

NMPRA

NEWS RELEASE

Bob Penko address

NATIONAL MINIATURE PYLON RACING ASSOCIATION

AMA AFFILIATED BUSINESS ADDRESS: P. O. BOX 356, MILPITAS, CALIF. 95035

APRIL 1972

Edited by Bob Stockwell

FROM THE PRESIDENT. The news about the Navy cancelling their hosting of the Nats was quite a shock to everybody. Modelers with vacations scheduled and reservations made are all apprehensive about the existence and selection of alternatives. As of this writing, two are being considered very seriously, with others contemplated.

The Chicago modelers feel they can provide all necessary help to run a full size civilian Nats in their area. With this in mind, AMA has investigated several nearby sites with Oshkosh, Wisconsin, looking very promising. This is where the EAA has its fly-in every year.

On the West Coast, densely populated with modelers, feelings are running strong to having it there, particularly since the last Nats in California was five years ago in 1967. That year's site, Los Alamitos Naval Air Station, is presently inactive needing "only" Navy approval for Nats use. As in Chicago, the modelers stand ready to put it on. AMA and the Nats Executive Committee are weighing all alternatives and accompanying ramifications very carefully; their decision is due at the time this goes to print.

The topic of Quarter Midgets remains a much discussed and hot issue. The Ohio group under Bob Penko has started an association hoping for national response, with Model Builder Magazine serving as their news organ. Based on interest and activity this year, they may elect to petition NMPRA for membership in 1973.

Personally I feel this is a good way to go. It permits the people principally interested in the event to work out equitable and enforceable rules without being influenced too greatly by us Formula I "prima donnas and rule benders" (my quotes, not theirs). The event is really catching on, it's a great training ground for Formula flying and a shot in the arm for racing in general. Let's support their activity whenever we can, without forcing our viewpoints or opinions on them!

The rulebook is out and the moratorium on till '74. As usual, our hindsight is fantastic: we can see the need for clarification and revision in several paragraphs. Of particular interest is the 100 engine rule originally set up to prevent the "bar-stockers" from dominating the Formula I and II events; a by-product was also to keep the engine prices reasonable and realistic.

The growth of our sport/hobby and level of competition have forced engine developments at an accelerated pace. K & B's new .40 engine has shown us that

the rule is almost untenable. When it does come out, the engine is legal within the rules strictly interpreted, no consolation to those who did not get their order placed in time [ED: or, as happened in some cases, placed in plenty of time with a legitimate dealer, but the order not forwarded to the factory in time because they assumed that standard channels of distribution would be followed, which were not]. With our racing population ever growing, I feel we should at the earliest opportunity add a zero to the rule, making it 1000 engines. What do you think? [ED: our president has just raised the ugly head of major controversy. Various others have made similar suggestions to me in private correspondence, and some have expressed quite opposite views. Since I expect a major influx of mail on this issue, may I ask that opinions be expressed in carefully worded documents of 300 words or less that don't have to be printed on asbestos paper?]

Our NEWSLETTER seems to be a great success. The only drawback is the cost; present issues are running about \$160 per month, just for stamps and printing. [ED: wait'll you hear the Norwegian profanity when our president gets the bill for this issue!]

Other costs have also risen: for example, printing of decals and embroidered patches. We have been out of the shoulder patches for over a year; however, a new order has just been placed, with delivery expected next month. Based on the above, it appears a small dues increase is unavoidable for 1973, note I said small. Hopefully everybody feels they're getting their money's worth.

Membership is now at 491 and climbing; maybe we'll see 600 or better before the end of the year?See you next month.

---Bror

ACTIVITY AROUND THE COUNTRY

NORTHWEST. From Bob Root, 1318 144th S.E., Bellevue, Washington 98007. "The Pylon Racers of Puget Sound (PROPS) scheduled a racing get-together and practice session with Pylons on Saturday, March 18. The Mount Rainier R/C Society graciously allowed us to use their private field and equipment for this event. Formula I and FAI racers were encouraged and help was provided for newcomers who felt they needed it. Some novices also flew pattern airplanes to get the feel of flying around the pylons. Although the weather was typical for this time of year in the Northwest -- rain, cold, and very windy -- the event was definitely a success. There were 8 FAI airplanes, 3 Formula I's, 2 1/2 A racers, and several pattern ships. All this on a 'lousy' day, relatively early in the season. A trophy was awarded to the novice achieving the fastest time with a formula racer. This was won by Dick Beck (time 2:30) flying his original 1938 Brown racer. This was the first time with a racer for Dick and it is a very impressive airplane. The PROPS also have a perpetual Silver Cup (beer mug) going to the fastest member at each organized flying session or race. The flier winning it the most times during the season gets to keep it at the end of the year. The idea is to provide a little inter-group rivalry. I was lucky and won it at this session with my Formula I Loving's Love (1:50.2). We are recommending FAI racers for the novices and there are now 6 new FAI ships in the area as well as several new Formula I's. This is very encouraging since most races last year consisted of 3 or 4 airplanes per event."

NORTHWEST. From John Schuy, sec'y PROPS, 12327 SE 158th, Benton, Washington 98055. "The racing schedule for our area is as follows:

April 9 -- MRRCS, Tacoma, Washington. CD Bruce Gale.
 June 17,18 -- Spokane Internats. CD Col. R. Hepker.
 July 9 -- Portland Stardusters. CD Ken Thorstad.
 Aug 6 -- Boeing Hawks, Kent, Washington.
 Aug 27 -- RAMS, Seattle. CD Ralph Brooke.

All contests have both FAI and Formula I races the same day. I will send additional information on any of these races to anyone interested as it becomes available."

