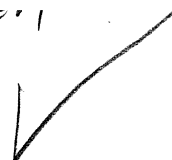


N M P R A

NEWS RELEASE

NATS POINT SYSTEM



AMA AFFILIATED BUSINESS ADDRESS: 613 DONNER, LAS VEGAS, NEVADA 89107

FEBRUARY 1972

Edited by Bob Stockwell

NMPRA OFFICERS and addresses for 1972: put the relevant ones into your address book!

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- ✓ VP SW: Gale Helm, 5709 Waltham Ave, Ft. Worth, Tex 76133
- ✓ VP SE: D.C. May, 1916 Piedmont Rd N.E., Atlanta, Ga 30324
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- ✓ VP NCW: Jim Simpson, 2736 Ellsworth, Omaha, Nebr 68123
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- ✓ Sec-Tr: Gil Horstman, ~~613 Donner, Las Vegas, Nevada 89107~~

FROM THE PRESIDENT. My request for opinions on the split of the North Central District elicited almost no response; apparently the racers there don't particularly care. The only exception is the Chicago area where as you read last month they have organized the new Chicago Pylon Club under the leadership of Bruce Balko. My latest information shows they now have 42 members and are still growing. They have scheduled their first race on May 7th, the details given elsewhere in this issue. Bernice Williams' "backbone" of last month is showing signs of vigorous health!

For many of us our vocation often interferes with our avocation. A severe case of this has hit Don Lowe, the elected VP in the North Central District. He felt, because of his very demanding work schedule, that he could not do justice to the VP job at this time. He resigned this month rather than later in the season because he recognizes the need for all-out efforts early in the year on the part of the VP's to get planning and activities started. Jim Buchmann, 5V, who ran a close second to Don in the election has taken over and is already firmly in the saddle. In total agreement with our plan to split the district, Jim will cover the new NORTH CENTRAL EAST which will consist of Minnesota, Iowa, Missouri, Wisconsin, Illinois, Michigan, and Kentucky. In the new NORTH CENTRAL WEST District, which consists of Montana, Wyoming, Colorado, North and South Dakota, Nebraska, and Kansas, Jim Simpson, 33H, has agreed to be the VP there this year. He is already outlining plans for the coming season. So to our two new Jims: Welcome to a challenging and sometimes thankless job!

The Southeast District season is already in full swing with a race in Miami on February 6. I sincerely hope they got the report and pictures in to our Editor in time; if not, shame on them. [Sorry, Bror: they didn't.--Ed.] We can't print what we don't have! An open letter from them has been included in this issue.

From the Southwest District came a very welcome letter from Ed Rankin in Texas

with many good thoughts. Since they do not have a concentrated abundance of racers, they used to have problems in getting clubs to hold races. They solved this problem beautifully by working very hard and willingly when other events were scheduled, such as stunt, fun contests, and the like. The result is a good relationship with the clubs in the area who reciprocate by holding races. Ed also reassured me that in no way is racing dead down there, contrary to some reports! Seeing all those Fort Worth Thunderbirds at Tucson sure makes me believe it.

The Newsletter is an expense I'd rather spend our funds on than anything else; to make it bigger [No! No! No! -- Ed.] and better [Yes! Yes! Yes! -- Ed.] it needs your inputs. Bob tells me his mailbag was a bit skimpy this month, at least with respect to publishable news written explicitly for this purpose. Things that you feel need immediate attention should go to your District VP. However, if you feel it has national impact, send it to me and I'll try my best to resolve it, and also get it to Bob for publication.

From the Northeast I've had a steady flow of communications. Although we do have our differences of opinions, the constant letters sure make me feel wired-in on their viewpoints and desires. It's a beehive of activity up there with the United Pylon Circuit, N. Connecticut R/C Club and others formulating plans for the season.

Our concentrated efforts out here are beginning to bear fruit. The Race Procedure Committee under Chuck Smith finished their job on schedule and are to be highly commended. The 17-page Contest Director's Guide for Pylon Racing is now out to the VP's for comment. Although a complete "how to" on races, it is designed to be used in conjunction with the AMA rulebook. Copies will be made available (write directly to me); to help defray printing and mailing costs, a 50 cent donation per copy would be appreciated.

