

FORMULA FORUM



THE IF1 JOURNAL



JULY/AUGUST 2011



IF1 INC.



Formula Forum © 2011
International Formula One
Pylon Air Racing, Inc. All
rights reserved.

Formula Forum is the official
publication of International
Formula One Pylon Air
Racing, Inc., a Texas non-profit
corporation. Member of the Air
Racing Council of the United
States. Published bi-monthly.

DISCLAIMER

Articles appearing herein may
be edited and are the opinion of
the authors and not necessarily
the opinion of IF1 Inc.

FORUM
CONTRIBUTIONS

Send contributions to:
Editor, Lista Duren
3233 Via Alicante #48
La Jolla, CA 92037
Phone: 858-452-7112
Cell: 858-442-1811
E-mail: lduren@pacbell.net

All contributions remain
property of Formula Forum.

MEMBERSHIP

Membership in IF1 is open
to pilots, owners, crews and
technical people active in
Formula One Air Racing for
\$60/yr. Anyone may join as a
non-voting Associate Member,
\$35/yr. Applications available
from the secretary or on-line.

RULES

For IF1 Technical and Procedure
rules, check on-line at:

WEBSITE

www.if1airracing.com
Jim Cunningham, Webmaster
jjam_n262@netzero.net

COVER PHOTOS

Top: Brian Reberry prepares rookie Bill Parodi to fly
N-A-Rush. *Photo by Naomi West*

Center: IF1's PRS participants. *Photo by Naomi West*

Bottom Left: Crew chief Kevin Broughall readies
rookie Stephen Partridge Hicks to fly Miss USA.
Photo by Naomi West.

Bottom Right: Instructor Kirk Murphy tours the race
course with a PRS student. *Photo by Ken Linde*

EXECUTIVE COMMITTEE

DOUG BODINE
President
6299 East Highway #44
Rapid City SD 57703
605-393-7112
president@if1airracing.org

BRIAN REBERRY
Vice President
4632 W. Garden Court
Boise, ID 83705-3985
208-724-6841
brian@reberryaairracing.com

DAN PETERS
Secretary/Treasurer
1438 Morningside Dr,
Longmont, CO 80504
720-308-1596
dan@route66raceteam.org

DIRECTORS

JAY JONES
Promotions Committee
Chairperson
P.O. Box 761
Buena Vista, CO 81211
719-661-4484
Quadnickelracer@gmail.com

**Note corrected email ad-
dresses for Jack Suierveld
and Jay Jones*

TOM DEHART
Technical Director
5220 Walton Dr.
Klamath Falls, OR 97603
541-882-1589
flyfastflylow@fireserve.net

BOB BEMENT
Operations Director
7320 Old Stage Trail
Kelsey, CA 95667
530-622-1434
rbement@wildblue.net

KIRK MURPHY
Pilot Committee Chairperson
6140 Christa Lynn Pl.
Prescott, AZ 86310
928-710-3105
murphyk79@aol.com

JOHN HOUSLEY
Technical Rules Committee
Chairperson
1020 Chesterfield Forest Dr.
Chesterfield, MO 63005
314-518-8542
f1race43@gmail.com

TOM WATKINS
Procedure Rules Committee
Chairperson
10120 Brookpark Blvd. #313
Calgary, Alberta T2W1E1
Canada
403-607-8457
ezetom@gmail.com

CONTENTS

3 State of the Union Executive Board

4 Profiles from PRS 2011 Naomi West

- Lowell Slater (p. 4)

- Bill Parodi (p. 5)

- Stephen Partridge-Hicks (p. 8)

4 Calendar

6 IF1 at PRS 2011 Brian Reberry
photos: Naomi West and Ken Linde

10 IF1 Marketplace

In the spirit of open communication and transparency, this article was written to give you, the membership, an idea what has been happening behind the scenes during the past year. Your current board of directors has been very busy trying to become a smooth running, organized, and responsible organization. This has been no small task!

First, we would like to bring the membership up to speed on a few key issues that have escalated into a very serious matter.

