

# NMPRA

## NEWS RELEASE

NATIONAL  
MINIATURE  
PYLON RACING

ASSOCIATION

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AMA AFFILIATED

BUSINESS ADDRESS: 613 DONNER, LAS VEGAS, NEVADA 89107

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A NOTE FROM THE PREZ.....Tom Protheroe.....Santa Barbara, California

I don't seem to have anything fantastic to report on this month but thought I'd send along a blurb anyway. We have acquired the local polo field for occasional flying dates and hope to schedule one or two Formula 1 meets a year. An Open Pylon race will take place January 19th to "try" the field out for racing conditions, etc. The surface is grass and is kept quite short but there is noticeably more drag than a hard surface runway. I have flown the "Mike" off the field a few times with no real problems other than needing more up elevator on take-off and after touch down. (used 2 3/4" Wms. Bros. wheels and no pants).

An inverted start will be used at the open race. Handicap times will be figured from a two way, straight line run. (Actual straight line speed - not speed around the pylons). This, we hope, will "prevent" sandbagging in the qualifying flights and the inverted starts should give the "genuine aerobatic planes" a chance against the hybrid open racers that have evolved from the present engine wing area rules.

The local club, Santa Barbara Radio Control Modelers, have shown great enthusiasm by volunteering almost 100% to help put this race on. We may end up with two contest officials for each contestant. See you at the Races!!!!

THANKS! THANKS! THANKS!

Jim Simpson sent in the following letter and I have received others in a similar vein. He did such a good job of telling about the fine people involved in this sport that I am printing it so you can all have a pat on the back. (Editor)

"This is an open letter to all the NMPRA pilots I met at the Winter Nats.

I met almost all of you at one time or another either before or during the meet. Your thoughts, comments and deeds are what prompted this letter. Although I have had lots of experience flying open pylon and AMA pylon, the Winter Nationals was my first honest to goodness Goodyear races! Any undue nervousness which might otherwise have hampered my performance was quickly dispelled by your friendliness and advice.

I hope all the NMPRA members read this and that what I am about to say will have a proper effect on our fellow members who have not yet raced in competition.

THANKS! continued

I am grateful to all of you and especially to Gil Horstman for the carburetor and needle valve tips, as well as the cut down props. My thanks to Roger Grigsby for the fuel and the advice; to Tom Protheroe for the tips on prop modification; to John Green-shields for the engine advice. And like I said, thanks again to all of you. Also to Joe Bridi, Granger Williams, Cliff Werick and Bob Francis for the examples of how to do it.

What all of you have done for me in addition to the much appreciated friendship and advice is to instill in me an intense desire to do better instead of "give up". I hope I will always be able to complete with such fine gentlemen as you and I hope to be able to do so with the same friendly spirit and fine sportsmanship all of you have. Last but not least, I hope to one day win in a similiar competition.

Jim Simpson, 33H, Ellsworth Air Force Base, South Dakota

BITS AND PIECES .....From the Editor

This time of the year the contest activity is practically zilch and as a result news is a premium item. I don't even have any earth shaking ideas to push or anybody in particular to chew out. This is a heck of a position for an editor to be in but I'll punch at the typewriter for a bit and see what comes out.

Ray Kelly of Muskogee, Oklahoma, who is also the Secretary/Treasurer of the Tahlequah - Muskogee Modelairs, dropped me a line on the goings on in that part of the country. Most of the news in that area seems to swing around the Tahlequah Chamber of Commerce - Boy! would I like to have that outfit out here. I think that most of you remember that they were the sponsors of the meet that we used as an alternate qualifying site for last years Nats - well they haven't slowed down in their efforts. The Tahlequah and Muskogee clubs have combined under the sponsorship of this organization and the Chamber has turned out in numbers to help with the club activities. There have been several moves in the past to form a State Association to further the cause but they have died in the talking stage - the Tahlequah Chamber of Commerce has now moved into the picture and it looks like the Association is going to be formed. Ray says "One of the things we are going to do, if nothing else, is have a full contest season with plenty of racing for sure. Can't let a certain city in Texas have all the fun. (Boy! Lutker, you really roll when you get going. Three racing contests scheduled and it ain't even '69 yet.) But look out fella! We're going to fill in the rest of the calendar if you give us half a chance."

The Tahlequah Chamber of Commerce is making plans for a National Pylon Racing Championships. Curtis Brownlee has written me on this subject as well as Ray Kelly with the idea of tying it in with NMPRA Sponsorship. I don't know if it can be worked out on this basis but I think something can be done. They haven't set any dates as yet however I suggested that the end of the week following the Nats would be great for me. I am already making plans to stop on my way back from the Nats to participate if they can set it up that way - I HOPE! I HOPE!

The area racing association idea seems to be picking up all over the counrty. Walt Sconard from Winter Park, Florida says that they are getting started down there again and had their first race on December 8th. They should have had their first organizational meeting by the time that this gets to you so we should be getting reports from that part of the country in the future. Walt says that they plan to set up a general racing circuit with races at least once a month. I think 1969 is going to be the year that racing really gets going across the country. The West Coast bunch are having their contest scheduling meeting in Madera, California on January 26th so the contest schedule in the February Newsletter should have a few more meets than those scheduled by Lutker's bunch.