The committee on the National Point System under Bob Smith also completed their rough job. It was accepted by the VP's and a synopsis is elsewhere in this issue. For the total system to work, it is imperative that the C.D.'s forward their race reports to the District V.P. as soon as possible after a race and in any case NOT LATER THAN ONE WEEK AFTER THE RACE, and that the District VP's forward the results to me NOT LATER THAN TWO WEEKS AFTER THE RACE. I fully realize the burden this puts on the C.D. after he has already worked his head off all weekend; all I can say is PLEASE, IT'S IMPORTANT. In order to make sure that everyone is treated equally and to guarantee that we have a continuously up-to-date tabulation of points, I believe I must enforce the following rule:

ONLY POINT REPORTS THAT REACH ME WITHIN TWO WEEKS AFTER A
CONTEST WILL BE COUNTED TOWARD THE NMPRA SEASON CHAMPIONSHIPS.

See you next month.

--- Bror

LATE-BREAKING NEWS. The AMA is so pleased with the Contest Procedure Guide that it will be published in the 1973 AMA Rulebook! Congratulations to Chuck Smith and his committee, which included Bror Faber, Bob Upton, Glen Spickler, Jim Jensen, Howard Fesler, Jack Fabbri, Howard Nupen, and Mel Santmyers.

The Nats Executive Committee has voted that the two racing events in R/C at the 1972 Nationals will be FORMULA I and FAI, just as in 1971.

that may help the engine manufacturers: first, that the engine manufacturers sell their engines rather than give them away free to a select few. Second, that we raise the minimum production limit or import limit to 400 units rather than the existing 100 unit ruling. We feel this will give the manufacturer or importer a better way to amortize his investment. This will also eliminate the custom machinist from making 100 castings, retaining 2, and discarding the balance. As for kits retailing for \$90.00, we feel this is an insult to our intelligence. In conclusion, we feel the quickest demise of Formula I will be for the manufacturers to continue to cater to the select few, rather than the general modeler with an average income. We appeal to you, the general membership of the NMPRA, to enact rules and regulations to curb the mounting expense of pylon racing. Spend 8¢ and let your voice be heard at the NMPRA Headquarters. Let's turn faster times with our flying ability, rather than with our buying ability."

FLORIDA FMPRA/NMPRA Formula I Racing Schedule:

February 6	Miami	In the event of bad weather, these races will be held on the following Sunday. For further details, contact Jim Schweitzer (address above).
March 19	Tampa	
April 30	Orlando	
June 11	Valkaria	
September 10	Miami	
October 29	Valkaria	

SO. CAL. SCHEDULE CHANGES:

March 18	Talent Promotion Race	F.A.S.T. Club	Mile Square
	[Note: this was previously announced for March 19; the date has been changed.]		
Aug 19-20	POP WHITE MEMORIAL RACE	F.A.S.T. Club	Mile Square
	[Note: a race was announced for this date, but there was no sponsor or place announced; this is now firm.]		

FROM AMA MONTHLY MAILING #60: SPECIAL CHARTER FLIGHT TO ENGLAND. It's likely, if enough people indicate interest. The event is the combined 1972 Indoor World Championships and R/C Pylon Internats. Dates are expected to be from Aug. 24 through about Sept. 2, to and from N.Y. Cost is expected to be about \$300 including round trip jet airfare, lodging for the whole time in Europe, plus meals for the 3 days of the meet. Go or No-Go decision point will be March 1, but we need to know now if you are even interested in participating. The price is for anyone interested -- competitors, wives, mechanics, spectators. For competitors it includes the entry fee. Both Indoor and R/C Pylon fans are invited, as well as any AMA members who may be interested. The only charter requirement is that all except the immediate family be AMA members by March 15. If you're interested drop a line to AMA HQ as soon as possible. [P.S. from the Ed.: In order to participate in these Internats for R/C Pylon, you do not have to have qualified in any way in advance -- it is in effect an OPEN contest, of international scope. There is every reason to hope it will become an official FAI international team-selected competition in the future, but NOT this year. So if you're an FAI buff, this is your chance to establish international stature.]