In September of 2010 Dan Peters took over as Secretary Treasurer. During the transition, Dan was not given sufficient documentation in order to bring the membership into compliance. He was merely provided a box of miscellaneous and outdated papers that was relevant a few terms ago. Now this might not seem like that big of a deal until you realize that there were no meeting minutes, no current membership lists, no financial reports, no tax info, and no banking information.

Let's look at the seriousness of a few of those items:

No tax information: There are no IRS tax filings for the past few years. As a result fines have been assessed! At this time, we are working with an accountant and doing our best to resolve the matter.

Banking: Without financial reports or minutes, there is no way of knowing exactly how much capital Formula One should have. Bank statements you say? They are missing too! With that, only one person was put

on the bank account and it is in his name only! We have tried through several channels and the account is untouchable without that person. This is where the big problem comes in. Your Formula One board, through every possible channel, has not been able to locate or receive contact back that individual. For close to a year now, every address, phone number, friend of a friend, certified letters, and even 'in-person' visits to the bank by Smokey with notarized paperwork have yielded nothing.

By piecing together all of the available information, we believe there is close to \$15,000 that is unaccounted for.

What does this mean for moving forward? In accordance with our bylaws, it is your board's job to protect and operate in a manner that is best for Formula One. Whatever legal action we take will be within our bylaws and guided by professional legal counsel.

Moving forward: First, you must understand that Formula One as an organization is solvent and will survive. To get through this, like any company in lean times, we might have to tighten our purse strings, volunteer more, and be creative. We need participation. If you are on the fence about racing this year, please stop hesitating and join in! Also remember that membership dues are an important aspect of our financial solvency, so please be sure to pay your dues and update your membership account if you have not already done so. Contact Dan for any information or to make a payment. Every little bit helps!

See you in Reno!

— *Your Executive Board*

Doug Bodine



Photo by Bill Rogers

Brian Reberry



Photo by Bill Rogers

Dan Peters



Photo by Birgitta Nurmi

Three students completed PRS with the intention of racing in the Formula One class this September: Lowell Slatter, Bill Parodi, and Stephen Partridge-Hicks. Their profiles appear on pages 4, 5, and 8 of this issue. Additional coverage of current and former IF1 members appears on pages 6 and 7.

LOWELL SLATTER



Photo by Naomi West

Lowell joined EAA as a teenager and remembers reading about the legends like Ray Cote (*Shoestring*), Bob Downy (*Ole Tiger*), and Bill Falck (*Rivets*), while growing up in Twin Falls, ID.

Lowell learned to fly in 1969. He worked 11-years as a crop duster in Idaho, Oregon, Washington, and Georgia; spent 20 years in the airline business; and currently flies a single engine air tanker (SEAT) fighting fires. Between the crop dusting and fire bombing, he's used to flying at low altitude. He also flew the B-29, B-24, and C-46 for the CAF.

In 1982, he finished building his 300-HP *Acroduster Too*, a two-seat aerobatic biplane which he still owns and flies.

Lowell never did get over his teenage obsession for air racing and has been an IF1 member for the past seven years. He lives in Brookville, OH and owns the Brookville Airport.

He first came to the Reno National Championship Air Races in the early 70's when he and his Dad flew down to Reno to see the races. His first "hands-on" in air racing came when he crewed for Carl Swenson on #17 *Annie* in 2006 and 2007.

He attended PRS in 2006 when he was building IF1 racer #31 *J-Gal*, which turned into a 5-year project. That was the first year of John Housley's great presentation and Lowell says that it has evolved since then to be even better. Sadly, in February 2011, just as it was about ready to fly, his racer *J-Gal* was destroyed in a hangar fire.

Several years ago, Lowell had visited Dan Gilbert who had let him sit in his nearly finished one of a kind racer. Dan had started his project about ten years ago, but had never flown it. Lowell phoned Dan to see if the airplane might be for sale and it was.

Lowell purchased the new racer, a DG-2, from Dan three weeks before PRS. He has been busy tinkering with it, getting it ready for the airworthiness inspection. Before he can race in September, he needs to fly the plane for the required test period and do the check ride for the pilot qualification.

