

# NMPRA

## NEWS RELEASE

# NATIONAL MINIATURE PYLON RACING

ASSOCIATION

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The contest season is nearing an end and what a year it has been for racing and NMPRA. There were races all over the country and the standard of performance has balanced so that now it doesn't make much difference where you go - you had better be turning on if you are after first place. The Formula I event has been pretty well stabilized so that you don't have to worry about whether the plane you are flying is going to be legal the next time you turn around. NMPRA was being organized four years ago at this time in Jerry Nelson's work shop and, with minor changes, the rules we put together at that time are still being used today. I think that NMPRA has come of age, thanks to the support of the members and a lot of hard work by volunteer officers - my personal thanks to all of you.

I have seen the first draft of the Formula II rules and I think they will work. Bill Northrop and the contest board are cleaning up some minor points and should have the final draft ready for the rule book on time. The rules seem to follow the outline that I gave you in an earlier issue of this rag and as soon as I get a final draft I will run them so that NMPRA members can get a head start on their winter building.

Speaking of Winter - I have a stack of mail on my desk that hasn't been answered - but I will. I hate to say it but I have been thinking more of myself - my work shop/president office is in the garage and at the present time I am wearing a jacket because the temperature is 55° out here. I am in the process of sealing this place up so that I can heat the joint this winter - so stand by - I'll get them answered soon.

Bob Vickery writes - "We have a limited number of 12V DC motors for racer engine starters. These motors are 2" x 4", nice hand size starters, ready to operate and selling at \$24.95. These motors were used at Tahlequah by Dale Nutter, etc. Those interested may inquire at the following address - Bob Vickery, 2431 West 45th Pl., Tulsa, Okla. 74107."

ED Note - I have been asked by several members where these could be found so here is a little plug for Bob. I haven't personally used one but I have been told that they work pretty good.

Comments from Bob Reuther - Nashville, Tenn.

Dear Ed: In your report on the Fresno Air Races I see where Granger Williams had fuel line trouble and you stated "use the clear and it gets hard and loses its seal - use the black and it kinks or splits". U-all ain't using the good clear sold by Sterling, we ----- supporters (Ed note: I ain't going to get in any political arguments) got hep to his handy hint long time ago. Hope to see you around the pylon some day. P.S. No kidding, this Sterling fuel line doesn't harden, split or get gummy. Bob

I haven't been able to check Bob out on this - called my friendly hobby dealer Jim Sunday and he says the local distributors don't stock the stuff but he will try to get some from the factory. Thanks for the tip Bob - soon as friendly flyer Sunday comes through I'll give it a try.

CERTIFIED EXHIBITION PILOTS

Our list of Certified Racing Pilots continues to grow. We have three new members this month with George Killeen heading the list. George's racing number 48C has been prominent in the winners circle since the Nats and he has pushed his point total to 71 by winning the Fresno Air Races. Roger Grigsby and Alex Chisolm also used the Fresno Air Races to push their point totals over the 50 points required to join the group. Roger now has 58 points and Alex pushed his to 51. Remember - if you haven't made the group - keep sending in your points even though the Season Championship Season ends on October 31st. You may accumulate points over a two year period in order to make the group and there are several high powered races scheduled over the winter season.

UP COMING RACES

The grapevine has it that the 1st Annual Western States Pylon Championships at Sunnyvale California, Sponsored by the Pioneers, is going to be a whing ding. Seems that the Washington and Oregon boys are getting tired of the Southern California boys getting all the head lines and plan on coming down to see what they can do about it. I still don't have a report on that last race up at Portland but I understand that four guys turned under 2 minutes - I hope the report gets here tomorrow so I can get it in this issue.

Gil Horstman tells me that the entries are already coming in for the RCM 1st Annual RC Festival in Tucson, Arizona according to Ken McDaniel the CD for the meet. Says that even some of the Texas gang are planning to make this one. I wonder what kind of turn out the Tangerine Internationals will turn out. Seems the Big Planes are hauling a lot of little planes these days for the purpose of racing.

SEASON CHAMPIONSHIP REPORT

Well - it looks like Granger Williams is making a run-away of it with a little over a week left in the season. I guess you really have to use a combination of plastic and balsa to really fly better. Joe Foster has temporarily retired from the racing field because of a new job that takes up too much of his time. You will notice that that darn 14 year old kid, Whit Stockwell, has pulled into fourth place in the standings. You know - the kids these days just don't have any respect for their elders. Well - here are the standings based on reports received by Gil as of October 12th.

