

# ***FORMULA FORUM***



THE IF1 JOURNAL



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**MEMBERSHIP**

Membership in IF1 is open  
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\$60/yr. Anyone may join as a  
non-voting Associate Member,  
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from the secretary or on-line.

**RULES**

For IF1 Technical and Procedure  
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**COVER PHOTO**

The three top planes complete the first lap of  
Heat 2A at Reno in 2010. Steve Senegal in #11  
Endeavor (top) placed first. Philip Goforth in #1  
Invictus (center) placed second. Vito Wypraecht-  
iger in #50Scarlet Screamer (bottom) placed third.

Photo by Tim Adams

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*As this issue goes to press, we have received the sad news that Ib Hansen died in a plane crash. Please send remembrances to the Forum editor for publication.*

Doug Bodine



Photo by Bill Rogers

*If you can think of anyone who might be interested in air racing, get them to our website.*

Hello Formula 1'ers, or Formula Winners (but not Formula Whiners, those are the other classes). Short and sweet this month as the Forum is full. From the presidents perspective the focus items are PRS, board business, rules proposals, membership and race promotion.

**PRS** – Please let Kirk know ASAP and get your entry in. Start with the RARA website for info needs, then call a fellow racer, Kirk, or another board member if you still have questions.

**Board biz** – Your board has been busy with finances – squaring away the prior Wells Fargo account has been a big issue. IF1 has funds in that account that we did not have access to. The prior Sec/Treas was the sole signatory, and we are unable to contact him, so it has been a difficult situation for us. Resolution is finally on the horizon. Another board item consuming a lot of board attention is the next item:

**Rule change proposals** – Numerous ideas have been painstakingly evaluated by your tech committee. Your input is needed soon if it is to be taken into consideration. Some of the items considered are engine mods, race tech inspection process, component standards, and safety items.

**Membership** – Folks, get the word out! If you can think of anyone who might

be interested in air racing, get them to our website [www.iflairracing.com](http://www.iflairracing.com), and encourage them to join us in Formula One, the longest running air-racing organization in history. It's a great way to experience racing, certainly better than that one-dimensional car stuff! The Forum is entertaining and informative, the team news is intriguing, and there are many membership perks. And finally...

**Racing** – we need to get an idea of who is racing this year. If you have a plane, please email me and let me know if you intend to race and if not, why. I appreciate the cooperation and IF1 will be able to plan and allocate our efforts and resources more efficiently as we approach the race season if we have this info. Fly Hard!

— Jethro  
[mei.cfi@gmail.com](mailto:mei.cfi@gmail.com)



Photo by Gene Hubbard

Lachie Onslow in #12 Outrageous and Tom Watkins in #20 Pooder, about to take off at PRS 2010.

We are about a month away from PRS and I hope everyone is getting ready. I wish I had a lot of new information/rumors to spread but it has been pretty quiet. I spoke with Dana Weikel at RARA last week and we only had one PRS entry for Formula One. I am still very hopeful that everyone is just procrastinating AGAIN.

We are still on track for everything else, John Housley, and myself will be ready

for whomever and whatever shows up to PRS. I still have a hunch that we will see around ten racers between rookies and some returning veterans.

Get out and fly your airplanes. I am looking forward to seeing everyone in June and the rest in September. Don't hesitate to call if you have questions.

— Kirk Murphy  
(928) 710-3105

## Pilot's Notes

Kirk Murphy

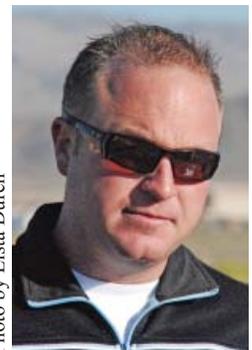


Photo by Lista Duren

## PRS Instructor: John Housley

Photo by Lista Duren



PRS has been running since 2000, and John Housley is about to teach it for the sixth time. When he took over the classroom portion in 2006, it took two hours and used six pages of typed notes. Now it runs three days with a couple hundred pages in a comb-bound book. John did most of the work—he added videos of good and bad flying procedures (as well as near misses and mid-air collisions), assembled the book, and got it accepted by RARA. He lists his teaching qualifications as a CFI rating, competition experience, PowerPoint and computer skills, and an ability to organize instructional materials. He's also a volunteer. So what keeps him going?

