

# N M P R A

## NEWS RELEASE

*FAI Rule proposals*  
*FORM I Rule Classification ✓*

# NATIONAL MINIATURE PYLON RACING ASSOCIATION

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

JUNE, 1972

Edited by BOB STOCKWELL

Since President Bror Faber has been even busier than usual, what with his new job and all the racing we've been occupied with in Southern California, his usual first page letter to the membership is going to turn up somewhere near the end of the newsletter. Our copy deadline is the second Thursday every month, and it can't be held up even for Bror.

There's always discussion of rules in this game. We begin with a letter from Cliff Telford. "John Clemens has appointed me to represent the pylon fliers on a new FAI Executive Committee. My job is to seek out and consolidate the opinions of the U.S. fliers so that our voting delegate can do a better job of representing our interests. To do this I would like to use the NMPRA Newsletter to solicit proposals and comments, and to publish the proposals from other nations.

"Two proposals came out of the April FAI meeting in Paris.

1. From the FAI R/C Subcommittee:

For 1975 reduce the engine size from .40 cu. in. (66cc) to .305 cu. in. (5 cc) in order to slow the models down.

2. From the United Kingdom:

From the carburetor rule delete the phrase, "the use of tuned exhaust systems is prohibited". Reason: "It is impossible accurately to define the difference between a silencer and a tuned exhaust system."

"I would like for you to publish the above items for comment by NMPRA members. Please ask them to send comments to me (8612 Rayburn Rd., Bethesda, Md. 20034) and/or you. I would also like to solicit comments on the following for a U.S. proposal:

1. Should the FAI rules require a "rotating barrel carburetor", or should we propose a change more in line with the system we use in Formula I & II?
2. Should the flagging system employed by FAI rules be changed to the present system used by AMA?
3. Should starting position be determined by draw as at present by FAI rules or should some other method such as qualifying time be used?

4. Present FAI rules do not permit a team entry. Should this be changed to allow a team entry in FAI pylon? FAI rules now permit team entries only in control-line team racing. AMA rules prohibit team entries only in such events as R/C Pattern and C/L aerobatics, where the piloting skill is judged by a panel of judges.

"NMPRA members may have other suggestions for FAI rules changes. These suggestions and comments on the above should be sent to me, to NMPRA, and to AMA Headquarters."

AT ABOUT THE SAME TIME that Cliff Telford was formulating the above proposals, a Southern California Race Procedure Committee chaired by Charley Smith was also formulating proposals. That committee took its proposals to a meeting of the F.A.S.T. Club, where they received extensive discussion and emerged in the form below. These also, like Cliff's, are at this time only proposals for discussion. They are numbered in accord with the rules numbers in the present AMA rulebook. Feedback on them should be sent to Smith at 8509 Lennox, Panorama City, Calif.

2. Change last sentence to: "Each pilot or team entry is permitted a total of two functionary people on the flight line." Reason: Allows team entries and does not disqualify a pilot if a third person should help him in the pits, such as the quick repair of an aircraft between heats.
- 3.1. Change last sentences to: "The models must be semiscale and must resemble an individual manned, powered full-sized aircraft, including the fuselage cross-section. Competitors may be required to show documentary evidence of the existence of the model's full-sized counterpart. Aircraft without horizontal stabilizers will not be allowed in this event (V-tails excepted)."
- 3.2. Change to: "Engines must be of the reciprocating piston or rotary type with a maximum total swept volume of six and six-tenths cubic centimeters (6.6 cm<sup>3</sup>)." This will allow the Wankel engine.
- 3.3. Change to: "The engine shall be equipped with a positive radio-controlled engine shut-off. The pilot must be able to shut off his engine by radio control on the ground or in the air within five seconds of command irrespective of aircraft attitude. A competitor will be disqualified from the heat if unable to land his model promptly on instruction from a properly designated official."
- 3.3.1. Change to: "The engine must be equipped with a silencer which must reduce the engine noise to 100 db. Noise should be measured in an open area seven meters downwind from the exhaust outlet of the silencer. The aircraft may be held at different attitudes in order to measure its highest db level. The silencer may not extend more than 18 cm. beyond the center line of the engine's cylinder. The engine must be tested as it is set up for flight (same mixture setting, prop, etc.). If atmospheric conditions are such that over 75% of the contestants go over 100 db, this limit may be raised to 105 db." (These figures are all tentative and would have to be worked out by experimentation. The reason a standard prop is not specified is that the noise of the aircraft is being measured. This rule permits tuned exhaust systems but the limit on the length of the muffler, we think, will eliminate the tuned pipe as we know it. Something would have to be added to the rule about a standard measuring device but there is not enough information available to be specific at this time, especially on a world-wide basis.

