

NMPRA

NATIONAL MINIATURE PYLON RACING

ASSOCIATION

NEWS RELEASE

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STUFF AND THINGS

The BIRDS Club in Los Angeles have been having a bit of a problem finding a field. They now have a flying site but all aircraft must be equipped with a muffler so they have changed the events to be flown at their racing meet on June 22 - 23. The Goodyear and Continental events have been cancelled. Open Pylon has been retained and 60 bi-plane has been added. Both of these events will require mufflers.

I have been looking the desk over to find some information on the Palm Springs race held on April 6 - 7. The only thing I can find is some notes from Gil Horstman. The winners were Joe Foster first, Jack Stafford second, Bob Francis third, and Upton and Green-shields tied for fourth. There were 21 entries in Goodyear so the races were a bit warm. I was told the wind boxed the compass so some of the takeoffs were unusual. Jack Stafford was flying his new Minnow and the combination of a hot K&B and clean design make it down right fast. I don't have the results of the open event. Tom Protheroe was flying his 600 and making a good showing but down wind takeoffs with two wheel gear have a tendency to shorten props.

Roger Grigsby sent me a set of instruments along with the Halcyon Ad that is in this newsletter. I won't try to describe them because you wouldn't believe me - you'll have to see them for yourself. The price is right if you want to add a bit of class to your aircraft. I think that if I were building a plane for flying scale, I would build it to fit the instruments.

I received a letter from Pete Waters - last year's British R/C champ, three times British R/C team member and fourth in the Goodyear Exhibition races at the Chicago Nats. Pete is now working for Rand in Detroit and is having a ball with the quarter class of racers. (I'm trying to get some more information on the activity to pass on to you.) Pete says he is from Wales - which just happens to be joined onto England - so he is not a Bloomin LIMEY. Mr. P. T. Waters has NMPRA Racing number 47W, so look for him at the Goodyear races in the Mid-West ----- and remember he's WELCH.

I think a brief reminder is in order concerning the NMPRA National Season Championship. The responsibility of getting the vouchers of performance in to Gil Horstman is yours. The Contest Director isn't required to do this so don't assume that it is being done for you. Fill them out and have the Contest Director sign them - then mail them to Gil Horstman, 613 Donner, Las Vegas, Nevada 89107. I know that some Contest Directors would like to have all of the contestants get credit at their meet and they can get the forms from Gil to do the job. I will continue to include forms in the newsletter through the contest season.

We are going to try to run some pictures in this issue. I took some shots at the Valley Flyers meet at Los Angeles and the people who sold the mimeo machine to the company my wife works for say they can make a master that will work on it. If we have pictures - it worked.

With a little bit of luck I'll have 3-views of the T-tailed Rivits and Bob Downey's Ole Tigre in the next newsletter. Seems like the rivits is taking over the country after Foster's performance last year. Cliff Weirick is even flying one - but Cliff - remember it's whats up front that counts.

That reminds me - Congratulations are in order for Mr. C. G. Weirick on his forthcoming marriage to Miss Charleen Jones (PCS Sweetheart) on May 18th. Good luck Charleen and Best Wishes to both of you.

We got the product decals in from Finishing touch and they look great. The sets consist of two each of the following: Champion, Goodyear, Shell, Bardahl, STP, Red Horse, Gulf and Texaco. You get Experimental in black and white 12 times as well as ON and OFF in both colors 6 times. Remember - sent your \$1.50 per set to Gil Horstman. Sending it to me just delays the mailing. It's nice to hear from you tho. Gil still has a supply of NMPRA patches at \$1.00 each. Looks like we will have to order some more before the season is over.

VALLEY FLYER'S GOODYEAR PYLON CONTEST

Reporter and Contest Director - Bob Upton

The San Fernando Valley Radio Control Flyer's Inc. hosted a Goodyear contest sanctioned by the AMA on April 21, 1968 at Sepulveda Basin, Los Angeles. Despite the fact that the contest was put on with relatively little prior publicity, the turnout was good. We had 21 entries, all of which were recently signed up or current members of NMPRA. At the outset of the contest, it was emphasized that the 1968 NMPRA-AMA rules would be strictly enforced and they were, almost to the letter.

With the help of talented people like Joe Martin, Howard Bonner, Marc Graham, Frank Capan, Dick Adams, Willie Gardner, Loretta Hall and Gene deRuels, as well as a host of Valley Flyer members, the contest proceeded at a good clip. We were able to run 45 or 49 scheduled heats (4 were cancelled due to crashes) from 9:00 am to 3:15 pm with a 40 minute break for lunch. This amounted to 7 rounds per entrant. The results were:

<u>Place</u>	<u>Name</u>	<u>Best Time</u>	<u>Airplane</u>	<u>Engine</u>
1st	Jim Witt	2:05	LaJollita	K & B 40
2nd	Jack Stafford	2:05	Minnow	K & B 40
3rd	George Kileen	2:14	Mustang	K & B 40
4th	John Greenshields	2:31	Shoestring	K & B 40
5th	Bill Salkowski	2:14	Mustang	K & B 40

Total point breakdown is as follows: Jim Witt 21 points, Jack Stafford 18 points, George Kileen 16 points, John Greenshields 15 points and Bill Salkowski 14 points. As most of you "died in the wool" Goodyear Jockeys know, speed isn't everything as is indicated by the time above. For example, Jack Stafford missed first place because he could not get this Minnow (very fast) down under the 6 minute maximum time rule in his first heat due to a malfunctioning throttle. Granger Williams turned in a sizzling 1:56 with his LaJollita but had problems finishing all his heats. In this type of event, consistency means more than speed.