John teaches to stay involved; to help new race pilots; to pass on experience, failures, politics, and safety; and to see friends.

John's degree is in Aeronautical Engineering. He started flying after college, then got involved in aerobatics and got his A&P/IA. He got his first Cassutt in the early '80s and flew with The Possum Trot Air Force, a group of Cassutt pilots in Kansas City. They had an annual pig roast and airplane race—out and back, timed from takeoff roll to a flyby on the return.

By 1989 he was on his third Cassutt, and Jack Dianiska (now ER/USARA president) invited John to race at the 60th anniversary of the 1929 Cleveland Air Races. He flew his Cassutt to Cleveland through horrible weather and arrived with a toolkit of two screwdrivers.

There, John met the Formula One crowd. Rocky Jones became his mentor, lending him crew and tools for the race. They treated him like royalty, but told him that his plane wouldn't pass tech at Reno due to lack of visibility over the wing. John was hooked, went to Reno in 1990 as a spectator, and started looking for a plane that would qualify at Reno.

Hep Porter had #43 Aero Magic for sale. It had a good fuselage, a custom composite wing, and a record of wins when owned and flown by Jon Sharp. It also had a rough interior and needed a lot of TLC: scratches in the canopy, brakes built into the wheel pants without access, tires shaved to fit the wheel pants, fiberglass bonded to fabric, holes in the fabric, etc. And it had quirks: "I made several passes trying to land it, and remembered that Hep said sometimes you had to shut the engine down to slow it enough to land. So I did—in flight, on approach," says John.

John bought the plane, recruited his childhood friend, Jim Keiger, as crew chief, and started on the squawks. By the 1991 season, #43 had a new seat, a full set of instruments, brake access, and other enhancements. Each year, John improved safety, and for a few years, made it faster, approaching Jon Sharp's performance. From 1991 to 2005, the team missed only two years of racing.

Then other pressures set in. Jim said that he saw too many accidents and didn't want to see John get hurt. Three weeks off work each year to tow the plane from St. Louis didn't please John's employer. And the plane needed to be recovered.

Right now, #43 is in pieces—the fuselage is in John's basement and the wing is in a trailer at the airport. He says that he could be convinced to race again if Jim was willing, but he's enjoying his Pitts S2B, with inverted fuel and oil and a smoke system, flying Advanced at IAC contests. The Cassutt was as close to strapping on a pair of wings as he could imagine, but the Pitts does more aerobatics, has over twice the horsepower, and he can make some money instructing. Still, John comes to Reno every year to stay in touch and teach PRS. He says "It's about the people."

*Editor's Note: There is also a profile of John Housley in the Jan/Feb 2007 Formula Forum.*

*"It's about the people."*

Photo by Gene Hubbard



John Housley teaching IF1 ground school at PRS in 2010.

# Secretary/Treasurer Input

We currently have 64 members for 2011 which is down from roughly 75 we had in 2010. A few did not receive their renewal letters, and I'm following up with those folks. I'm hoping to have a web based renewal process set up for next year.

Our current balance is \$7,703.79 in the new bank account; we still have not re-

covered all of the funds from the old bank account. We were assessed a fine by the IRS for not submitting a 2008 tax return, and our CPA and I are trying to have that fine waived. Our new tech rules are posted on the website, but you can always ask me for current copies of our documents and I will mail them to you

— Dan

Dan Peters



Photo by Birgitta Nurmi



Photo by Ken Linde

Two Formulas look dwarfed as they taxi ahead of the P-51 Jelly Belly before the start of race week 2010. On the left is Philip Goforth's #75, the Warlock tribute plane (previously #69 Knotty Girl). On the right is Tom Watkins' #20 Pooder.