IN MEMORIAM. We recently received this very sad letter: "Gentlemen...You have been good enough to continue to send your news releases to Michael Curley at the above address [64 Kiltie Drive, New Hope, Pa. 18938]. This is to inform you that Michael who was a Sgt. in the Air Force and stationed at George AFB was injured in an auto accident, near the Base on May 23rd and died August 30th, 1971, at the Philadelphia Naval Hospital where he had been transferred so he would be

The proposal made by Phil Kraft to the AMA Executive Council that there should be a national mandatory muffler rule in all R/C events including Formula I has been shelved until practical. Protect your fields by using mufflers for all sport and pattern flying, and fly your Formula I and II racers at fields where noise pollution is not a problem.

Some people have raised questions about the wing thickness rule in Formula I. The rule will remain as is: 7/8" thick as measured by a no-go gauge 3" out from the center line, with straight-line taper (the latter is intended to rule out concave tapers; a convex taper would certainly be within the intent, if not the letter, of the rule).

NEWS FROM AROUND THE COUNTRY. From Frank Morosky, 15V, 164 Dennison Rd, Hoffman Estates, Ill. 60172: "Here's further information on the Chicago Pylon Club. At this time you can refer to us as vertebrae. And, if everything goes well the next few months -- the backbone. As you already know, the president of the club is Bruce Balko. VP for the north side is Bob Browning and for the south side, Art Zinkel. Treasurer is Al Schwimmer and yours truly is secretary. We tentatively have 42 members, of which only half have committed by paying dues. Most of us have been in R/C for at least two years, with about half having some experience in pylon racing. There is some "class" in the club since we can boast of having the Gerry Nelson and Jim Grier as members. For this first season, our hopes are to talk established clubs in the area into holding races. Presently we have six clubs willing and one firm date. On Sunday, MAY 7th, the SAC Club will hold Formula I and 1/4 Midget races. RACERS SHOULD BE THERE TO REGISTER NO LATER THAN 8:00 A.M. Anyone interested in being on our mailing list should write to: BRUCE BALKO, BALKO MACHINERY CO., 2445 HAMILTON DRIVE, ELK GROVE VILLAGE, ILLINOIS 60005. Of course you'll be kept informed of all contest dates as they are firmed up....Cordially, Frank." [Congratulations, Frank; I hope to hear lots more from you. I recommend that you delegate someone specifically to write up each contest for us, and someone to take good sharp closeup pictures, against plain backgrounds, so we can give you proper coverage. --Ed.]

FROM Jim Schweitzer, Pres., Florida Miniature Pylon Racing Association, 9350 S.W. 31 Terr., Miami, Fla 33165. "It was approximately two years ago, that a group of men in Florida formed a racing association named the FLORIDA MINIATURE PYLON RACING ASSOCIATION. From a handful, we have grown to an association reaching a membership in excess of 40 members and still growing. We adopted the rules and regulations of the NMPRA even though it was not mandatory to be a NMPRA member to race in Florida. We used the same point system of the NMPRA to establish our circuit champion. Effective January 1, 1972, the FMPRA membership includes membership in the NMPRA. We have been very successful within our circuit by keeping racing expense at a minimum and within the financial reach of the average flier. We held our entrance fee to \$3.00. We scheduled our races at flying sites within a 4-hour drive for everyone to eliminate costly motel bills. When we heard of manufactureres threatening to produce special engines in limited quantities, with a price tag in excess of \$150.00, we immediately instituted an engine price limit. The ruling stated that no engine could carry a retail price of more than \$50.00. This ruling was in addition to all NMPRA engine rules in existence at that time. Once purchased, the engine could be sent off to be modified by the various custom engine rebuilders if desired (G.M.A., C.F. Lee, etc). With the introduction of the H.P. 40, we elected to raise our engine retail price limit to \$60.00. This ruling is still in effect. Once again, manufactureres are threatening to produce engines and kits with price tags which would put pylon racing out of the financial reach of the average flier. We have two suggestions

at Buffalo on July 11, where they had the sponsorship of the Erie County Department of Recreation, and deBolt again won in Formula I, but some new names appeared in the other events, with Phil Johnson 1st in Sport Pylon, Ed Mitchell 1st in Open, and Ernie Nikodem 1st in Formula II; at Lockport on August 8, with Johnson again 1st in Sport Pylon, Saul Green in Open, Ernie Nikodem in Formula II, and Ken Landefeld 1st in Formula I; at Buffalo on September 5, with Johnson again 1st in Sport Pylon, deBolt back in the saddle in both Formula I and II, and Hale Wallace cleaning up the Open Pylon event with a Delta; and at their final championship races at Rochester on October 2-3 Ernie Nikodem took the Open event, Roy Walder the Sport event, and Pete Reed grabbed Formula II while his buddy Sam Griswold barely nosed Pete out in Formula I. The UPRC 1971 SEASON CHAMPIONSHIP went to Ernie Nikodem with 107 points. The total number of participants in the UPRC race season was 51 -- at least, 51 contestants accumulated at least 1 point in the final standings.