SOUTHEAST. Tampa, Florida, March 19, 1972. FMPRA Formula I Race #2. "The weather except for a small shower early in the morning was ideal for the second of seven FMPRA scheduled Formula I races. There were 23 entries. Competition was hot and heavy with very few free rides. Another good spectator turnout was on hand to see Jim and Ed DeMeritte put down all comers. Close on Jim's tail was Ed (second place) Weitock. First place was decided in the final heat of the day when DeMeritte and Weitock both with all first places for the day met for a real all-out battle. Charlie Gray of the Gray & Fehling racing team made his comeback to Formula I racing with a strong third place finish. The only wipe-out of the day was a spectacular crash by FMPRA Sec'y/Treas. Jack Fehling. Bill Williamson was awarded the Best Performance trophy for being the most improved flier in the circuit. The FMPRA has a current membership of 50 plus. All are NMPRA members also, which is a prerequisite to joining. The next formula I race will be held in Orlando, Florida, on April 30."

Results, Tampa, March 19, 1972

1.	Jim DeMeritte, Dunedin, Fla.	Ballerina	Tigre	1:39.5
2.	Ed Weitock, N. Miami, Fla.	Ballerina	Tigre	1:42.5
3.	Charlie Gray, Miami Lakes, Fla.	Minnow	H.P.	1:45.0
4.	D.C. May, Atlanta, Ga.	Minnow	K & B	1:39.5
5.	Walt Schoonard, Winter Pk, Fla.	Shushonik	Tigre	1:45.1
6.	Bill Williamson, Margate, Fla.	M-W Cosmic W.	Tigre	1:48.5
7.	Ralph Leidner, Miami, Fla.	El Bandito	Tigre	-----
8.	Harold Coleson, East Point, Ga.	Minnow	K & B	1:46.5
9.	Norm Holland, Maitland, Fla.	Minnow	Tigre	1:58.6
10.	Charlie Baucom, Charlotte, N.C.	Shoestring	K & B	1:57.4

NORTHERN CALIFORNIA. Pioneer Field, Sunnyvale, California, March 19, 1972. Reported by Garry Korpi. "The Pioneer R/C Club held their first Pylon Race of the season on March 19, 1972. The site was the Sunnyvale Field. Six entries flew six rounds of FAI. Two-plane races were flown due to frequency conflicts. Fifteen entries flew five rounds of Formula I in three-plane races. The weather was cool and very windy with gusts to 30 MPH in the afternoon. There were many crashes or undershooting of landings due to the turbulent air. Undershooting a landing at the Pioneer field is very hazardous, as anyone who has flown there can tell you. Paul Benezra crashed his very fast Shoestring at the number one pylon, as did Joe Foster. Rudy Thomas lost aileron and his new plane rolled into the ground rounding number two. Although there were only six entries in FAI the heats were very fast with times in the 1:50's and a few in the 1:40's. The Korpi/Roy team had the fastest time with a 1:46.0. There were a few hot races between the Korpi/Roy team and Joe and Ed Foster. Korpi was flying K & K's new FAI racer called MISS FAI and

Joe Foster was flying Francis Products new P-39 Cobra. Both had retracts and were very fast. Formula I times were down mainly due to the high wind during the races. The downwind turns (2-3 pylons) were especially hairy due to gusty turbulent winds. The next race is on April 16th and hopefully the weather will be better. Thanks to Lou De La Teur and his boys for the help through the day, to Gil Horstman and Rich Brickert and Duke Crow who acted as starters. Yours truly was the CD. Several of the Northern California boys have gotten quite serious about FAI Pylon and can't wait to go and race the boys "South of Tracy". [ED: We expect to see you at Los Alamitos April 29-30, Okay?] Here are the final standings:

Results, Sunnyvale, March 19, 1972

FORMULA I

1. Korpi/Roy Team	K & K Ballerina	Roy K & B	1:34.7
2. Bob Morse	Francis Shark	K & B	1:47.1
3. Ed Foster	K & K Ballerina	K & B	1:54.6