- 3.6.1. Add: "Filletts are not considered part of the fuselage or the lifting surfaces." This is to prevent someone from taking the minimum width dimension from across the filletts.
- 3.6.3. Change to: "At least two wheels with a minimum diameter of 57mm (slightly less than 2 1/4") will be used. Where applicable, a third wheel, of any size, may be used. A positive means of steering on the ground shall be provided (a movable rudder fulfills this requirement). The landing gear must be attached in a permanent manner to the model so as to permit a normal takeoff and landing."
- 3.7.1. Eliminate: "Flying wings and deltas will not be allowed in this event." Scale requirements take care of this along with eliminating tailless aircraft.
- 3.9. Change second sentence to: "Its composition shall be 80% methanol and 20% castor oil."
- 4.0. Change fourth sentence to: "All takeoffs will be ROG. No mechanical device should be used to assist the aircraft." We have found it is safer for the caller to push the aircraft so that it takes off straighter. This is especially important for simultaneous takeoffs, as mentioned later.
- 5.2. Change to: "The flagmen will have their flags in a ready position above their heads as the aircraft reach midcourse between the #3 and #1 pylons. At the instant the model draws level with the #1 pylon on the correct side, the flagman will briskly lower his flag. If a model fails to round the pylon or passes back on the same side of the pylon the flagman will signal a cut by waving his flag from side to side above his head. There will be no flagging at the #2 or #3 pylons unless a pylon is cut. There will be no pilot's helpers at any of the pylons."
- 5.4. Change second sentence to: "The sideline judge will signal any overflight of the ;it or spectator areas by waving a flag. The judges at the #2 and #3 pylons will signal a cut pylon by waving a flag or blowing an airhorn."
- 5.6. Eliminate: "The contest director will instruct each competitor when to land his model at the conclusion of each heat." Add: "The maximum time allowed for each competitor's flight shall be six minutes. Any flight longer than this limit will lead to disqualification of the contestant from the heat."
- 5.10. Change to: "When it is possible for there to be a 6 meter separation between aircraft on the starting line, simultaneous take-offs may be used. If simultaneous takeoffs are not possible, starting positions will be determined by draw with the aircraft flagged off at one second intervals. All contestants must be given an equal number of opportunities to race."
- 6.1. Change to: "The flight of each model shall be timed with a stopwatch. Timing shall start when the starting signal is given to each individual competitor and finish when his model crosses the finish line. The winner of each heat will be the aircraft which crosses the finish line first. Times will not be used to determine the winner of a heat."

For FAI pylon aircraft in the USA, the contestant's full AMA number, preceded by the letter N, should appear at least 3 cm. high on the wing and at least 1 cm. high on either the fuselage or tail. Numbers need be on the stab only if it is detachable.

Okay, that does it for FAI, for the time being. But you're not finished reading rules: our very efficient and very busy friend Charley Smith, with his hyperactive committee, in consultation with Bror Faber and Bill Northrup, Chairman of the AMA R/C Contest Board, have instituted the following FORMULA I RULES CLARIFICATIONS. These are effective immediately.

- 23.4.1. Change first sentence to: "Maximum total nominal displacement shall be .4030 cubic inches (6.60 cm<sup>3</sup>)." There are several reasons for this: Most engines are set up now to be .3999 cu. in. But since the present rule states only .40 cu. in., it means that an engine with .404 cu. in. may also be considered legal, since nothing is mentioned about the third decimal place. The main reason for recommending this change, however, is to cut out some of the expense for the modeler. At present, if an engine is run lean or has dirt run through it, new parts must be obtained since if the old ones are reworked, the engine will usually go above .40000 cu.
- 23.4.5. Add: "Filletts are not considered part of the fuselage."
- 23.4.6. Change third sentence to read: "A positive means of steering on the ground shall be provided (a movable rudder fulfills this requirement)."
- 23.4.7.3. Change second paragraph to: "The wing, from centerline (and/or outside the fillet) to tip, must have a straight line taper on both top and bottom surfaces (the wing may have a convex taper, however)."
- 23.7.2. Change to: "The registration number is required on the upper right and lower left wing pannel. The minimum height of the numbers on the wing will be 2 inches. The letter N will precede all registration numbers."
- 23.7.3. Change to: "Registration numbers are also required on either the vertical tail surface or along each side of the fuselage behind the trailing edge of the wing. These numbers should have a minimum height of 1/4 inch and 1 inch, respectively."
- 23.11. Change third sentence to: "All takeoffs will be ROG. No mechanical device should be used to assist the aircraft."