Thanks to all the members who volunteered suggestions regarding technical rule changes that could increase safety and participation in IF1 air racing. Each suggestion was reviewed and its positive and negative features considered. As you



Photo by David Leininger

Rookie Vito Wypraechtger flew a tight line around the pylons in 2010 for second in Gold..

## Technical Rules Status

John Housley

might expect, it would be impossible to satisfy everyone, as the inputs ranged from changing nothing to changing everything! The Executive Committee now has a draft proposal of updated Technical Rules which, if they concur, will be offered to the membership for approval by vote.

— John



Photo by Gene Hubbard

## 2011 Calendar

- |           |  |
|-----------|--|
| Now       | 2011 National Championship Air Race (NCAR) Race Entry Packet available at <a href="http://www.airrace.org/for_pilots">www.airrace.org/for_pilots</a> |
| May 20    | Deadline for Pylon Racing School (PRS) Registration  |
| Jun 15-18 | Pylon Racing School at Stead Field.  |
| 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   |



Photo by Lista Duren

*One of our members requested an article by Ray Cote on how to pick a good line. So we interviewed Ray on the subject and here's what he had to say.*

A “good line” in pylon air racing is the shortest flyable distance around the pylons—the line that hugs each pylon with smooth curves around the ends of the course. Easier said than done. First we’ll discuss the ideal situation. Then we’ll discuss three things that can make it hard: the wind, the effects of steep bank angles, and those other planes on the course.

On takeoff, maintain a straight line until you have accelerated sufficiently to begin maneuvering. Then check to be sure you are clear of traffic and adjust your track to arrive at pylon #1.

As you approach the #1 pylon, start banking to enter the turn around the end of the course. If you’re flying a tight line, you’ll be looking down your wing at the top of the pylon as you pass it. Immediately shift your attention to the #2 and #3 pylons and adjust your bank angle for a smooth curve that will take you around both. Maintain the same bank angle to take you around the #3 pylon and enter the back straight. Then level the plane and put the #4 pylon in your windshield—aim straight at it. The same guidance applies to the #4, 5, and 6 pylons at the other end of the course.

## Wind

If there is no wind, this works, but there is nearly always some element of wind, and in flying our oval course, we encounter it from every direction on each lap. Therefore a good race strategy requires thinking ahead and constantly adjusting course for wind.



Photo by Ken Linde

*Holbrook Maslen in #44 Judy is about to be lapped by Steve Senegal in #11 Endeavor in the Bronze race at Reno in 2010. Both planes were fill-ins.*

On the straights, there is often a crosswind pushing you one way or the other and you have to adjust your heading. On the back straight at Reno Stead Field, for example, a north wind can push you inside the course line, so you have to adjust your heading to fly outside the #4 pylon.

On the turns, you need to adjust your bank angle depending on the wind. Slower planes are more affected by the wind than faster ones. You need a shallower bank angle when you’re running into the wind, and a steeper bank angle for a downwind turn. Assuming a west wind at Stead, your bank angle around the west pylons will change as follows:

As you approach the #4 pylon, shallow out your bank angle because you’re running into the west wind. Steepen your bank angle when you’re on crosswind around #5 pylon. Then steepen it again on the downwind turn around #6 pylon.

## Effects of Steep Bank Angles

The steeper the bank angle, the more downwash you will get. Downwash, created by increased load on the wing, strikes the elevator to cause nose-up trim. The result: planes tend to “balloon” upward and lose speed. To maintain constant altitude in the turns, go forward on the stick.

## Passing

In general, fly in wingtip formation on the turns, letting the inside plane do the navigation on the pylons. Pass on the straight, on the outside. However, this guidance assumes that your worthy opponent is flying a tight line.

What if the racer ahead of you leaves room for you to pass inside? It’s a judgment call—assess the situation and do what’s safe. Normally that will mean not passing, because you can’t watch the other plane and the race course / pylons at the same time during the pass.