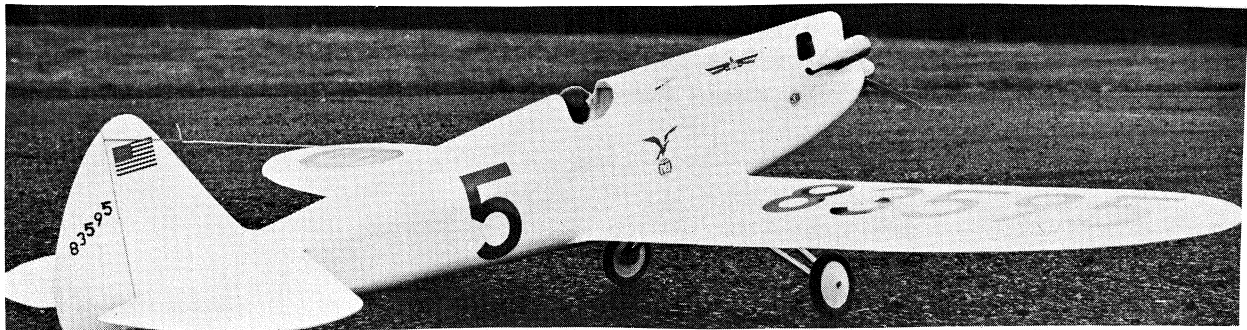
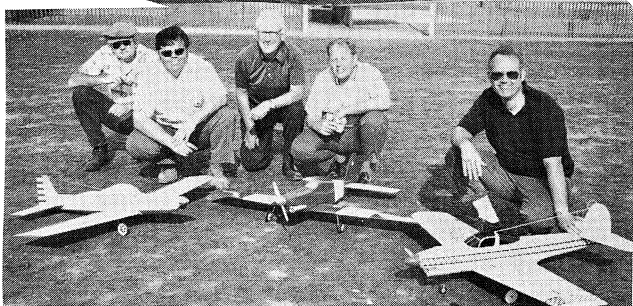
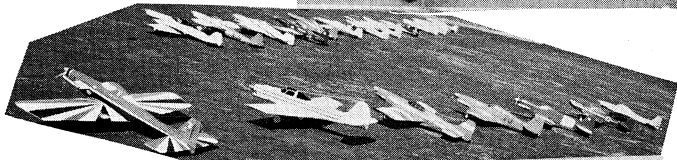
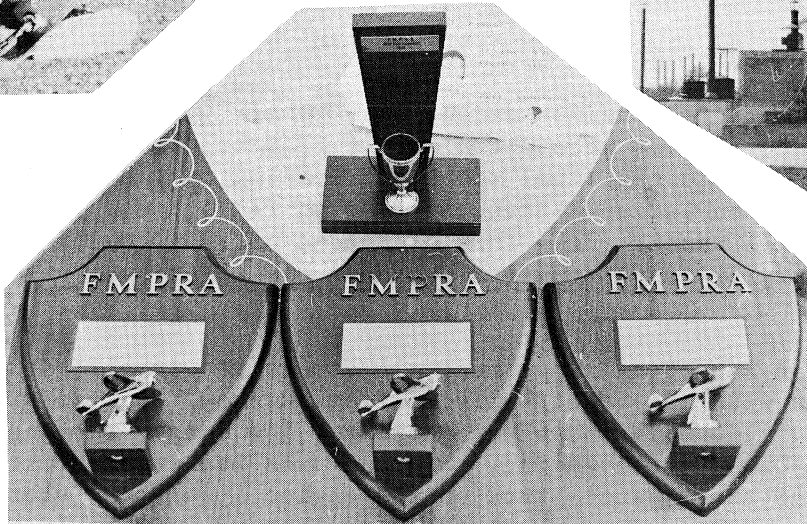
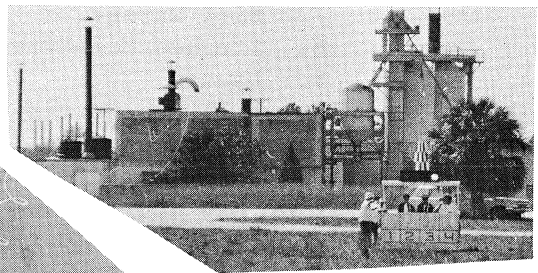
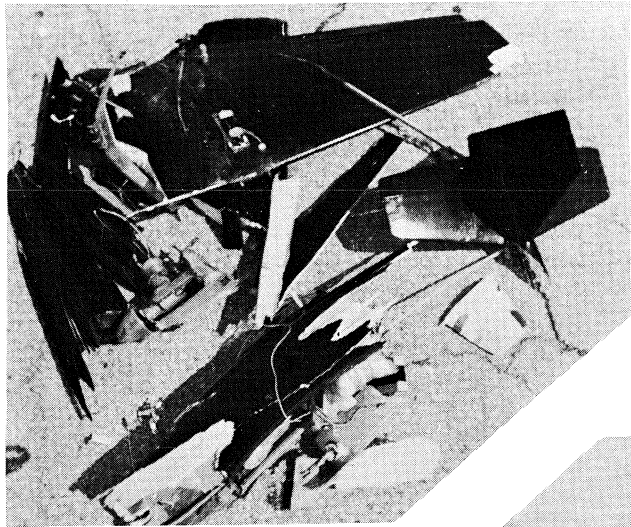
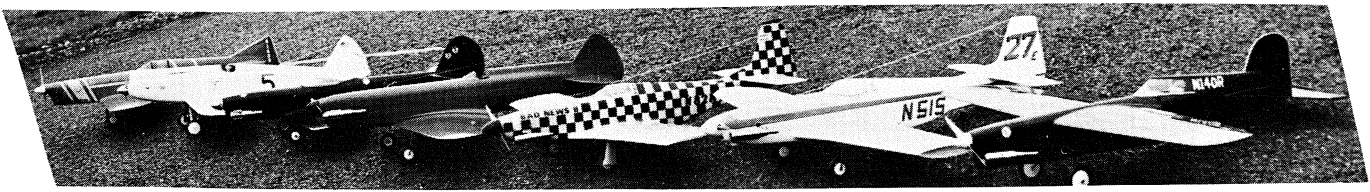
FAI

1. Korpi/Roy Team	MISS FAI	Roy K & B	1:46.0
2. Von Adelung/Murphy	Original	K & B	2:04.5
3. Joe Foster	P-39 Cobra	Roy K & B	1:54.9

BACK TO FLORIDA. The following supplementary notes on the Tampa race reached me after I had already typed up the report on p. 3, but I thought you'd appreciate them: "The race had significant importance for D.C. May and Harold Coleson as the flying site was located between the Schlitz and Budweiser breweries. The Budweiser Brewery was located in plain view of the scatter pylon, and D.C. May had no problems with cutting as he was always way beyond the #1."

I D E N T I F I C A T I O N S for facing picture page (page 5). The lineup of planes across the top is from the Northwest event reported on page 2. They are all FAI racers: from front to back (i.e. right to left) they are Bob Root's original Russell Chambers 1938 R-1 "Chambermaid"; Larry Sperberg's P-51 Mustang modified Howard kit; Bob Mikko's P-51 Mustang modified Howard kit; Dick Beck's original L.M. Brown Co. 1938 B-2 "Miss Los Angeles"; John Schuy's original P-40 Q; next is a Howard "Pete" from M.A.N. plans; and last is Bob Root's original Keith Rider 1938 R-4 "Firecracker". All use K & B .40's.

Below the FAI lineup at left is what Jack Fehling's Minnow looked like after you-know-what. The small picture just below the crash picture is the same Minnow on takeoff. On the right below the FAI lineup is the happy group of Formula I winners at Sunnyvale: from left to right, Garry Korpi and Luke Roy with their Ballerina, Bob Morse with his Shark, and Ed Foster also with a Ballerina. In the center of the page is the trophy table for the Tampa races -- very handsome plaques indeed! Just to the right of the trophy table is the scatter pylon at Tampa with the Budweiser Brewery that is alleged to have given D.C. May so much trouble in the background. Immediately below the trophy table is the lineup of Tampa winners, from left to right: Ed Weitock (2nd), his caller Jim Schweitzer; Jim Demeritte (1st) and his father/caller Ed; Charlie Gray and behind him his caller Jack Fehling; and Bill Williamson with best performance trophy. To the left is the Sunnyvale lineup, and the Sunnyvale FAI winners: Roy and Korpi, Von Adelung and Murphy, and Joe Foster. At bottom is the Howard "Pete", a beautiful picture sent by Bob Root.