The DG-2 Lowell purchased is the second racer that Dan Gilbert has built. It is based on the DG-1, a design that has been proven by both Dan Gilbert and Charlie Greer. (Dan raced the DG-1 as #39 *Shadow* from 1996 to 1999 and Charlie Greer raced it from 2000 to 2006 as #69 *Miss B Haven*).

The DG-2 fuselage is similar in shape to the DG-1 but slightly smaller. It has a 23-ft wing span and a unique wing design with a plan form that the designer describes as curvilinear. The airplane is registered N390DG and it will be fielded as #31 *Fraed Naught*. Lowell is very pleased that Dan plans to be a very important part of the crew in September.

2011 Calendar

Now	2011 National Championship Air Race (NCAR) Race Entry Packet available at www.airrace.org/for_pilots
Jun 30	NCAR entry deadline
Jul 29	NCAR final paperwork deadline
Sep 10	Tech Inspection starts
Sep 11-14	Practice and qualification
Sep 14-18	Reno National Championship Air Races

Bill has been a recreational pilot for about 18 years. His aerobatic friends introduced him to racing. He came to his first Reno National Championship Air Races in 2008. When he attended PRS in 2010, he had just bought N-A-Rush from Brian Reberry. This year Bill brought the plane to PRS to complete his pilot quals and practice on the race course.

Bill lives in Madrid, Spain. His company, UAV Navigation, has developed an advanced telemetry system for Red Bull races which have only one plane on the course at a time. The system displays the combined competitors' telemetry information to the spectators. This year the NCAR Sport Class is using UAV Navigation telemetry to show crew and spectators what's happening in the planes during the race.

Bill's crew chief, Alvaro Navas works for him at UAV Navigation, but Alvaro points out that when he takes charge of the plane at Stead Field, then for the duration of the races, he becomes the boss!

Bill had some doubts about entering into racing after a good friend with lots of experience miscalculated his altitude and was killed in an aerobatic accident. His concern was if a person with that kind of skill and experience could be killed in this sport, what chance would he have?

But he talked with an older friend who told him that when you get old, you have a lot of time to think about the things that you really wanted to do but didn't. "Don't have regrets," he said, "go buy some insurance and go race!" Bill took this advice to heart. Now he's ready to rock and roll with no regrets!

Bill built his first plane, took aerobatic training, and even took a trip to parachute out of a plane just to learn the experience in case he was ever put into a position where he needed jump. Bill does have an innate fear of heights, but interestingly

enough flying and aerobatics don't bother him. It's only when he looks down from a tall structure or jumps with a parachute.

At Reno, he thinks how legendary this place is and about all the people that have raced before him. He thinks about the people that supported him and not letting them down. But when the canopy closes and he's in the start position, all that goes away and it's just him and the airplane.

Once in the air, his mind clears and he totally focuses on the three crucial aspects: 1. How the engine is running. 2. Maintaining altitude, and 3. Following the race course. Everything else is irrelevant.

Pulling G's on the pylons, he instinctually knows this is his "reason for being." He says, running the race course is a total rush but you still have to have a constant reality check—while grinning. After landing, all the pre-flight thoughts come rushing back, but he does have the biggest grin.

One thing that he did note during the flight was that he was so focused on following the trajectory of the vertical and horizontal that he wasn't able to monitor the engine and gauges as he would have liked. But, he believes that, with more practice time on the course, the trajectory will become more second nature and he can be more in-tune with the plane and the engine.

Bill looks forward to spending as much time as he can running the course.

BILL PARODI



Photo by Naomi West

When you get old, you have a lot of time to think about the things that you really wanted to do but didn't.

Crew Chief Alvaro Navas (left) who works for Bill Parodi will take charge of N-A-Rush at the races in September.



Photo by Ken Linde

IF1 Rookies and

Hi all, Rookie school was a success. Mr. John Housley and Mr. Kirk M... possible without your great help and h...