Formula I

- |                          |          |
|--------------------------|----------|
| 1. Granger Williams, 98C | 132 pts. |
| 2. Hal deBolt, 1K        | 110 pts. |
| 3. Joe Foster, 92A       | 105 pts. |
| 4. Whit Stockwell, 51B   | 103 pts. |
| 5. Don Yockey, 38H       | 89 pts.  |
| 6. Gil Horstman, 1B      | 87 pts.  |
| 7. Jim Witt              | 87 pts.  |
| 8. Tom Protheroe, 93C    | 85 pts.  |
| 9. Jack Stafford, 40C    | 75 pts.  |
| 10. Ray Downs, 44C       | 73 pts.  |

Formula II

- |                       |         |
|-----------------------|---------|
| 1. Bob Noll, 14K      | 25 pts. |
| 2. Randy McGee, 35H   | 8 pts.  |
| 3. Joe Foster, 92A    | 7 pts.  |
| 4. Tom Protheroe, 93C | 6 pts.  |
| 5. Gil Horstman, 1B   | 5 pts.  |

OVERALL POINTS

- |                          |          |
|--------------------------|----------|
| 1. Granger Williams, 98C | 132 pts. |
| 2. Joe Foster, 92A       | 112 pts. |
| 3. Hal deBolt            | 112 pts. |
| 4. Whit Stockwell        | 103 pts. |
| 5. Gil Horstman          | 92 pts.  |

JAY DEE WINGO ----- WHERE ARE YOU????? Anyone knowing his address please advise your editor.....

STARDUSTERS FALL AIR RACES, September 22, 1968 Portland, Oregon Reporter Ken Thorstad

A beautiful 65°, light overcast day greeted the Open Pylon racers which was the first event of the day. As the races progressed it became increasingly evident that many of the flyers forgot they were flying their favorite stunt ship and gave little, if any, ground (??air??) to their opponents in the heavy traffic on the pylon turns. Finally it happened - a three plane midair on the number one pylon. Miraculously, two of the ships continued the race successfully and the third, a now badly shredded "Cobra" managed to land without further damage. A tie-breaking fly off was required which pitted Dr. Ralph Brooke (Webra-powered Cobra), Ken Thorstad (S.T. 60 powered Cobra), Bob Pailthorpe (Merco-powered Kwik-Fli II) and Ernie Ware (G.60 powered Sportmaster). An exciting race followed with Brooke turning in an impressive 2:15.6 with Thorstad, Pailthorpe and Ware snapping at his tailfeathers all the way.

Then came the Goodyear racing! Brooke put some new power in his old Shoestring and a screaming test flight folded the wing. These under two minute flights are starting to point out some structural fallacies because in the second heat of the second round Bill Burrelll came up on knife-edge a little too close to the number one pylon, shoved in a burst of down elevator, creating enough negative G's to shear the nylon wing bolt (1/4") on his winning Loving Special. Bob Kern set the pace for the day in the first heat with a scorching 1:59.4 making him the first man in the Northwest to break the magic two minute mark. In five rounds of racing and a total of 13 heats, the two minute mark was broken in 6 of the heats by Kern, N. Hooper and Thorstad, each breaking it twice. The final round brought the three members of the "Under two-minute club" into the same heat for a thrilling finale which ended in the same order it started, namely Thorstad, Hooper and Kern all chasing each other right down to the finish line and a record breaking time of 1:48.8. Norm Hooper showed the consistency and the speed to give him his first big win in Formula I after a hard luck summer which cost him three airplanes in this event. Well, that was it, the final race of the season for the Northwest, but the racing enthusiasm is high and should carry us through the Monsoon season, or maybe we'll have to make a Safari to the Sunny Southland to see C. Weirick's Eight-fingered lap counter!! (Whadayamean 1:36???)

1st.	Norm Hooper	1:51.4	ST G/21/.40 RR	Shoestring	16 points
2nd.	Bob Kern	1:50.5	K&B .40 FR	Shoestring	15 points
3rd.	Ken Thorstad	1:48.8	K&B .40 RR	Shoestring	14 points
4th.	Oliver Carson	2:09.0	K&B .40 RR	Shoestring	13 points
5th.	Roger Hooper	2:11.0	ST G/21/.40 RR	La Jollita	11 points
6th.	Bill Goldspink	2:24.0	K&B .40 FR	Shoestring	11 points
6th.	Bill Eldridge		K&B .40 FR	Shoestring	10 points
7th.	Terry Hamer		ST G/21/.40 RR	Rivets	6 points
8th.	Bill Burrell		K&B .40 RR	Loving-Special	3 points

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The following letters serve to introduce the candidates for Vice President of the North Eastern and North Central Districts. You know what the incumbents have done and now you have a choice to make.

The Vice Presidents have served as an advisory committee to the President and are responsible for keeping the President posted of activities in their area. All of the current officers were prompt in replying to any correspondence concerning NMPRA business and I thank them for their support. I think NMPRA will continue to have excellent officers - regardless of how the vote goes.