SOUTHERN CALIFORNIA. The F.A.S.T. Club Talent Promotion Race, Mile Square, March 18-19, 1972. Reported by Ed Hotelling, who kindly offered his services when I managed to find work to do at Purdue to avoid having to face, and get beaten by, Dwight McCan. Many thanks for this splendid report and pictures, Ed! (And maybe I'll be ready by next year, Dwight!) "The equivalent of last year's Rookie Race, under a fancier name, was held March 18th and 19th at Mile Square Field at Fountain Valley, California. 37 pilots competed through 8 rounds of flying for the 10 impressive trophies and ten plaques. Weather was overcast, in the 50's. Results were:

1. Paul White	1:54.4
2. John Powell	1:53.5
3. Ron Neff	2:04
4. Kent Nogy	1:56.1
5. Tom Cone	2:09
6. Allan Howell	2:13
7. Bill Warner	1:58.4
8. Stephen McIntyre	2:16
9. Lawson	2:07
10. Bill Hebestreit	2:14

Most pilots flew with K & B engines except John Powell (2nd) who used a Supertigre he had modified to record the meet's fastest time. John was tied with Paul White going into the final round and leading on the basis of best time. They were both on the same frequency, so no fly-off was possible. However, in the last round Bill Warner (7th) took off ahead of John Powell's "Miss Dallas", and John's cut in trying to pass Warner put John one point back of a perfect score.

Paul White, with Jan Sakert calling, beat all comers to win all eight of his races and 1st place with his beautifully finished Minnow. His airplane used extremely thin (1/4"?) wheels and wheel pants for low drag. The engine cowling was unusual in the exhaust scavenging. Not only was the exhaust extension eliminated, but also the exhaust stack on the engine itself. A slot was cut fore and aft in the cowling from the bottom, so that ram air could hit the exhaust opening directly from the front and take the exhaust gasses directly aft. Paul put a lot of thought into this design.

Big Ron Neff from Bakersfield flew his Minnow to third place overall, getting second in a race with Paul White and in only one other. Kent Nogy, with his cousin Joe Nogy calling, got 4th overall with a "Miss DARA", which was number one handicap and probably one of the fastest planes at the contest. Kent got all firsts except for a second to Paul White and a zero with a lean engine run. Once Kent gets that DARA in the groove, look for him to do a lot better than 1:56. Tom Cone flew his old fat Midget Mustang on a beautiful course to 5th overall, with no zeroes. Tom's fastest time of 2:09 with Jay Replogle calling shows he did well on reliability and piloting ability rather than speed. 6th place winner Allan Howell won his last heat and then decided to take an extra lap. Ironically, as he turned the number one pylon, the wing folded and his Minnow crashed in the golf course sand trap. Otherwise only a few crashes occurred and no mid-air. One pilot was disqualified for unsafe flying, and his plane was saved only by his caller taking the transmitter and landing it. [ED: I wasn't there, or there would have been two of us in that boat.]

On the subject of safety, Mel Santmyer made several helmets available to fliers for evaluation. There is a model with ear covers for about \$14, and without for about \$4. Not a bad idea.

Loretta Hall was racing, with Howard Reed calling, and having a ball. Even though she finished in the top twenty, she's already threatening to trade in her Cox Blue Label for some racing fuel to do better next time.

Successful smooth operation was assured by the presence of all the old pros of racing out in force to do the work. John Carabidian was CD, Joe and Betty Stream ran the ready line and desk, Joe Bridi the #1 pylon, Bror Faber the near pylons, Jim Jensen and Bud Anders were starters, Eric Faber, Whit Stockwell, Bob Bleadon, Ron Schorr and many others were lap counters, and the Smith brothers helped everywhere. The success of the contest was indicated by the enthusiasm of the fliers for the next race. Wes Morris came all the way from Phoenix to compete Sunday, since nobody had told him about the change to a two-day race. One of the serious problems for Wes, an airline pilot, and many others, is that their schedules are fixed about the 20th of the month for the following month, so better communications are needed to notify all members of any schedule change at the earliest possible date.

Although not many times under two minutes were recorded at this race, at least a dozen pilots out of the group will pose serious competition to the top fliers at the next open race. All thoroughly enjoyed getting their feet wet in this type of competition, which is a great way to get into the sport of pylon racing."

CANADA. From Basil Derrough, 21 Trafalgar St., St. Thomas, Ontario. "The flying season is fast approaching and from the schedules I've seen, it should be one heck of a busy season for pylon racing. Ontario will kick off the season with a race at Waterford on May 14th. For the first time, FAI pylon will be flown at the Canadian Nats. On September 23-24 the Forest City Flyers of London will hold a race for Sport, Open & FAI. M.A.A.C. have passed a muffler rule for 1972, which means that no race may be sanctioned unless you fly with a muffler. This pretty well limits our races to Sport, Open, FAI and Quarter Midgets. Formula I or II racing cannot be sanctioned. A Radio Control Pylon Racing Association has been formed within M.A.A.C and we'll have our own Race number setup, decals, etc. I have agreed to edit the news for the pylon content of the forthcoming M.A.A.C issues, namely "Competition Canada". Complete details are being sent to each M.A.A.C Radio Control member in Canada....Don't forget the UPRC race circuit, and should have some info shortly on activities in Michigan. Race dates, so far, for Canada: May 14, Waterford, Ont., Sport and FAI
Aug 5-6 Canadian Nats, St. John Quebec, FAI
Sept 23-24, London, Ontario, Sport, Open, FAI.