This year we officially had five rookies. Guillermo (Bill) Parodi and Lowell S... returned for a refresher since they both...

Stephen Partridge-Hicks, Mike Dutton... the rookies!

Returning racers included Tom Watkin... intention of 'getting course time'

Everyone did a great job and had a saf...



Photo by Ken Linde

△ **Stephen Partridge Hicks** flew #40 Miss USA at PRS

◁ **Bill Parodi** flew #36 N-A-Rush



Photo by Ken Linde

Tom Watkins practiced flying the pylons in #20 Pooder ▷

Thom Richards appeared this year in Unlimited #38 Precious Metal ▽



Photo by Ken Linde



Steve Senegal ▷ IF1 champion in 2010 flew the Sport Class pylons in his Super RV8.



Photo by Naomi West

▲ **John Parker**, IF1 champion in '77, '79, and '80 brought his Sport Class Thunder Mustang to PRS. ▷



Photo by Naomi West

Photo by Naomi West



Photo by Naomi West



Photo by Naomi West

and Alums at PRS 2011

as usual this year thanks to the hard efforts of Murphy. Thank you both as this would never be hard work!

as with two of those being returning rookies. Slatter had been through school before but should have airplanes there in September!

n, and Kevin Anderson finished out the list for

ns and Phillip Goforth. Both with the

fe week!

— Brian Reberry



Photo by Ken Linde

▲ Philip Goforth was seen flying Holbrook Maslen's #44 Judy



Photo by Naomi West

John Kokshoorn, who raced IF1's #12 Outrageous in 2008, returned this year in Jet #11 Screaming Eagle.



Photo by Naomi West

Scott Krause, who sponsored IF1's Miss USA team in 2010, is flying in the Jet Class in 2011.



Photo by Naomi West

Brian Reberry straps Bill Parodi into N-A-Rush.

Naomi West

Naomi West

Photo by Naomi West



IF1's PRS Class: Tom Watkins (pilot/owner of #20 Pooder), Bill Parodi pilot/owner of #36 N-A-Rush, Alaro Navras (Bill Parodi's crew chief), Stephen Partridge Hicks (SPH, pilot of #40 Miss U.S.A), Kirky Murphy (instructor), Kelly Hathaway (guest of SPH), Kevin Broughall (crew chief for SPH, also known as Chief Spanner Monkey), Philip Goforth (pilot), John Housley (instructor), Kevin Anderson (PRS student). Not shown are students Mike Dutton and Lowell Slatter.

IF1's PRS 2011 Graduates (continued)

STEPHEN "SPH" PARTRIDGE-HICKS

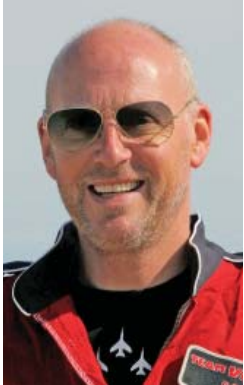


Photo by Naomi West

He admits to having a "bad aviation addiction" and has fed it well over the past 15 years or so.



Photo by Naomi West

Kelly Hathaway is a core member of SPH's "blondetourage" and Team FLIRT (Florida International Racing Team) which includes Thom Richards flying the Unlimited Precious Metal and Lachie Onslow flying the Iskra Onslaught in the Jet class.

Stephen, known universally as "SPH", was born in London and has lived in England all his life apart from a short spell at "the other Cambridge" when he went to Harvard. His interest in aviation started at age 10 when presented with a school project to build a glider from balsa wood and glue. He launched his carefully constructed glider from the roof of the school to see it turn upside down and spiral straight into the ground. Despite numerous modifications it never really flew. But the head teacher's glider gracefully soared, circled twice, and gently landed. SPH was hooked and determined to fly himself one day.

