elevator trim, in trade for rudder trim, it is really a wash anyway. Not that my way is the best, but it seems to work best for me. I absolutely hate adjusting my #1 turn to compensate for a plane that drifts. I like them all to be the same, and eliminating drift is the easiest way for me to make consistent #1 turns.

Earlier, I mentioned pushing a vertical plane away from you when coming in to #2. This is a skill I highly recommend the newer racers work on, and perfect. When I test fly a new racer, I set up the throws per the manufacturer recommendation to get through the first few flights. As I start to dial in the throws to exactly where I like them, I slowly reduce my down elevator throw. I get it so low, that when I'm coming into #2 a little inside, I can simple push full down elevator and the plane will slightly float out without any drastic maneuvers. This can be very handy if you pull a little too hard on #1.

The last thing I would like to talk about is the NMPRA Championship race for 2005. There has been a lot of talk of having it in either Texas or Arizona. There is no reason the Muncie site should not be considered in the rotation for this race. Its centrally located, has the best course layout, and runways of any field I have every raced at. The only real issue we have with Muncie is that we need a CD to organize and run the race. There are several district 5 members that have already agreed to help out, but we need a central person to lead this thing if we want to be considered for the race. If you are interested in pulling this together, please contact me and I will push for Muncie as the site for the 2005 NMPRA Championship race.

Thanks, and keep on building.

Dave Norman
NMPRA 29w

District 6 - Steve Baker

What can I say? There's 6+ inches of snow on the ground, and thoughts of yelling "Ready, TURN!" seem absurd. It's winter funk time in the Mid-Atlantic region. I'm certain that once the thermometer makes its way back up to reasonable temps, we'll once again get consumed with the urge to test and tune our racers.

The PGRC has made a change to the racing schedule. We have moved our first 424/428 contest from April 30th to its' new date of May 14. Mark your calendars accordingly.

Racing news is a little slow this time of year, but I did receive a note about the availability of carbon gears I wanted to pass along. For those of you interested in owning a carbon fiber landing gear for the Q-40 Polecat designed by Bruce DeChastel, Pete Reed is currently offering one that weighs a paltry 23 grams for only \$25.00 postage paid. Contact Pete via e-mail at Grent@juno.com or by mail to 416 Gilmore Pond Rd., Jaffrey NH 03452. Pete has sold other styles in the past as well. I own a Dodger I fly in 424 with one of Pete's carbon gears that's still hanging in there after 3 years of hopping-Dodger landings, so I know they're sturdy.

John Albritton is now selling an aluminum backplate mount suitable for the Thunder Tiger .40 used in the 424 event. The bolt pattern to attach it to the fuselage is a 3-hole pattern that matches the Edmunds soft mount. This mount is designed to accompany the rear cover of the Thunder Tiger. It comes complete with mounting screws for \$16.00 postage paid. Contact John at arpln298@yahoo.com or by mail at 503 Orrin Dr., Vienna, VA 22180. The mount also fits the Nelson/Jett/Edmunds .40 engines, as long as you use it with the Q-40-style rear cover.

On a more solemn note, over the holidays our club lost 2 very important club members. Charter member Lloyd Charles passed away after a long illness and hospitalization. Lloyd often came out to help our club run its events, including pylon racing. He came out to the field almost every weekend the weather was good, if just to hang out and take in the smell of glow fuel and join in with the banter of modelers tinkering with their planes. Lloyd was a real gentleman that the club will sorely miss.

In addition to the passing of Lloyd Charles, John Albritton lost his younger brother Tim on New Year's Day. Tim was a PGRC member and almost always came to help out at our pylon races, working the #3 pylon. He was planning on competing this year in the 424 class of racing.

Tim and John were somewhat of a model airplane phenomenon back in the late '50's and early '60's. Their dad used to set them up to compete in U/C stunt and combat



District News



District 6 - cont'd

contests when they were only 4 and 8 years old.