NEW YORK. From Bob Noll, 96 Pine Knoll Rd, Endicott, N.Y. 13760. "This year the Aeroguidance Society will hold their 7th Annual Northeast Pylon Races and for the first time they will be held for TWO days, June 18-19, from 11:00 AM to 6:00 PM on Saturday and from 9:00 AM to 3:00 PM on Sunday. The site will be the Tri-Cities Airport in Endicott, N.Y., which provides paved runways, adequate parking, and good spectator control. Although several clubs have made similar improvements in their race operations, we were the first in the east to use a light board at the #1 pylon three years ago. In addition we built a large NMPRA-type starting clock last year. We added a feature to our light board

to permanently record and display all cuts at the #1 pylon SO NEITHER THE FLIER NOR HIS HELPER CAN BE IN ANY DOUBT WHETHER HE HAD A CUT OR NOT.

[ED: Sounds great, Bob: how about giving us the details and a sketch so maybe some other clubs can try the same device?] This year we will improve our lap counting system somewhat and purchase a few boat horns to signal cuts at the near pylons. We'll run Formula I alone and Formula II/FAI combined with prizes in all three classes. The Formula II and FAI will be flown heads-up in the same heats, each class flying by its own rules, to the letter (all on NMPRA Course). We have as many Formula II fliers in our area as we do Formula I, maybe more, so we certainly must have Formula II. There are also some people who want the FAI experience for the Nats (?) or England. So we are going this way in an effort to let more people participate. I hope it works out okay. Hal deBolt and the UPRC are going to try this also.

By the way, I would appreciate learning about some of the west coast races in terms of operations like (1) experience on racing schedules -- how many hours in a two day meet and recommended starting times? [ED: We generally get in about six hours of flying a day, start processing at 8:00 A.M. and flying by 9:30 or so on Saturday, flying by 8:00 on Sunday to finish by 2:30 or so. The trick is to move them fast. We normally get in eight full rounds even with 50 or 60 entries.] (2) Suggestions for improving registration and processing delays. [ED: Our procedures are spelled out in great detail in the new 17-page CONTEST DIRECTOR'S GUIDE FOR PYLON RACING, noted in the February Newsletter, available directly from Bror Fabor, 13422 Iowa, Westminster, Calif 92683, for 50¢. I recommend it to you in the strongest way possible. It's a GREAT piece of work, for which credit goes mainly to Chuck Smith.] (3) Best technique for setting up heats. [ED: spelled out in the CD's Guide.] (4) Best technique for lap counting, etc. [ED: would you believe it? That's in the CD's Guide, too. You'll love it!]

Finally, my congratulations to you and Bror for getting NMPRA off to a blazing start in 1972!" [ED: believe me, such kind words are music to our ears. We're honest-to-God trying, and with the support of guys like you and the UPRC fliers, how can we miss?]

TEXAS. From Daniel deG. Strong, P.O. Box 664, Midland Texas 79701. "One major item lacking in the NMPRA Newsletter is information as to where kits and/or plans of various racers can be obtained. For instance, the Shark racer (Prather) is a beautiful thing, and I have seen it pictured and commented on many times, but have not seen a word as to where, if at all, plans and/or kit could be obtained. Same goes for other racers, as well. In an event so closely governed by rules on dimensions and structure, it is very difficult to get new participants when they don't know where to get the models. Some are advertised, of course, mainly the Stafford line, but apparently many are kept secret, for some reason, possibly fear of duplication and / or competition. At any rate, a rundown once in a while of where various models came from, and where plans or kits can be obtained would be most welcome, and, I think, useful." [ED: The Prather Shark was built from scratch by Phil Breitling, 4511 Darien Street, Torrance, Calif 90503. He is a great builder, and is at present teamed up with Roger Owen. My son Whit Stockwell will be flying one of Phil's Sharks in the coming season. If you want a Shark (if Phil is too tied up right now to build you one, or supply his plans), there is a nice one available from Francis Products, Cupertino, Calif. As for your general suggestion, I think it is a good one, and I hereby make the following offer:

THIS NEWSLETTER WILL PUBLISH AVAILABILITY INFORMATION ON ANY KIT, ENGINE, OR RACING ACCESSORIES. THE INFORMATION SHOULD BE ADDRESSED DIRECTLY TO THE EDITOR. THE EDITOR RESERVES THE RIGHT TO EDIT ANY SUCH NOTICE TO THE BARE BONES -- THE NAME OF THE PRODUCT, AND THE NAME AND ADDRESS OF THE MANUFACTURER. NO ADVERTISING WILL BE ACCEPTED, NO FEE WILL BE CHARGED, NO CLAIMS WILL BE MADE, NO OBLIGATIONS WILL BE ENTAILED, NO SUCH NOTICES WILL BE SOLICITED, BUT ALL SUCH NOTICES WILL BE PUBLISHED PROVIDED THAT IN THE EDITOR'S SOLE JUDGMENT THE PRODUCT IS SPECIFIC TO PYLON RACING. THE EDITOR FURTHER RESERVES THE RIGHT TO DISCONTINUE THIS SERVICE IF IT BECOMES BURDENSOME OR OVERLY LENGTHY. EACH NOTICE OF A PARTICULAR PRODUCT OR SERVICE WILL BE PUBLISHED ONLY ONCE.

THE EDITOR'S CORNER. I'd like to pick up the rather bouncy ball dropped by Bror Faber in his column this month about the production rule on engines, namely his suggestion to up the minimum number from 100 to 1000. I'm against Bror's suggestion, and I'd like to say why.

The membership of NMPRA is around 500. We hope it will grow. But not even all of those 500 are active racers. How many engines, then, can any manufacturer reasonably expect to sell? Let's face it: it's not a money-making proposition. Our racing events are prestige events. It means a lot to a company to say their engine won the National Pylon Championships: but not because they will then sell a lot of .40's and make lots of money, but because the prestige rubs off on their other engines, especially the smaller ones which DO make money. The only relatively large American company involved is K & B. They're in it because they like racing, they like the competition, not because they make any money out of it -- even with the '70 and '71 engines, the sales alone were not sufficient justification for their effort, and you'd better believe they're not making money by hand-tooling 100 engines for this year's competition, even if they sold them for \$100 apiece (I hear they'll go for about \$60, and they've got to lose money at anywhere near that price).