# A Letter About Race Insurance

**H**ello to all of our wonderful clients, and hopefully future clients as well! Here at Cannon Aviation Insurance we are gearing up for PRS and of course the races in September. This marks one of the most exciting times of the year for us! Our agency has been insuring the air racers for twenty plus years since Bob Cannon created the air race insurance program in the 1980s. We take much pride in being the premiere insurance agency, insuring over 90% of the air racers on the field.

Given the level of risk involved in air racing, it is very important to understand the coverage that you need and what you have. In your annual aircraft insurance policy, the Pylon Racing Seminar falls under normal usage and does not require any endorsement or additional premium to your annual policy. The only thing that will be endorsed to your policy for PRS is RARA as “Additional Insured”. For the air races in September, your policy must be endorsed for “Closed Course Racing”. As many of you know there used to be an additional premium for air race liability for the week. In 2009 Cannon Aviation Insurance stepped forward as the first agency to include the coverage at no cost to our clients. Since then the underwriting companies have followed suit and no longer charge for air race liability. Great savings for the racers!

Let’s talk about hull coverage. If you carry In Motion hull coverage on your annual policy, then it applies during PRS as well. However, for the air races it is not automatically included. You must purchase separate hull coverage for the week of the air races, and the premium is a percentage of your annual hull premium. It varies by underwriting company, aircraft type, hull value, etc. We can determine the exact premium for you upon request. On average about half of the racers carry hull coverage during race week. It is entirely up to the individual and their experience and comfort levels.

There are currently two underwriting companies who offer air race coverage—U.S. Specialty Insurance Company and Specialty Aviation Underwriters. Upon receiving a request for an insurance quote on your aircraft, we market you to both of the carriers to get you the best premium possible. Both carriers are very competitive and work hard for the air racers year after year. We are grateful to have them behind us!

So with race season rapidly approaching, we look forward to continuing to support our many clients out there and also working with those of you who are new or returning to the race community. Please feel free to contact us via phone or email as listed below. We look forward to hearing from you!

Sincerely,  
Angie Harris, President  
Cannon Aviation Insurance, Inc.  
(800) 851-2997  
aharris@cannonaviation.com

*Angie Harris*



Photo by Bob Cannon

*Given the level of risk involved in air racing, it is very important to understand the coverage that you need and what you have.*



Photo by Ken Linde

*Doug Bodine flies #96 Miss Demeanor in the 2010 Bronze race. As soon as he landed, he came back out and flew in the Silver. In fact, Doug flew #96 in every race except Heat 1A. He finished 3rd in the Gold.*

# Formula One Remembers Colonel Alvin L. Wimer



Photo by John Garrett

Col. Al (Lefty) Wimer at Stead Field, 2005.



Photo from Valerie Kruczynski

Col. Wimer, June 14, 1965, six years before retirement.

Al Wimer followed the air races for more than four decades and took a special interest in Formula One as a historian, photographer and special friend to the class. His photos captured every aspect of IF1 activity, including planes, team photos, cute puppies, after hours gatherings, and other photographers. From 1991 to 1995, he wrote a historical column called “Reflections” for the Formula Forum. His first Reno race was in 1967. He last attended in 2005. Over the decades, he assembled a comprehensive history of IF1 planes.

### From Al Wimer’s family:

Col. Alvin L. (Lefty) Wimer was born on December 15, 1922, in Myrtle Creek, Oregon, and passed away on October 21, 2010. He was the son of George and Veva Dyer Wimer who were members of pioneer families in Oregon. Col. Wimer graduated from Medford High School and the University of Oregon where he was a member of the baseball team and Phi Delta Theta Fraternity.

Col. Wimer was a pilot in the Army-Air Corps during WWII. He flew B-24’s from India to China in support of the Chinese effort against the Japanese. Following WWII, Col. Wimer returned to the Uni-

versity of Oregon to complete his Bachelor’s degree. After graduation, he and his wife Jeanette opened a men’s clothing store in Ashland, Oregon. However, the newly formed U.S. Air Force recalled him to service during the Berlin Airlift. He was retrained in fighter aircraft and was part of the occupation force in Japan. During that time, the Air Force transitioned to jet aircraft, and Col. Wimer’s squadron was part of the initial involvement in the Korean conflict. During the nearly thirty years of his service, Col. Wimer received many awards including four distinguished flying crosses.