At 16, SPH went to Losiemouth in Northern Scotland, an RAF base operating F4 Phantoms, to learn to glide as part of the school's Combined Cadet Force (CCF). He first soloed in light drizzle with the Phantoms taking off with full reheat on a parallel runway. At 17 the CCF was providing regular air experience flights and his first taste of aerobatics in De Havilland Chipmunks. And at 18 he got his first flight in a Jet Provost, out of RAF Shawbury in the West of England, where the jets were used to train radar controllers. After 45 minutes of procedures the pilot took him for some proper jet aerobatics. Looping through a thin layer of cloud into the bright sunlight and blue skies above thoroughly impressed him, and he promised himself "one day" to fly one of these beasts himself.

As a student in 1976, he was too broke to fly proper planes, so he started hang gliding. This became a lasting passion—he has since flown hang gliders all over Europe and in the US.

Hang gliding evolved from simple ridge soaring into thermal flying, to cross country distance flying, to racing round courses into goal fields as part of a team. But not all the planet has suitable hills

that face into wind – much of it is flat, especially East Anglia where his family lived. The group he flew with imported winch towing of hang gliders in the early 1980's, initially with a "pay-out" winch and then with a more conventional "pull-in" winch with a VW engine and two drums of wire. This had its limitations and so the group went off to Hungary to learn how to aerotow in 1986. One thing led to another and having learned how to follow the tug and clip off into lifting air, SPH was pretty soon flying the tug himself. This was the primitive "twin Trabant", a locally made microlight wing powered by a 'trike that had two East German Trabant engines bolted together. It produced so much smoke that the hang glider pilot could often not see the tug, only the tow line that disappeared into a cloud of smoke! Back home he got his microlight pilots license and was soon one of the regular tug pilots on the hang gliding field.

Much later, in 2003, he was a member of Great Britain's World Championship winning three-man team at Lake Chelan in Washington State, flying his Swiftlite, a 42' span foot launched glider, a sort of ultimate hang glider, which can be looped (!) and has a 23:1 glide ratio.

These days, SPH lives and works in London where he is the co-founder and a managing director of Gordian Knot an asset management company. He spends his weekends in the East Anglian countryside at the family farm, part of which has unsurprisingly become an airstrip. This is where he keeps his toys. He admits to having a "bad aviation addiction" and has fed it well over the past 15 years or so.

SPH purchased his dream Jet Provost in 1998, but the CAA took a dim view of a microlight and glider pilot racing about the countryside and flying aerobatics in an ex-military jet (even it was a trainer). So

he bought an RV-4 to get his SEP PPL and to learn both how to fly a tail dragger and do basic aerobatics. The jet conversion soon followed. Then he set about building an RV-8 as a “proper transport plane” and formation school and proper aerobatics came next. Somehow he acquired a Yak 50, which has become his primary solo aerobatic display plane.

The aged Jet Provost was finally retired for scrap (and furniture) in 2008 and so he bought a Strikemaster (a grown up JP with a bigger engine and hard points for underwing stores, built in 1974), which is flown in formation with a team of four. He is currently completing his conversion training to fly the Gnat, a late 1960’s swept wing, fast jet and is close to completing the six year restoration of a Mk 17 Seafire, the Griffon-engined, naval variant of a Spitfire. He feels that his aviation addiction is “almost complete”.

SPH met Thom and Maggie Richards in 2003 when he went to Kissimmee, Florida to fly the P51-TF two-seat Mustang “Crazy Horse” and then discovered Thom’s Warbird Adventures T-6 flight school across the airfield. He was soon booked into an annual course of the T-6 (acquiring a US FAA PPL, and doing both helicopter and IR training along the way) and he and Thom became great friends.

SPH finally made it to Reno in 2010 on his third attempt and persuaded Thom Richard to let him fly his Formula One racer #40 *Miss USA* in the 2011 season. Another good buddy, Tim “Indiana Moose” Manna, ex-US Navy P3 driver and aviation archeologist extraordinaire, who is managing the Seafire restoration, collected *Miss USA* in Florida and drove it out to Reno so SPH could take it on the course at PRS. “The Moose is a complete hero and will be on the team in September for sure” reports SPH.