AN IMPORTANT ASPECT OF UPRC is that they try very hard to bring in newcomers, by racing Open and Sport Pylon along with Formula I and II and giving them credit toward championship standing. Unfortunately it was impossible for me, in reading through their "Pylon Cuttings", to determine just exactly how effective this technique is, because they report only the winners and do not report the number of entries in each event (no reason, of course, why they should in a newsletter intended for their own group; I mention it only because for outsiders like me the figures would be of some interest in trying to determine whether this, or some other technique like the Southern California "Rookie Race" or the NCWest "Falcon 56" technique, is likely to be more effective in bringing new blood into the game).

FROM NEW YORK, THE GREAT GOLDIE: "Hello, Bob. I would like to tank you personally for taking the time to drop the out-lying members of the NMPRA a letter to let us know what's going on. Your Newsletter was the first we had in the New York Area since last April; Tanks again. Form 1 & 2 racing is at a complete standstill in the Metropolitan Area and the reason was quite apparent. Certain elements of the executive officers of the largest R/C club in NY decided that racing is N.G. and that it would be a safety hazard, plus, deprive the nonracing members of flying time. The SOBs were unable to get any rules passed to allow us to fly a few races. The result was a total loss of interest on our part as there was no way to test race our planes....Incidentally out of 18 Expert Class C, I the Grate Goldy was 17th therby breaking my record of being the last and worst expert in the US. The 18th entry zonked into a tree so I won a... glow plug. All that for a ten dollar entry fee....Looking forward to next letter. Your NY Member #1L Greyte Goldy." KEEP AFTER 'EM, Goldie: they ought to hold races if only for the great good pleasure of hearing you call "TOYN!" I can't remember when I've enjoyed anything as much as your description over the loudspeaker of the races at the 1970 Nationals.

FROM BASIL DERROUGH, 21 Trafalgar Street, St. Thomas Ontario, Canada: "Was glad to get the NMPRA Newsletter, as we sure need some channel of communication. I think it will do a lot for racing, so keep up the good work, it looks real good. Now for local news. We had some fine races here in Ontario this year (1971), three to be exact, the Forest City Flyers being the host club...At present I'm working on a programme for next year, hoping to get other clubs in the area interested. Will keep you posted. [I'm waiting hopefully. --Ed.] I raced quite a bit on the UPRC circuit, and believe me it's hard to top that gang. Best Regards,...Basil Derrough."

nearer home. We were always very proud of Mike and his "flying" activities and have met some very nice people who knew and flew with Mike at Las Vegas, in Mississippi, etc. Sincerely,...Francis M. Curley." We should like to express the profound sympathies of the NMPRA to Mike's family.

QUARTER-MIDGET RACING. The NMPRA has not yet taken a position with respect to this event. A committee under the chairmanship of John Elliot was appointed by the F.A.S.T. Club to look into the question of whether quarter-midget racers wanted to be a part of NMPRA. In the preliminary survey John conducted, there appeared to be considerable doubt whether they wanted in, or would rather be left to their own devices. On the whole, the NMPRA Formula I, II, and FAI fliers tend to be an elite group, mostly in the expert class -- though they want very much to ENLARGE that group --, and the quarter-midget event was intended basically as an average-flier event to get your feet wet in racing and find out whether you wanted to try the really hot ones. But the facts are not all in, yet. The officers of NMPRA ask your indulgence for at least a month more: they are involved in so many projects already that the quarter-midget question has had to wait for further discussion.