[Hey, Bror...does that mean we can push them at the Nats?  Yes ]  
 No

End of Rules and Such for this issue!!

#### ACTIVITIES AROUND THE COUNTRY

CHICAGO. Reported by Frank Morosky, 2445 Hamilton Dr., Elk Grove, Ill. 60005. "We can honestly say at this time that the "dog" has a backbone. All we need is some meat around the bones. Our first two racing meets failed to get any points on the NMPRA scoreboard. The first race held on May 7 was dealt a bad blow by mother nature. She managed to give us temperatures in the 40's, rain, fog, and high winds -- all in one day. We had contestants from Indiana, Iowa, Wisconsin, and Arkansas but couldn't hold a race. One brave soul took his formula I ship up and immediately lost it in the low clouds. A little later on we held 1/4 Midget races when the clouds rose. The ground was so wet we had to hand-launch the racers. Jim Grier and the guys from the SAC Club had spent many hours preparing for this meet and had all arrangements

well in hand. The CPC would like to thank them for their fine effort.

"Our second meet, June 4th, was a turnaround of the first. This time the old girl gave us ideal weather -- it was in the 70's, dry, and the wind was from the ideal direction. Now, only 11 contestants showed up for Formula I & II. Not having enough entrants for NMPRA scoring we decided to hold a practice meet with 2 and 3 ships in each heat. Jerry Nelson, who has come out of retirement, turned a 1:52.4 with a Miss Dallas and his HP-40. Ron Piorek with a Midwing Minnow and a series '71 K & B had a 1:54.2. Formula II saw Bruce Balko turn in a 2:15.4 with a proto and SuperTigre 40, and Frank Morosky putting in a 2:19 with a Stafford P-51 and Series '71 K & B.

"One person who deserves CPC's special thanks is Jim Buckmann, our regional NMPRA VP. Jim has spent much time and money (he made a set of lights, flags, etc) as his donation to the cause. Tell Bror that Jim's doing one hell of a job.

"The rest of our racing season schedule is as follows -- let's hope that we can get the fliers and weather together for them:

July 9	Morris, Ill	Formula I and 1/4 Midget
Aug 6	Chicagoland, Chicago	Formula I and 1/4 Midget
Sept 10	Davenport, Quad Cities	Formula I and II
Oct 1	CPC, Rantoul, Ill	Local NMPRA Championships, F I, II, 1/4

CHICAGO. Although this letter from Jim Buckmann duplicates part of the content of the above report from Frank Morosky, the tone is of great interest and perhaps it will motivate some of the North Central fliers not to give up so easy. "There just aren't any words. Our May 7th CPC bash was rained out, all day, and here are guys from Minnesota, Arkansas, Ohio, and all we could do was nothing. So five weeks later, June 4th: this time we thwarted the rain and had a beautiful day and all we could draw were the locals. Aside from a slight wind nothing should have held this one from going. Offhand, I think I was the one who drove the furthest for this one. We even had to sell all our refreshments back to the fliers plus give away untold numbers of hot dogs with the trimmings. The kids were coming out of the walls, kids but not fliers. On behalf of my district I am a little embarrassed. I cannot but feel very disappointed at the attitude here. I feel much like Bror, I guess. We talk racing here, we build the planes, most all are fair to good fliers, we offer good prizes, good fields to fly in, etc, and this pall seems to hang over Chicago. But it can go, it will go, it must go. I for one will hang in there and as long as the other fliers like Johnson, Morosky, Balko, Piorek, Nelson (Bless his heart, your loss is our gain, a really good guy to have around). Those were just a few of the hard core around here whose efforts to put it over have been tireless. 'Nuff said...."

DALLAS, TEXAS. Reported by Ed Rankin, 6/4/72. "This contest was one of those endurance meets and reminds one of a car derby where the last one still running wins. We had four racers to crash but had no mid-air collisions. Fortunately, everyone had back-up airplanes to finish the contest. However, the zeroes were coming hot and heavy. In the end Romayne Seysmore from Oklahoma City was on top with 20 points. Romayne finished every heat and flew a real tight course, and after all, consistency is what counts.