So why automatically cut all the smaller operators out of the competition by upping the production number? If the smaller operators can make a good engine and build a reputation through winning the prestige pylon events, why shouldn't they have the chance? The standard argument is, We'll price too many guys out of the competition. I don't believe it: look at the times down in Florida, with '71 K & B's, or the times up at Sunnyvale, also with '71 K & B's. Look what Prather and Telford/Violet did last year with \$35 Supertigres. And maybe the 70 or 80 lucky guys who are getting the new K & B's this year are going to give the rest of us a hard time. If they do, we may have to spend \$100 for an RAF and find out whether Roselle and Frye are up to that class of competition. I'm betting they are. We may have to do without booze for a month to make up the difference between a \$60 engine and a \$100 engine, but what the hell? Maybe even two months. And I hate water. But if you want to compete, I think you'll cut the corners that you have to cut.

So now let's hear from the rest of you. Do we race, or play games with numbers?
End of editorial.

NATIONAL POINT SYSTEM STANDINGS 3/24/72

1.	Demeritte, J	68S	SE	277.3	Write to Bror Faber with a self-addressed return envelope or postcard if you want to know your current standing.
2.	Weitock, E.	67S	SE	274.2	
3.	Coleson, H.	69T	SE	258.6	
4.	May, D.C.	11S	SE	247.4	
5.	Leidner, R.	28T	SE	208.4	
6.	Williamson, B.	21T	SE	175.9	
7.	Schoonard, W.	1S	SE	166.2	
8.	Baucom, C.	22Q	SE	154.0	
9.	Schweitzer, J.	13S	SE	151.2	
10.	Fehling, J.	23T	SE	140.7	

SOUTHERN CALIFORNIA POINT SYSTEM. At the recent Southern California District Meeting called by VP Al Prather, with 78 in attendance, a new point system for this district was announced. I asked Chuck Smith to write it up for the Newsletter, but I haven't heard from him yet, and I didn't take careful notes, so the following summary is unofficial and should be taken with a grain of salt -- it is approximately right. The old NMPRA system will be used, with one modification: the 1st place winner will get the number of points he would have gotten PLUS FIVE EXTRA POINTS; the 2nd place winner will get the number of points he would have gotten PLUS THREE EXTRA POINTS; and the 3rd place winner will get the number he would have gotten PLUS ONE EXTRA POINT (or was it two?). I don't like the system, and I have said so publicly: as far as I can see, the 1st place winner has beaten exactly one more person than the 2nd place winner, and should get exactly one more point. The 1st place winner is more than amply rewarded in trophies, glory, and publicity without being awarded that much extra edge on the guys who did almost as well. But this will be the system this year, whether I like it or not, or anyone else: it has been decreed, declared, and anointed from on high. [No offense, Al or Chuck: I think you've done a magnificent job, and differences of opinion will always be with us.]

SOUTHERN CALIFORNIA RACING DATES. Besides the ones already announced (Apr. 22-23, Apr. 29-30 FAI, May 6-7, June 3-4, June 10-11 FAI, Aug 26-27 Rookie, Sept 9-10 FAI, Oct. 28-29, Nov. 4-5, and Nov. 24-26), there are two more definite dates for So. Cal. points:

Aug. 19-20 Pop White Memorial Races, FAST Club, Mile Square
Oct. 14-15, Palomar Flyers, Camp Pendleton (prob. location)

This means there are EIGHT So. Cal. point races scheduled for Formula I, and three for FAI. Your best SEVEN will therefore count for the District Championships, in Formula I. Unfortunately 3 of the 8 are scheduled after the young men will be going away to college, which automatically eliminates some of the tougher competition. For the National competition, those who can't fly after early September will have to plan to attend at least three races outside the District.

QUARTER MIDGETS. On March 28, a new pylon organization was established to organize and promote the growing quarter midget event. Quarter Midget Pylon League is dedicated to the quarter midget flier and seeks to expand R/C pylon