THE EAST TENNESSEE QUARTER-MIDGET PYLON RACING ASSOCIATION of Knoxville, Tennessee, has sent a letter and a copy of their rules [through Carl Smith, Jr., 74S, ETQMPRA Sec-Treas., 7843 Ramsgate Dr., Knoxville, Tenn. 37919] to the officers of the NMPRA, suggesting that the NMPRA would be the most logical organization to administer the affairs of the quarter-midget racing sport. Their views will be carefully discussed by the officers of NMPRA and a decision will be announced in the next month or two. It would be of great help to all concerned if other interested parties would write DIRECT TO BROR FABOR, not to the newsletter, to express their views so that he, in conjunction with the VP's and relevant committees, can reach a decision that will be in agreement with the views of the majority of the membership.

THE UNITED PYLON RACING CIRCUIT (UPRC) achieved, in 1971, a degree of activity and communication that appears to have been unique outside of Southern California. I have just finished reading their Newsletter, PYLON CUTTINGS, for the whole year, reporting their six races and all the activity they had. In a separate letter, Hal deBolt writes: "This was the second year for the "circuit" and it has worked just about as I had hoped. We never have in the past, and probably never will get vast numbers of contestants at meets in this area but we can build interest in competing and have people enjoy it. At this time the Circuit is definitely "part of modeling" in the area and the local interest in it is very good. Also it seems to have accomplished its secondary purpose of creating interest in R/C of all types. We have had excellent spectator turnouts and the area non-contest type fliers hardly ever miss watching the races. We hope of course from these people to gain more racing types as things move along. After seeing what can be done with something like this I get the idea that for the sake of R/C as a whole, how wonderful it would be if we could have many more circuits spaced across the country!"

SOME UPRC 1971 DETAILS: They had six races, at Syracuse on May 23 sponsored by the Rochester Club and the Syracuse "ARCS", with Dave Gierke 1st in Sport Pylon, Ed Mitchell 1st in Open Pylon, Bob Noll 1st in Formula II, and Hal deBolt 1st in Formula I; at Lockport on June 27, sponsored by the Niagara County Club, about which Pappy reports "we were living so high on the hog his spine twitched!", but he didn't report all the standings, just that Dave Gierke topped them all; at least, he didn't on the first page -- when I turned it over I discovered that Dave was 1st in Sport and Open Pylon both, and deBolt was 1st in Formula I and II;

NOW THE IMPORTANT PART: JUST EXACTLY HOW DOES THE NEW POINT SYSTEM WORK?
Here is the formula:

*Season period?
out of district entries not reported.*

*19
5
94
3
100*

$$P = 100 \times \frac{A - 1}{E} + .2A + 1$$

A = Base points by the old NMPRA system
E = Number of entries
P = National points

Clear as mud, right? What is happening is this: you take the figure 100 as the number of points the winner of a contest would get if there were exactly 20 entries. If there are more than 20 entries, the winner gets slightly more total points -- for example, with 30 entries he would get 103.7 points, with 40 entries he would get 106.5 points, and with 50 entries he would get 109.0 points. If there are fewer than 20 entries, the winner get proportionately fewer points: with 10 entries, he would get 93.0 points. The flier in last place in a contest with 20 entries, or any other number, will get 1.2 points. All the other points are scattered proportionately on this scale. The chart below shows how it works out for the first 10 places in contests of different size. The whole thing, all combinations, has been worked out on a computer and the President has the chart that converts old NMPRA standings to the new point system.

PLACE	10 E	20 E	30 E	40 E	50 E
1	93.0	100.0	103.7	106.5	109.0
2	82.8	94.8	100.1	103.8	106.8
3	72.6	89.6	96.6	101.1	104.6
4	62.4	84.4	93.1	98.4	102.4
5	52.2	79.2	89.5	95.7	100.2
6	42.0	74.0	86.0	93.0	98.0
7	31.8	68.8	82.5	90.3	95.8
8	21.6	63.6	78.9	87.6	93.6
9	11.4	58.4	75.4	84.9	91.4
10	1.2	53.2	71.9	82.2	89.2

As you can see, this formula only gives 9% higher points for a 50 entry race than for a 20 entry race, as compared with 250% higher under the old system!

INCENTIVE AND RECOGNITION PROGRAMS. A pilot who earns 300 points in one season will earn the rating of CERTIFIED RACING PILOT. This replaces the old "Certified Exhibition Pilot" system. The fliers who place in the TOP TEN IN THE NATION will receive a suitable patch with the words U.S.A. PYLON TOP 10 1972, a plaque with the same inscription PLUS a "gold" membership card for the following year with a FREE MEMBERSHIP.