Last Spring, John and I were out at the field preparing for the first Quickie race of the season. An older fellow we didn't know was also at the field, preparing to fly a large sport model. John chatted briefly with him as he was putting his club card in the slot for his channel. A moment later, the man followed John to where we were working on our racers. Out of the blue, the man asked John if he was one of the 'Albright brothers'. Apparently the man had remembered seeing John and Tim compete together some **45 years earlier** and, just on a hunch, thought he'd ask if John was one of them. The question absolutely stunned John, but it really struck me as a true testament to their early modeling notoriety. Tim got a kick out of the story when we shared it with him.

The PGRC will miss them both.

Steve Baker
AMA 68276
NMPRA 15R

District 7- Tom Dobyys

No report filed

District 8 - Dennis Cranfill

No report filed

JR Gold Cup/Q40 VP-Randy Bridge

Hope everyone up north is making it through the cold season. We see on the news that you have been pounded by some nasty weather, and we all hope everyone is doing okay. I have been finalizing the last details for sponsorship concerning the JR Gold Cup series, and I should give a big thanks to Darrol Cady for helping things come along a bit quicker.

There hasn't been much racing out here in Dist 7, but things should start picking up fairly soon. I went out to the Q500 Winterfest this last January and had a blast. Randy Dauer, Jim Allen and crew did a great job handling 74 entries, and getting in 8 rounds.

We are still looking for a fourth JR race to be held somewhere (NOT on the east coast). We need to schedule a race in the fall, I'm thinking around September. We will book that date with regard to the Championship race so that it doesn't conflict with those dates. And if we only have three JR races, then we will use the NMPRA Championship Race as a points paying event. If anyone is interested in hosting a JR, please let me know. The sooner the better, so that those that have to travel far can make plans well in advance.

Lastly, I know that the Ft. Lauderdale race and the Bowie race are only 3 weekends apart! I certainly accept all repercussions of that. But unless we move the Bowie race to the fall, these dates will remain as booked.

Here are your JR Gold Cup dates as booked:

February 26-27, 2005 Phoenix, AZ
May 14-15, 2005 Ft Lauderdale, FL
June 4-5, 2005 Bowie, MD

Happy Left Turns,
Randy Bridge

Quickie 500 VP - Barry Leavengood

Well, against my better half's recommendation (putting it mildly) I let Bill suck me back into a high paying and personally rewarding NMPRA VP position. This time around I will be the Q500 VP. My job is tracking national Q500 points. I am taking over from Gary Freeman JR. who, as I'm sure you all are aware, did a great job.

For any of you who don't know me, my credentials are as follows: NMPRA Q40 VP 1998-2002, F3D Team Manager 2001, Valley Flyers President 2000-2001, Valley Flyers Foundation President 2000-Present, Active CD and Co-manager of the Western Pylon Series (with Jim Allen). I have been flying RC since late 1996 and racing since 1997. Sonia, my wife and caller, and I currently race 422, 428, Slo-Quickie and 25 size T6

So much for the foo-foo stuff. I just turned 60 and sometime in the past couple of years turned in to a grumpy old man who neither has the time nor patience to put up with District VP's and competitors who don't do their jobs. I expect the district VP's to provide race results in a timely manner. In order to compile the points correctly I need the following data:

District number,
Number of entries,
Contestant placing
Contestant NMPRA number.

All VP's should be in contact with event CD's to ensure results are forwarded to them in a timely manner and then to me. Competitors should speak to their event CD to ensure results are forwarded to the VP's. If these simple procedures are followed, things will go smoothly for us all. If not, I'm sure there will be considerable whining at year-end because of missed points and mistakes. It's up to you!

I'm looking forward to working with Bill and the rest of you and hopefully we can all work together to improve the NMPRA and pylon racing both at the local and national level.

Barry

NMPRA Nats VP-Mike Condon

No report filed

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