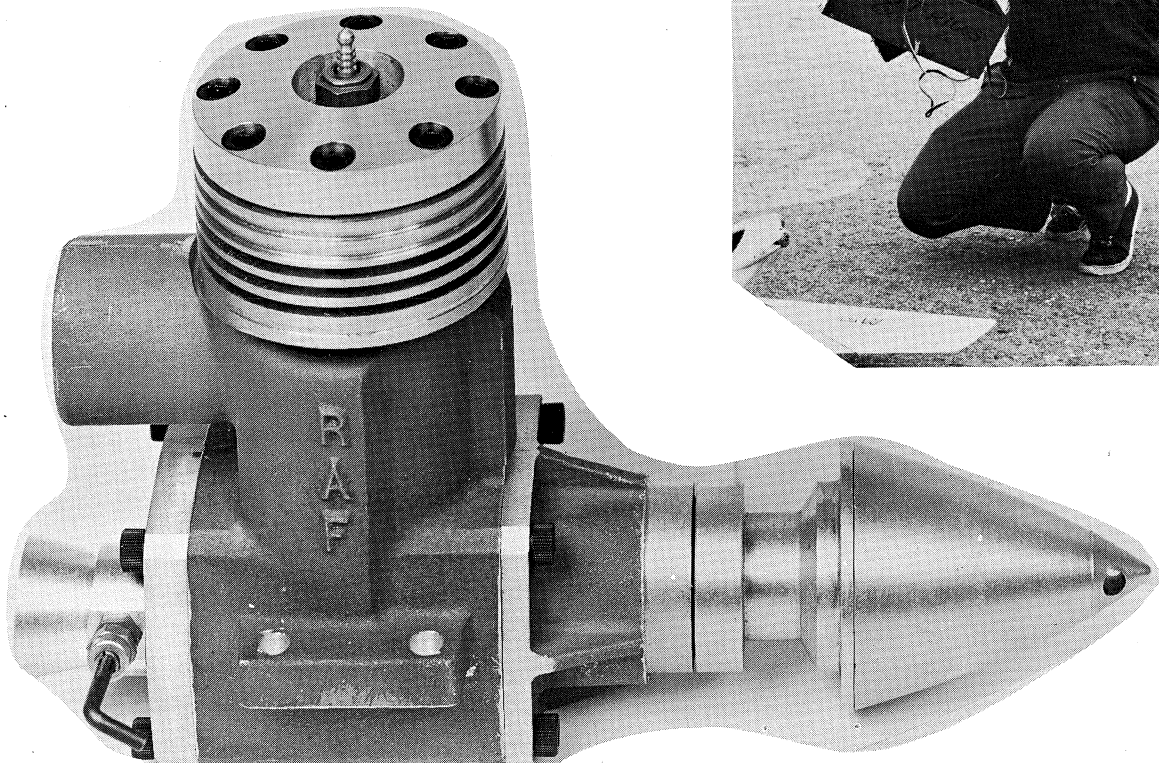
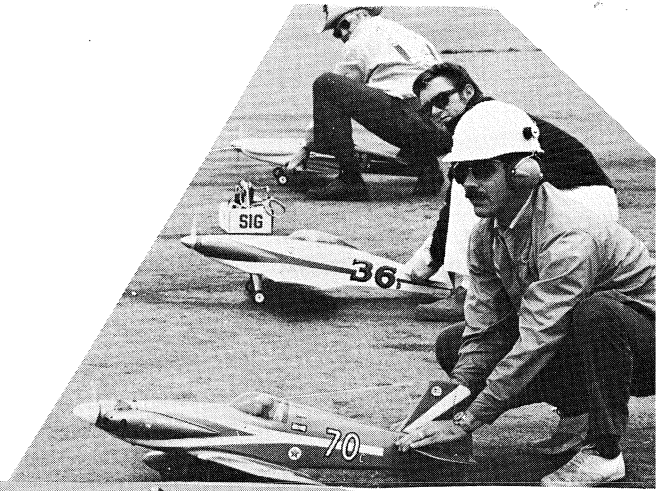
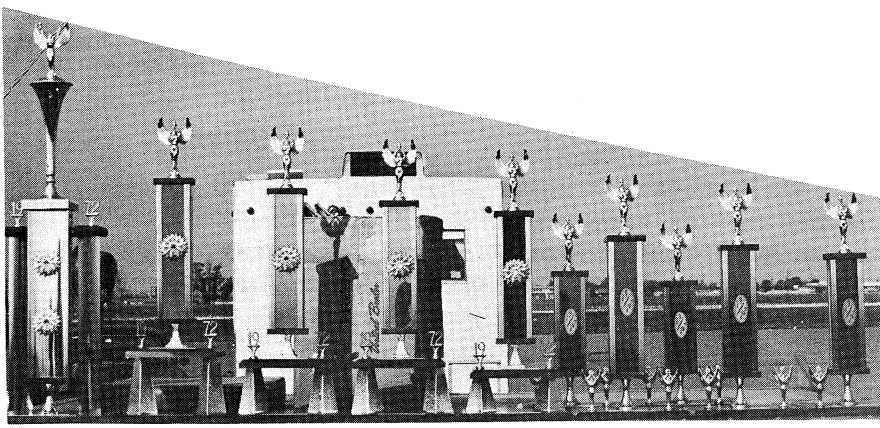
through the quarter midget effort. QMPL is a national organization with Model Builder Magazine and informal newsletters for communications. Won't you please pass the word to the quarter midget people in your area. Your support for racing in general is important for the growth of all organizations. Pass the word and think racing!! President: Bob Penko, Kirtland Hardware, Kirtland, Ohio 44094. VP: Ed Nobora. Treas.: Bob Gademer. Sec.: Bob Boone. NMPRA Liaison: Marv Kowalewski, 421 W. Grant, Kent, Ohio 44240.

ENGINES. The best information we have goes like this (and it is subject to correction by feedback for the next Newsletter -- if you know of any errors in this summary, please let me know right away): (1) The H.P.: if you don't have one already, you probably can't get one, because it appears unlikely that any more will be coming into the country before August. (2) The Supertigre: no new designs expected, but the fine ABC .40 is expected to be available again in quantity shortly. (3) The '72 K & B: 101 are being produced, for delivery around May 1; all have been sold already, and no more will be available before the latter part of the season, if then. (4) The RAF: (Roselle and Frye) 150 are being produced in the first run, delivery around May 15. Still available, price \$100, deposit 1/2 at time of order. Details on this engine are given below.

THE R.A.F. ENGINE. Two weeks ago I asked the two NEW competitive engine makers for descriptions, three-views, and pictures of their engines. I did not ask World Engines, because Supertigre is producing no new engine, and the old ABC is well-known in racing circles. I did not ask the H.P. distributors because I understand that no more will be available before August (I will nevertheless publish such information if they wish to send it). I did ask K & B, who have not yet responded, so that whatever they send will have to be published next month. And I did ask Roselle and Frye, who sent the following information, and the three-views and pictures that are published herewith:

- R.A.F. .40 for Rat Race and R/C Pylon.
- Brass chrome sleeve plus Dikes ring.(ABCD)
- One piece crankshaft.
- Machined piston, bar stock.
- Rod bushed, machined bar stock.
- Head machined bar stock.
- Crankshaft 4140 steel, heat treated.
- Crankcase, front plate, backplate all 355-T7 castings.
- Building 150 engines on first run, starting delivery May 15, 1972.
- Affidavit of compliance with AMA and NMPRA quantity regulations to be filed not later than May 15.
- Price \$100. For FAI engine with muffler, \$125.
- Exhaust tubing bent to specified shape available on request.
- Address: R.A.F. Custom Engine Service. 217 W. Wenger Rd., Englewood, Ohio 45322.