OUR DEADLINE FOR PUBLICATION OF THE MARCH NEWSLETTER will be one week earlier -- everything has to be in my hands by March 9 (ordinarily it will be around the 15th). Coverage in March will include the activity of the PROMOTION AND PUBLICITY COMMITTEE, the Miami Races of February 6, and whatever else comes along. Oh, yes: also a new map of the NMPRA DISTRICTS.

PICTURES: Top: UPRC Championships Lineup. U Mid L: Ernie Nikodem, UPRC Champ; U Mid R: Miss Dallas Quintuplets; L Mid L: Unassisted R.O.G.? L Mid R: Editor with speedster; Bot L: Gerrald Shaw, London Ontario Races; Bot R: Smith Bros. at Internats.

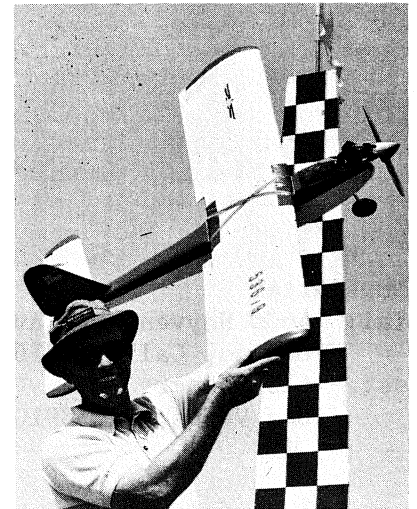
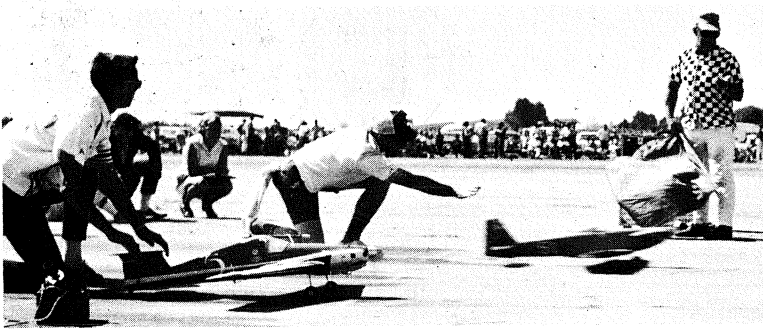
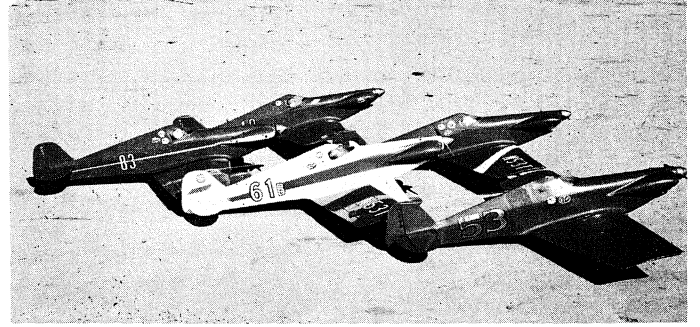
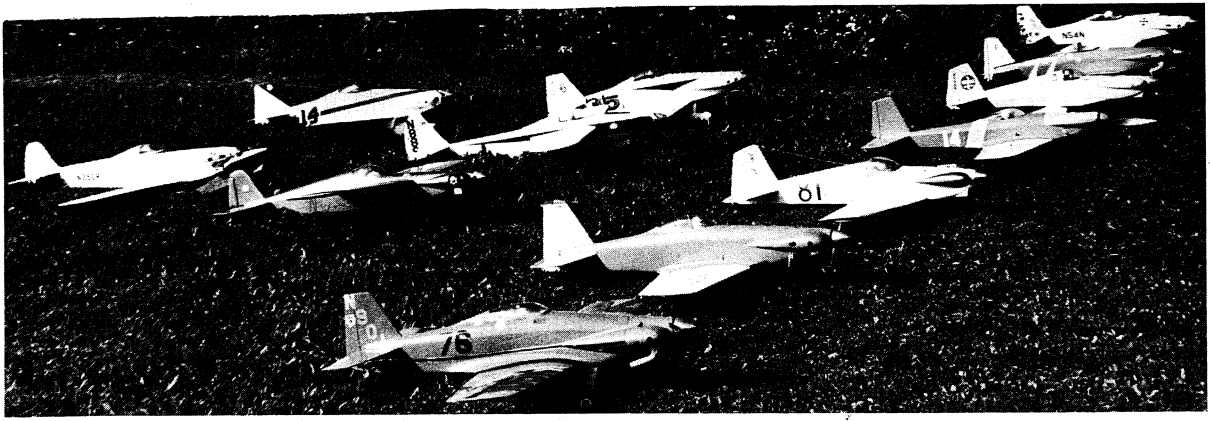
THE FALCON TOURNAMENT. Jim Simpson, the VP recently named for the new district (North Central West), has sent full details on a type of racing with Falcon 56's that he hopes to introduce in his area as a sort of learning device, because of the unfamiliarity with the sport in that area. We've run out of space for the details in this issue [I have to get in the stuff about Championship Point Calculations or that damned Norwegian will kill me!], but it looks interesting, and fliers in Jim's area should drop him a line so they can get started. I'll try to get it into the March issue.