"There were 12 entries and we flew 8 rounds. The majority of the contestants were from Oklahoma City, as was the case with the Fort Worth meet. Ted White has really

done a good job in organizing a racing team that attends all the race meets. The entries have been down the first two meets from our 20 entry average. Now that we have plenty of race meets scheduled, we have lost a lot of our race pilots for one reason or another.

"The heartbreaker was when Rankin crashed his Miss DARA with an elevator servo failure after the third heat race was over. He finished the contest with his Mustang but drew two zeroes due to engine flameout on takeoff. The real ironic thing in this contest was when Ted White drew a solo heat race: he was leading in that race all the way when his wing broke and crashed his racer. Dr. Deerhoff crashed his Minnow when he overrolled on the scatter pylon.

"Jim Bertoglio of Medicine Lodge, Kansas, either wins the contest as he did in Fort Worth last week, or he blows the whole thing. He had five zeroes due to engine trouble. Better luck next time, Jim.

"Congratulations to Monty Moncrief from Forth Worth for his second place position. This is Monty's second racing season and he has really become a good pilot. The next meet he might be the first place winner, because he is really learning how to fly a tight course.

"Not all of the heat races were timed, and most of the fast times were never recorded. However, the contest ran smoothly and eight rounds were completed by 4:00 P.M. with the following results:

1.	Romayne Seysmore Oklahoma City	Minnow	K & B	20 pts
2.	Monty Moncrief Ft. Worth	Ballerina	SuperTigre	1:47.5 19 pts
3.	Ed Rankin Ft. Worth	Miss DARA, Mustang	SuperTigre	1:49 18 pts
4.	Ted White Oklahoma City	Ballerina	K & B	1:45 17 pts
5.	Deeds Bigelo Oklahoma City	Ballerina	K & B	16 pts

FORT WORTH, TEXAS, May 28, 1972. Reported by Ed Rankin. "The Ft. Worth Thunderbirds held their first race of the season on May 28. Two more races are planned by the Thunderbirds on Aug. 6 and Sept 17. The weather was hot and humid (90° F and 80% humidity) with a 10mph crosswind, and was pretty rough on engines. Jim Bertoglio from Midicine Lodge, Kansas, won this one with his new Ballerina and K & B Schneurle. We had 13 entries and ran 8 rounds, which was all we could take in that high humidity.

"The real human interest story of this contest is the story of "Our Protector, the TREE." We have a tree on the north end of our field between the runway and the pit area that everyone wants to knock down. Actually it has saved the people in the pit area from injury many times by airplanes landing off course. However, it's pretty tough on airplanes and this contest was no exception with two racers trying their luck in knocking down the tree. Would you believe they lost, ask Dick Thompson and Wayne Browning. Sorry fellows, the tree stays! This was Wayne Browning's first race and he did a real good job by finishing all heats. He says he has three more racers under construction and one will be ready for next week at Dallas. We need more dedicated race pilots like Wayne. Dick Thompson has several racers left, so he will be ready for Dallas.

"We had several racers damaged on takeoff by running into each other, but we had no

mid-air collisions. Romaine Seysmore lost his Minnow due to radio failure, which was the only other total loss in the contest.

"There were many fast heat races but the one that was really exciting was with Bertoglio (Ballerina/K & B Schneurle) and Rankin (Miss DARA/SuperTigre). Both were tied for points at the end of the 2nd round. Both engines were running good with Rankin taking off first. Bertoglio passed him and then Rankin passed Bertoglio, but he blew a turn on number three pylon and Bertoglio took the lead and won the race by 10 feet. Wow! What a race with Rankin clocking 1:36.5 and no time on Bertoglio due to timer error. The K & B Schneurle is running real strong and seems to have a lot of potential but the SuperTigre is still in the competition.

"At the end of 8 rounds, Bertoglio had 23 points; Helms, White, and Rankin had 20 points; Bigelow had 19 points. Rankin won the flyoff for second place with Helms taking third place and White taking fourth place.

"Ted White is one of the best race pilots we have ever seen, and can really fly a tight course. He could fly an Ugly Stick with a GHQ and still clock 1:45. When you race him you really know you have been in a race.

"Jim Bertoglio says this is the first time he has ever won a first place in a race. Well, he deserves it, because he has been working very hard for many years. He and Loren Tregalis, who won our last race, are both from Kansas and are real fine competitors. They are always welcome to our contests. In fact, they have never missed one of our meets for the last four years.

"Gale Helms and Monty Moncrief (Club President) were going real strong all through the meet. Monty got too many zeroes with one broken prop on takeoff and a D.Q. in one race. This is Monty's second year at racing and he is really coming on strong. Gale placed real good in every heat race but had one D.Q. and ended up in a tie for second place.