I would like to make a general observation taken from the results of this contest and say that a Goodyear contest can be run, per the 1968 rules, very smoothly and with a minimum of complaints as long as it is quite clear that the rules will be enforced. We found that a good way to check for an operable throttle is to check each person in the first round as they come up to the starting line prior to flagging off. This way there can be no "modifications" to equipment prior to a particular heat race.

Incidentally, all of you who participated in this sanctioned meet and had any points at all, however small, have been duly recorded and reported to Gil Horstman for the 1968 NMPRA grand championship to be determined at the end of the year.



Jim Witt and La Jollita - finally finished all his heats at a meet.



Jack Stafford and Minnow - FAST.



Bob Palmer and Howard Bonner (head flagman) watch as Joe Stream and Joe Martin get ready to go.



Bob Lane holding for George Kileen, Bridi holds for Weirick and Mark Graham holds for Bob Upton.



George Kileen and Mustang - P.C.S. to line up the pylons.



Tom Protheroe and Roger Grigsby with Lil Mike.

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TORKS 8th American R/C Annual---August 3rd & 4th, Tahlequah, Oklahoma
AMA SANCTION NO. 93

For 1968 only, the TORKS will hold their annual contest in Tahlequah, Oklahoma, at the Tahlequah municipal airport which has 3200 feet of asphalt runway. This meet is hosted by the Aviation Committee of the Tahlequah Chamber of Commerce and is sponsored by the Tahlequah Chamber of Commerce and The Oklahoma Radio Kontrol Society (TORKS) of Oklahoma City. The TOPPERS segment of the Tulsa Gluedobbers will also participate in running the meet in cooperation with the Tahlequah, TORKS, NMPRA, and AMA officials.

Events held will include both the 450 and 600 sq. in. classes of Goodyear, Pylon Racing, and AMA R/C Scale. There will also be some pre-planned and controlled demo flying allowed depending on availability of time. Another asphalt runway (2500') is located in Sequoyah State Park very near the Western Hills Lodge (highly recommended) which is approximately 15 miles from the Tahlequah flying site, and this runway will be ideal for test-hopping and trimming out your new ships. Unicom is available at both airports on 122.8 and transportation to Western Hills Lodge is available 24 hours on call. Tiedowns are available both places but fuel and other services only at Tahlequah. This meet, though simultaneously with the air show at Olathe, is intended to compliment rather than detract from the 1968 Nats. It is intended to provide an alternate spot for Goodyear qualifying and thus relieve some congestion at Olathe. Also, it is intended to provide a stopover for travelers going to the Nats to get in some flying and trimming just prior to the Nats. Contestants who have pre-registered for the Olathe Nats will be allowed to earn their qualifying times at our meet. The number of attempts and procedures will duplicate, as closely as possible, the procedures at the Nats. Entrants not pre-registered for Olathe may not be allowed as many attempts. The same applies to the 600 Continental class. The additional attempts allowed the pre-registered entrants will be for Nats use only. Officials for this contest include two of the Nats Goodyear co-directors, Bill Knost and Lou deLateur. Also officiating will be Gil Horstman, Secretary of the NMPRA. Cash prizes totaling a minimum of \$600.00 will be awarded in the 450 class. Trophies, merchandise, and surprises, (\$?), will go for scale and Continental 600. It is not necessary to compete at Tahlequah to earn your Nats qualifying times there, but an entry fee will be required. Entry fees are \$4.00 for the first event, and \$2.00 for each additional event.

Tahlequah takes pride in hosting the National Parachute Jumping Championship (both Collegiate and Open) and the National Archery Championships, and is raring to go on this, their very first model airplane contest. They want us to have fun and come back, so lets have a good time and put on a real show.


John Thompson,
TORKS President

For additional information and contest brochure (available soon) contact:

Curtis Brownlee, Contest Director or
3033 Rolling Stone Road
Oklahoma City, Oklahoma 73120

John Thompson, TORKS President
2307 Classen Blvd.
Oklahoma City, Oklahoma 73106

Bill Knost, Scale ED
6118 East Admiral Place
Tulsa, Oklahoma

Gil Horstman, Continental 600 ED or
613 Donner
Las Vegas, Nevada 89107

Royden Freeland, Jr. TORKS Secretary
3604 North Markwell
Bethany, Oklahoma 73008

For reservations and related information re the Tahlequah area, contact:

Mr. Joe Cunningham, President
Tahlequah Chamber of Commerce
P.O. Box 181
Tahlequah, Oklahoma 74464