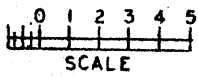
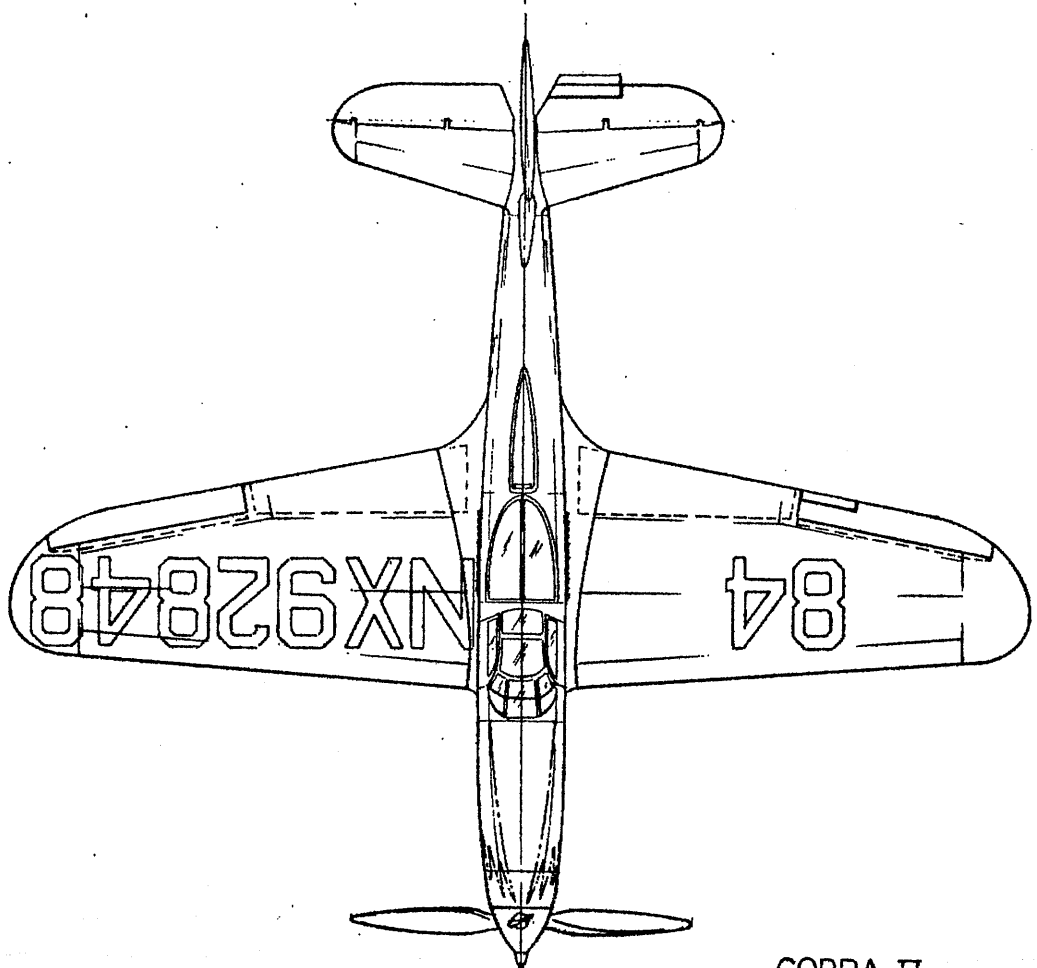
"I would like to run for V.P. North Central District. I know you guys never heard of me winning any races, but I am a very avid pylon flyer. Maybe I fit in the same category with Bob Lutker! But if I could get the job of reporting done half as well as he does I would be happy. This is why I am running for V.P. One of the fellows mentioned that a race meet was not reported. So I said well it's usually the district V.P.'s job. So my buddy says why don't you run for V.P. Well I have noticed that our district didn't get much said about it in your very fine monthly newsletter and if elected, I etc. etc. So long for now. John Krauer"

"Put me down for VP Candidate North East. Re: 5 lb minimum weight - the original intent was to make the event safer. The idea was to slow the critters down - which the extra half pound will do - until the plane goes into a dive. Safer it is not. More foot pounds per impact and higher landing speeds. So you defeat your purpose.

I propose - NO JUDGING - instead, 450 squres min within 5% or 10% scale except. .40 max std engine (rules as is) 3/4 cowled, 7" x 3 1/2 cross section at cabin, 4 1/2 pounds min weight, 1 1/4" min wing thickness at root to 1" at the last rib or 4" from tip, 1/2" min tire thickness at hub-wheel line, specified cross section at cheek cowls, must be able to house scale 190 cu in engine! (This is where a lot of chiseling is done) Wheel pants, if scale - required not optional, a few racers didn't use pants (full size).

We have race horse starts (simultaneous take offs) in the open pylon - lots of thrills but haven't seen any collisons - at Mansfield we had a plane ground loop and smash right into the second plane trying to take off - wouldn't have happened with a race horse start. In other words, one way is no safer than the other.

At Least Lets Have: No points off for construction and finish if nothing else. So. H.W.H. (Hell with Handicaps) Judged handicaps that is. The 2 second take off separation could be optional - you'd still be racing the stop watch. But that melee going into the first pylon is a real man-boy separator! You might consider a 20 second handicap for .29 powered planes to be raced right with the 40's. Perhaps a 4 lb minimum on these.



DW CARTER 3/68

COBRA II  
MODIFIED BELL P-39Q-10-E  
1946 THOMPSON TROPHY WINNER