A father of five from two previous



Photo by Lista Duren

Stephen Partridge-Hicks (SPH) sat in the cockpit of Miss USA in the IF1 pit last September and persuaded his friend Thom Richards to let him race her in 2011.

marriages, he now feels truly blessed to have the lovely and supportive Miss Kelly by his side. She came out to PRS and will support the team at the races, too.

Looking ahead, SPH says that he can see following in Thom’s footsteps, with a couple of years flying in IF1, and then some time in the Jet class before bringing the Seafire out to race in the Unlimited class. For now, though, SPH, exuberant from his first time on the IF1 course, described the experience as “bloody marvelous!” and said that as a pilot he was “born for this!” His final comment was “God bless the FAA for allowing us to do this!” Rare praise for the FAA from an overseas visitor who clearly loves his flying.

“God bless the FAA for allowing us to do this!”

Crew member Tim “Indiana Moose” Manna drove the plane to Reno so SPH could fly the pylons at PRS.



Photo by Naomi West

IF1 Marketplace

AIRCRAFT FOR SALE

Prior to purchase of any aircraft, please contact the Technical Director for any IF1 rules or compliance items that apply.



F1 Race 98

F1 Race 99

Accepting best offer on both aircraft including: almost new Lycon engines, 3 Twisted Composites props and wood sport prop.

Contact:
John Hall
210-241-7378 or
via email:
jhall@jetav.com

Miss Demeanor, N96SR, Race 96 Race ready FLYING Formula One: Battery, Alternator, Starter, GPS, GRT EIS, MicroAir Radio and encoding transponder, NEW CYLINDERS AND PISTONS IN 2005, ENGINE OVERHAUL by LyCon in 2006 W/ NEW CASE, CRANKSHAFT, VALVES, ETC. Twisted Composites race prop. Sturba cruise prop. Uninstalled tapered horizontal stabilizer and elevators, produced by Craig Catto, designed to fly with Miss Demeanor's tapered wing. Sport fly during the year, race at Reno in September. Win the Silver, fly in the Gold! All for \$35,500. Contact: **Steve Senegal** (650) 346-6967
ssenegal@sanbrunocable.com



PROJECT PARTS & PRODUCTS

RACE PROP FOR SALE

Twisted Composites 54 x 66 composite racing prop, \$1800.

Contact Smokey Young 909-614-3576 or email smokeyshra@aol.com

CASSUTT PROJECT

Stock wing, aluminum gear, Cleveland brakes.

Contact: **George Budde** (405) 733-1449
patbudde@earthlink.net

Formula 1 racing treasures accumulated over almost a decade of air racing. Too much to list... Your choice: Various Twisted Composite Carbon props; DeMuth and other wood props; Cato props; Carbon Spinners; Carbon and Aluminum Spinner Bulkheads; 4" to 8 5/8" Prop Extensions and misc. Spacers; 4 into 1 Exhausts; M40J and other Spark Plugs; Misc. Parts, Hardware and Instruments. Call or email for parts list and details. Contact: **Gary Davis** at texasflyer@hotmail.com 940-458-5515 (home); 940-206-3079 (cell)



Cassutt Racer Aircraft Kit/Project Plans. One piece wood spar. Welded fuselage frame (factory welded). Rudder complete... Horizontal Stab to be completed. All wing ribs complete. Aircraft plywood for wing covering. Fiberglass canopy frame. Steel landing gear with Goodyear brakes, tires & tubes. Sufficient aircraft tubing, wood and plywood to complete the project. \$3900 Contact: **Laslo Zamolyi, Jr.** Home: 610-746-2618 Cell: 610-746-2618
zamalama@aol.com EAA Chap. 70, EAA Technical Counselor



NEW COMPOSITE PARTS

Light Weight 9" Spinners, \$90
Wheel Pants, \$350.

CASSUTT PARTS: Assorted Tail Feathers, call for Quote.

LED Flashlights: Super Bright, Compact Size. Up to 155 hrs. of run time on 2 AA Batteries, \$32.

10% Discount to IF1 members

Contact: **Ray Sherwood**
(530) 626-6106 rayyjay@aol.com

NAC Aircraft Display Mat (20ftx20ft)

Plastic vinyl windscreen material with steel grommet boarder.