Col. Wimer was pre-deceased by his beloved wife, Jeanette House Wimer. He is survived by two nieces, Mrs. Leonard (Valerie) Kruczynski of Los Altos, California, and Mrs. Douglas (Christine) Cochard of Viera, Florida. He is also survived by a sister-in-law, Mrs. Donald (Peggy) Wimer of Huntsville, Alabama, and three great nephews and one great niece.

Donations in Col. Wimer’s name may be sent to: Military Officers Association of America (MOAA) Scholarship Fund, PO Box 320910, Alexandria, VA, 22320-4910; The American Heart Association; or The Leukemia/Lymphoma Society.

## A Selection of Al Wimer’s Photos from the Formula Forum Archives

Al Wimer chronicled the planes, people and events of Formula One, as shown in this collection of his photos. He wrote the captions on the back of each print.



‘67 Reno Consolation Race start. Miss Cosmic Wind, #6, N-36C placed 2nd; #98 6th; #76 4th; and #66 5th. This was the last meet with 190 cu. in. engines...and the first Reno meet viewed by this photographer.



Photos and captions by Al Wimer

‘75 Reno. Friendly competitors: (L to R) Bob Downey and mascot, Nick Jones, and the champion Ray Cote. This was Jones’ last race meet at Reno...he placed 6th in the Championship Race (won by Cote).

**Don Berliner writes:**

“Lefty” was a fine person, a good friend and a dedicated photo-journalist. He was the leader of the serious, long-term Reno photographers. Add to this his service as the official historian for IF1, and you have a man who poured his heart and soul into his efforts to provide the pictures that could be used to communicate the excitement of midjet racing to anyone who was interested. His yet-to-be-finished four-volume Formula One encyclopedia will one day effectively memorialize our friend.

**Tom Kraft writes:**

Al retired as a Colonel in the Air Force and flew B-24’s in WWII; P51’s, F80’s, and F86’s in Korea; C47’s during the Berlin Air Lift; and an assortment of aircraft in Vietnam. At Reno, he was a Formula One historian and has a record of class races dating back to the 40’s. He was the epitome of the ‘greatest generation’.

**Ed Anderson writes:**

I met Al in 1996 at the F-1 races in Vancouver B.C. (Boundary Bay Airport). Al was a great gentleman whose friendship I treasured.

**John Garrett remembers:**

Al was a great teacher and mentor. He carried a 35mm camera with him all the time, even during the war when he

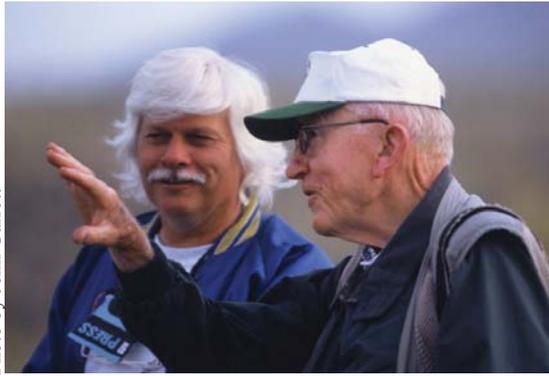


Photo by John Garrett

Al Wimer (right) talks with Ib Hansen after Ib’s canopy blew off during a race and he made a safe landing.

would take shots down the wing of his plane. At Reno, “Al’s Photo Squadron” stayed in adjoining rooms and gathered in the evening for “Margaritaville” show and tell. We’d often be back on the field before daylight for a sunup shoot. When we weren’t sleeping, we were shooting or talking photography and airplanes.