I D E N T I F I C A T I O N S for pictures on next page (p. 12). Upper L.: Trophies for the F.A.S.T. Club Talent Race; Upper R.: Jay Replogle wearing new-style safety helmet with ear covers -- Arlen West and Al Strickland on line; Middle left: Joe and Kent Nogy, the "Polish Racing Team"; Middle R.: Top five [identifications continued on p. 13]



trophy winners at F.A.S.T. Club Talent Promotion Race -- Top left, Tom Cone, 5th; Top right, Kent Nagy, 4th; Bottom left, Ron Neff, 3rd; Bottom center, Paul White, 1st; Bottom right, John Powell, 2nd. Bottom right: Loretta Hall, who may turn out to be the first woman to win the Formula I event at the Nats -- at least she's on her way. Bottom left: the R.A.F. engine (Roselle and Frye). Picking up his gear is Paul White, winner of the talent race. It's purely accidental that he seems to be aiming to drop his starting box on the R.A.F. -- he's one of K & B's top machinists, a great sport, and as nice a guy as ever won a race. By the way, the Miss DARA that the Nogys are holding won the top handicap position in the judging.

THE MIDWEST. I don't have this schedule officially, but I picked up these listings in a newsletter: if you live in the area, check 'em out.

May 27-28. Shawnee Mission, Kansas. Pattern, Sport Scale, Formula I.

June 17-18. Des Moines, Iowa. Formula I, Sport Scale.

June 17-18. Dayton, Ohio. Everything.

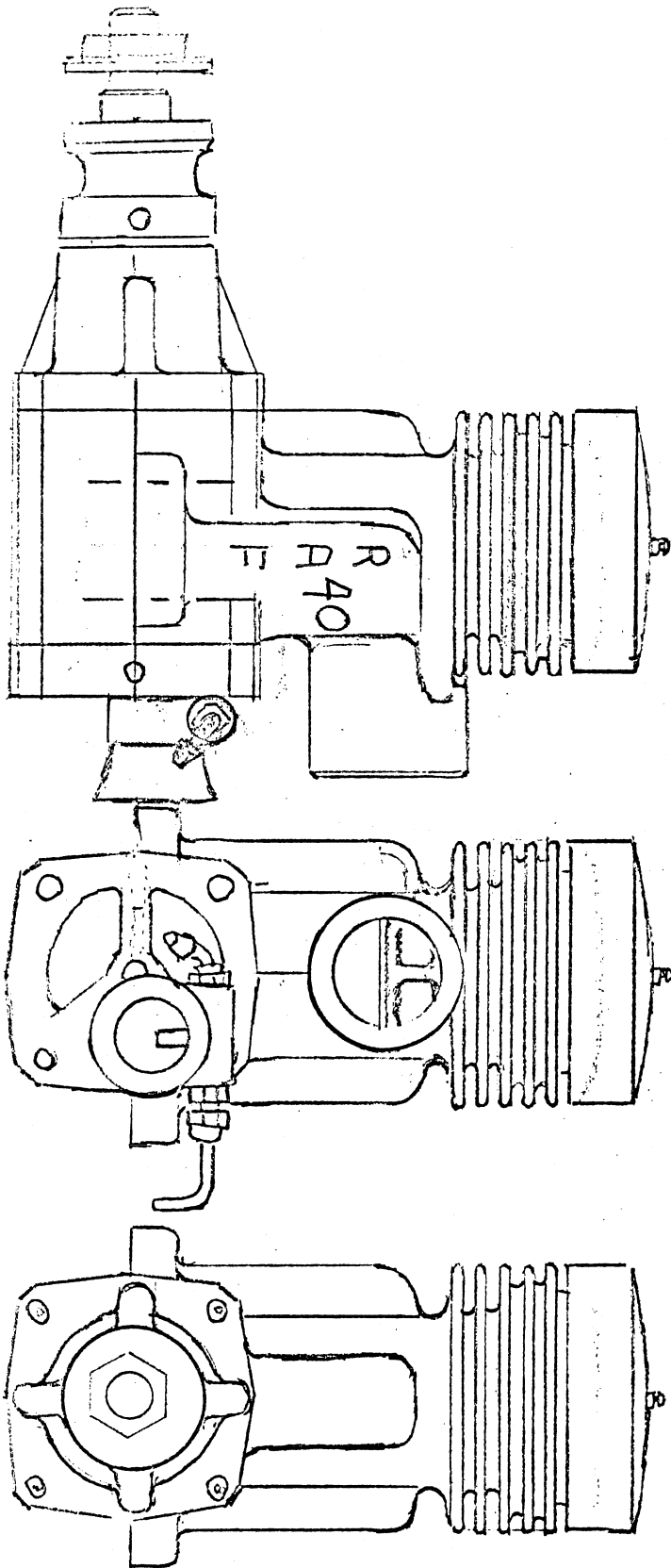
I'm sure there must be lots more planned in the area, and I'd like to publicize it for the racers. Somebody please get on the ball.

SAFETY. At the Southern California District Meeting recently one of the main topics was SAFETY, with the discussion led by Mel Santmyer, chairman of the Safety Committee for racing in this district. A very strong recommendation, one that absolutely makes sense, is that we ought to get ear muffs of some kind, like those used around jet aircraft. You are gradually deafening yourself with those screaming .40's out on the line. Furthermore, Mel recommends helmets, i.e. HARD HATS not only for the pylon judges but also for everyone out at the line. The NMPRA Southern California District is buying a full set of helmets for all officials: donations for this purpose were made by the following --

The B.I.R.D.S. of Carson City
The BARKS Inc. of Bakersfield
The Palomar R/C Fliers
The Lakewood Village Hobby Shop
Ed Hotelling
The Valley Flyers

The District is also purchasing a full high quality set of phone communication equipment, and a good loudspeaker and amplifier system in order to make the races exciting for spectators.

That's it for this month. I told you in March that I had short-changed you and would make it up in April. I hope I have. -- ED.



R.A.F. 40
 R.A.T. & R.A.C.E
 R.C. Pylon
 By Roselle & Frye

Aprox WT 100g

Scale 1-1

Drawn by Jack Faye