Available colors: yellow, red, orange, green, blue, white, and black.

Storage Bag Included

Price: \$300.00 plus ground shipping
Contact: **Tim Neubert** 727.538.8744
TNeubert@airportnac.com

Cassutt Projects and Inventory

Cassutt 111M, 90% complete. Needs cowl and wing finished. Includes REBUILT engine.

Cassutt 111M fully welded with tail assembly.

Cassutt 111M wing needs skin.

Cassutt 111M wing complete.

Misc inventory: engine parts (3 O-200 engines), airframe parts and instruments, one sport prop.

\$15K for all.

Contact: **Gary and Linda Elliott** for pics and inventory list: 972-264-3857

lfelliott@att.com

Grob Glider Also Volkswagen Beetle, Mill, Lathe, Camper, Engine for the Corba Kit Car project he started.

Contact: marylemond@yahoo.com.



CASSUTT PARTS

National Aeronautics has Cassutt parts including Aluminum and Steel landing gear legs. cassutt.lornet.com

Contact: **Ib or Sue Hansen** (303) 940-8442 cassutts@aol.com

CASSUTT WANTED

Looking for an entry level, basic Formula One airplane to race at Reno. Must comply with IF1 technical rules. Contact Ira Saligman: (610) 324-5500 (Philadelphia) isaligman@saligman.com

If you have aircraft or other items for sale, or updates to your listing, please email Brian Reberry: brian@reberryairracing.com



Graphite Race Props

Run One or Follow One

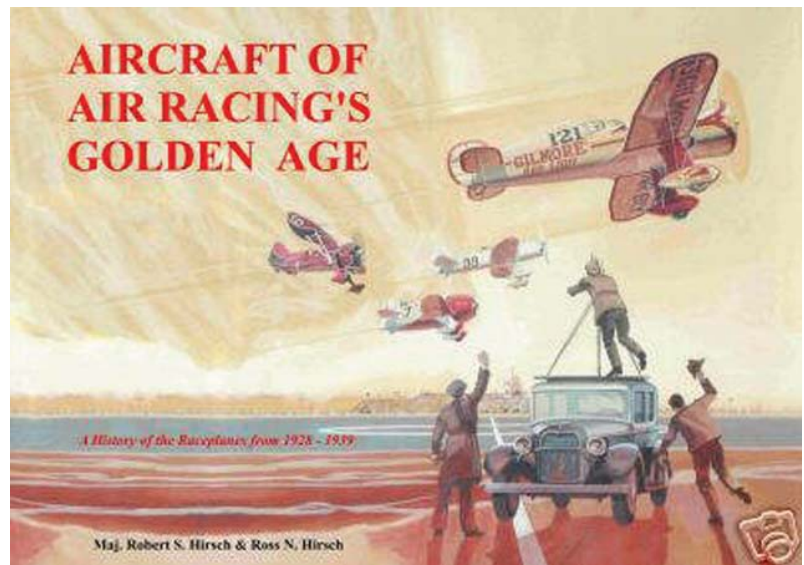
Twisted Composites, LLC

www.twistedcomposites.com

Contact: **Steve Hill**

(505) 832-1148 or (505) 321-6467

carbonprop@mac.com



AIR RACING BOOKS by Robert Hirsch

Aircraft of Air Racing's Golden Age 1928-1939,

2 Volumes, 1071 pages, 158 scale drawings: \$75 + \$10 S&H

Wedell-Williams Air Service

\$20 + \$3 S&H

Schneider Trophy Racers

Goodyear and Formula One Racing (thru 1995):

\$45 + \$5 S&H for both, or \$25 + \$3 S&H for one

Free S&H to IF1 Members

Make Checks to Maria Hirsch

8439 Dale St., Buena Park, CA 90620

Contact: Maria Hirsch (714) 828-7369



Photo by Ken Linde

Stephen Partridge-Hicks pops the canopy at the end of a practice run.



FORMULA FORUM
3233 Via Alicante #48
La Jolla, CA 92037