1972 NMPRA CHAMPIONSHIP POINT SYSTEMS. There will be TWO championships: a DISTRICT CHAMPIONSHIP within each of the NMPRA districts, set up and controlled by each VP as he sees fit; and a NATIONAL CHAMPIONSHIP under the direction of the President.

GUIDELINES ON THE DISTRICT CHAMPIONSHIPS. (1) Use the old NMPRA point system, or the new one, or one of your own invention within the district. (2) No district points should be earned when racing outside your own district. (3) All races, or almost all (such as 6 out of 7 or similar) should count towards District Championship. (4) Nats should not count even for competitors in the North Central District, because of the enormous advantage that would give the financially luckier ones. (5) Get the point standings in to the Newsletter regularly -- THROUGH THE VP: THE NEWSLETTER WILL ONLY REPORT WHAT IT RECEIVES OFFICIALLY FROM THE VP'S ON THE DISTRICT STANDINGS, AND FROM THE PRESIDENT DIRECTLY ON THE NATIONAL STANDINGS.

THE NEW NATIONAL POINT SYSTEM. This will be tracked DIRECTLY by the President, who will receive reports directly from the VP's. The C.D. is asked to send, to his District VP, a complete list of entries ranked from first to last place, provided that at least FIVE ROUNDS were flown (the contest does not count if for ANY reason there were not five complete rounds). Only those entrants who have made at least one attempt to fly qualify in this list. The entries should be reported BY NAME AND NMPRA NUMBER OF THE PILOT, NOT THE "TEAM", since only individual pilots can accumulate points. Team names may of course be used in advertising, write-ups of the contests, and the like, but teams cannot accumulate points: only INDIVIDUAL FLIERS can. When the VP receives the report, he will extract the information he needs for the District Championships and then pass the list or a copy of it on directly to BROR FABER -- not to Horstman, not to Stockwell, NOR ANYWHERE ELSE BUT TO THE PRESIDENT. The President will make the calculations by the formula given below, record the points, and once a month forward the standings to the Newsletter for publication. Since the Newsletter will not publish all the points, but only the top twenty or thirty in the standings (we hope there will be several hundred fliers accumulating points, and there would be no room for anything else in the Newsletter if we published them all), ANY FLIER MAY WRITE DIRECTLY TO THE PRESIDENT FOR HIS STANDING AT ANY TIME.

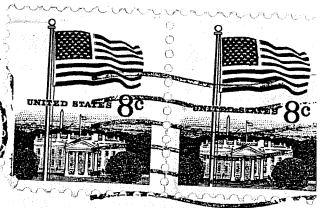
NATIONAL POINTS may be earned at any sanctioned race, in or out of one's district, EXCEPT THE NATIONALS. However, ONLY YOUR BEST SEVEN RACES WILL BE ADDED UP AT THE END OF THE YEAR TO DETERMINE THE CHAMPIONSHIP WINNER. The winners of the two championships -- Formula I, and Formula II and FAI taken together -- will be announced AT THE END OF THE YEAR, because some areas will have longer seasons than others, though still only the best seven races will count.



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