BITS AND PIECES - continued

I am still getting letters from some of our members who are worried about the SUPER FACTORY HOP UPS being raced by BIG NAME FLYERS. BULL FEATHERS!!!!!!! Joe Foster flew my 600 square inch Bonzo (actually 611 sq. in with 1 1/16" constant thickness wing) at the Tahlequah meet to times under 2:10 with a stock engine. I did punch the carb out to .318" dia., which is about .006" bigger than a K & B carb should be punched out if you want to keep it in one piece, for my only modification. I didn't even have the bypass milled out (none of my engines have this modification yet) which can be done by the factory for a nominal fee. The engine was properly broken in and I made sure that I didn't get a lean run while the parts were wearing in. I only have one engine that is going over the hump but it is three years old and has been used for most of my practice flying. I'll admit that my engines haven't been raced too often but they have been raced at several meets by other people, so it gripes me when a guy says that an engine is only good for one meet. You see a guy lean his engine out three notches past peak on the first run - and then wonder why it doesn't last.

You have to learn what makes an engine go and the first thing is a properly broken in engine. Plug, fuel and prop all have to be worked out for each plane, and the requirements will change from race to race depending on temperature, humidity and atmospheric pressure. I won't go into this because there are too many variables to say that this is the best of anything. Clarence Lee has started a series of articles in R/C Modeler and if you read them, and follow his advice, you will be in the ball park. You will have to learn the fine points by trial and error because what works for me might not work for you - and vice versa. The guys who are going fast have worked out the combination and are flying a tight course without mistakes. I can't say too much about the Eastern part of the country but when Weirick, Foster, Williams, Downs, Francis, Upton, etc. say they are running a stock engine - believe it - and then take a little time to make sure you are running the correct combination.

FINANCIAL STATEMENT FOR 1968

----- Gil Horstman, Secretary/Treasurer

INCOME

NMPRA 1968 & 69 dues to date, AMA Dues, Sales of Patches, Shirts, Decals, Books and Donations	\$3115.76	
Balance from 1967	533.85	
Total income		\$3649.61

EXPENSES

AMA		130.00	
Official Phone Calls		127.37	
Postage		105.34	
Newsletter expense - Postage	331.01		
Supplies	296.02	627.03	
Printing		108.25	
Nationals Expenses - Planning Trip	50.00		
Awards for Qualifiers	114.13	164.13	
Season Championships Awards		338.04	
Secretarial Fees		240.00	
Misc.			
Bad Checks	14.50		
Decals	535.00		
Patches	162.66		
Shirts	218.79		
Books (3-views)	30.57	961.52	
Total Expenses			2801.68
Cash on Hand			\$ 847.93

1969 RACING SCHEDULE

- January 19 Santa Barbara, Ca. The Tri-Counties Model RC Air Races. Open Pylon, Inverted start so bring anything that meets 1968 open pylon rules. Site: Santa Barbara Polo Field. Happy Hour(s) - Orchid Bowl, Galleon Room, Goleta, Ca. For further info call or write Tom Protheroe, Box 3772, Santa Barbara, Ca 93105 805-966-7975
- March 22-23 Fort Worth, Texas. Ft. Worth Thunderbirds RC Club Meet. Site: West Shore Benbrook Lake. R. Lutker CD, 3105 Cockrell, Ft. Worth Texas 76109
- April 19-20 Las Vegas Air Races, Las Vegas, Nevada sponsored by Stardust Race Track. Site: Stardust Race Track, Formula I and II, AMA Open Robert Mearns CD, 5412 Holmby Avenue, Las Vegas, Nevada 89102
- May 3-4 Dallas, Texas, 4th Annual Dallas RC Club Contest. Site: North Lake City Park, C. Summers CD, 7132 Shook Avenue, Dallas, Texas 75214
- June 7-8 Nashville, Tenn. Mid-South RC Championships. Site: Edwin Warner Park, R. Reuther CD, 216 Vaughns Gap Road, Nashville, Tenn. 37205
- June 14-15 Ft. Worth, Texas, Ft. Worth Thunderbirds RC Club Meet. Site: West Shore Benbrook Lake. R. Lutker CD, 3105 Cockrell Avenue, Ft. Worth Texas 76109
- June 21-22 Denver, Colo. 11th Annual Mile Hi RC Meet. Site: Lowry AFB. W. Kessler CD, 4765 E. Eliff, Denver, Colo. 80222
- Oct. 18-19 Ft. Worth, Texas Ft. Worth Thunderbirds RC Club Meet. Site: West Shore Lake Benbrook. R. Lutker CD, 3105 Cockrell Avenue, Ft. Worth Texas 76109

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NOTE----- The Newsletter will be published as close to the 15th of each month as possible. All news should be received by the 10th to be sure of being included.

At the rate the new memberships are being received - NMPRA is going to bigger and better in 1969. If your buddies didn't get their copy of this newsletter, remind them to pay their dues....

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NMPRA 1969 MEMBERSHIP APPLICATION AND RENEWAL APPLICATION

Name _____	Membership	\$5.00	_____
Address _____	Product Decals	1.50 set	_____
City _____ State _____ Zip _____	NMPRA Patches	1.00 ea	_____
<u>SEND TO:</u>		Total	_____

NMPRA  
613 Donner  
Las Vegas, Nevada 89107

AMA NO. \_\_\_\_\_  
NMPRA NO. \_\_\_\_\_

1969 N. M. P. R. A. OFFICERS

Tom Protheroe, President  
Gil Horstman, Secretary/Treasurer  
Hal deBolt, V. P. Northeast District  
John Krauer, V. P. Midwest District  
Bob Lutker, V. P. Southern District  
Bob Francis, V. P. Western District  
Joe Bridi, V. P. Southern California District

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