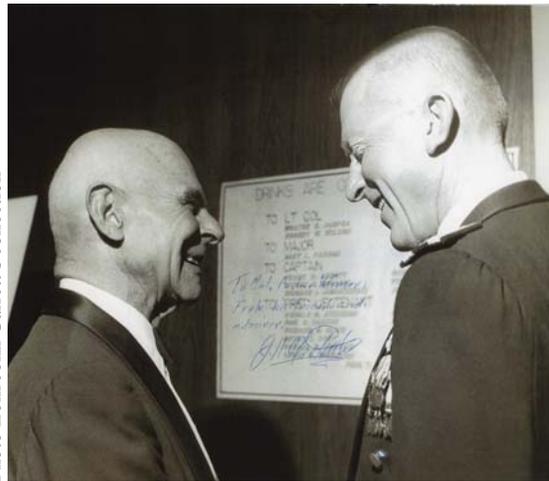


Photo from John Garrett’s collection

General James H. Doolittle (left) congratulates Col. Wimer on the occasion of his retirement. The handwriting on the photo says, “To Col. A. L. Wimer, from his friend and admirer, J. H. Doolittle.”



Photos and captions by Al Wimer



▲ ‘94 Reno... Carl (Swenson) makes music with Nemesis crew members.

◀ Jim Miller in his beautiful #14, Pushy Cat, at pylon 6 enroute to winning the ‘90 Reno Gold Race at 237.405mph. This was the first time a pusher had won the national championship... and was Miller’s third such championship (dating back to his first in ‘59. Pushy Cat has the highest percentage of races won to races entered of any F-1 ever.

# IF1 Marketplace

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



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**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](mailto: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](mailto:zamalama@aol.com) EAA Chap. 70, EAA Technical Counselor



### NEW COMPOSITE PARTS

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(530) 626-6106 [rayyjay@aol.com](mailto:rayyjay@aol.com)

### NAC Aircraft Display Mat (20ftx20ft)

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[TNeubert@airportnac.com](mailto: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](mailto:lfelliott@att.com)

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

Contact: [marylemond@yahoo.com](mailto:marylemond@yahoo.com).



### CASSUTT PARTS

National Aeronautics has Cassutt parts including Aluminum and Steel landing gear legs. [cassutt.lornet.com](http://cassutt.lornet.com)

Contact: **Ib or Sue Hansen** (303) 940-8442 [cassutts@aol.com](mailto: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](mailto:isaligman@saligman.com)

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



### Graphite Race Props

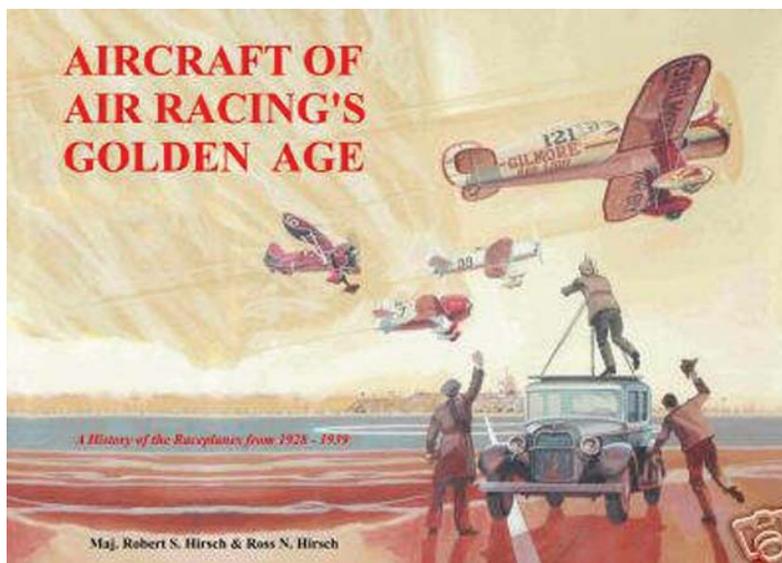
Run One or Follow One

Twisted Composites, LLC

[www.twistedcomposites.com](http://www.twistedcomposites.com)

Contact: **Steve Hill**

(505) 832-1148 or (505) 321-6467  
[carbonprop@mac.com](mailto: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 Bill Rogers

Philip Goforth's #75 Warlock, painted like the T-6 as a tribute to Al Goss, warms up before Heat 2C.



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