"We certainly appreciate the fine turnout from the Oklahoma troops. They accounted for nearly half of our total entry. Oklahoma City will have a race with their pattern meet on July 15-16, and Wichita, Kansas, will have a race with their pattern meet on July 8-9. These should be added to the race schedule reported in the May Newsletter. Wichita, Kansas, is not in our district, but we attend each others' contests because we are only 300 miles apart.

1.	Jim Bertoglio	Ballerina	K & B Schn.	1:47.5	23 pts.
	Medicine Lodge, Kan.				
2.	Ed Rankin	Miss DARA	SuperTigre	1:36.5	20
	Ft. Worth, Tex.				
3.	Gale Helms	Mustang	SuperTigre	1:52.0	20
	Ft. Worth, Tex.				
4.	Ted White	Ballerina	K & B	1:47.2	20
	Oklahoma City, Okla.				
5.	Deeds Bigelow	Ballerina	K & B	1:51.5	19
	Oklahoma City, Okla.				

REDMOND, WASHINGTON. Reported by Bob Root. "On Saturday, May 13, the Pylon Racers of Puget Sound (PROPS) sponsored a race featuring Formula I and FAI. Eight FAI competitors fought it out in spectacular fashion to the delight of the crowd. At the end of 6 rounds, there was a three-way tie for first place between Bob Root, John Schuy, and Dick Beck flying their Chambermaid, P-40Q, and Brown Racer respectively.

The ensuing flyoff heat was a close one all the way with Bob leading John by a small margin until he blew the far pylon in the last lap. However, the lead changed again on the #3 pylon when Bob cleared the steel pylon pole by about one foot flying below and inside the guy wire which holds the pole up. (Lucky!!!) A spectacular finish to a good race. Dick Beck was close behind for a well-deserved 3rd place with his 1938 Brown Racer. This was Dick's second race. The best FAI time of the day was flown by Bob Root (2:05.1) with the fastest PROPS novice award going to Bill Bone (3:21).

"Unfortunately, there were only five Formula I racers available, and one of them stalled on takeoff before the race, resulting in extensive damage. Some of the competitors had trouble all day with the grass field. Formula I was won by John Haskin (his second race) with second place going to Bruce Batch from Spokane, Washington. Bob Root was third. He wasn't able to complete the race after he touched back down during a takeoff in the third round. This was a costly pilot error which will require some rebuilding. The fourth flier was Mark Arcelle, Jr., who was racing for the first time. He has a fast Minnow, but spent most of the day on the wrong side of the pylons. He'll do well in the future. Bob Root had the fastest Formula I time (2:01.6) with John Haskins winning the fastest PROP novice award (2:03.7) and with his performance he is no longer considered a PROPS novice.

"Here are a few observations on racing in the Northwest. The fliers are finding that FAI airplanes need to be near the minimum weight to fly well and be competitive. Our Formula I times are getting down to last year's times in other areas and I think these will improve with experience. However no one in the area has figured out how to get the FAI times competitive with the rest of the country. At the current local FAI speeds (2:05 to 2:10) the event is a very good one for the novices. Everyone in the area is using Series 71 K & B's with the exception of John Haskin. However, his stock SuperTigre ABC G-40 is very impressive. We found that the day before Mother's Day is not a good day to have a race. If we can get all the competitors now in Oregon, Washington, Idaho area out to the same race it should be a great one. Right now everyone is shooting for the Spokane race."

#### FAI -- Six Rounds

1.	Bob Root	Chambermaid	K & B	2:05.1
2.	John Schuy	P-40Q	K & B	2:06.5
3.	Dick Beck	Brown Racer	K & B	2:15.5
4.	Bill Bone	P-51	K & B	3:21.0
5.	Bruce Batch	Midget Mustang	K & B	
6.	Bob Mikko	P-51	K & B	
7.	Nelson Eddy	Howard Pete	K & B	
8.	Mark Arcelle	P-51	K & B	

#### Formula I -- Five Rounds

1.	John Haskin	Lovings Love	ST	2:03.7
2.	Bruce Batch	Ballerina	K & B	2:18
3.	Bob Root	Lovings Love	K & B	2:01.6
4.	Mark Arcelle, Jr.	Minnow	K & B	

ATLANTA, GEORGIA. Atlanta Club Sponsored Races, May 20-21. Reported by Paul Bartels. "Monroe, Georgia, Airport was the place. A 3800 ft. runway provided all the necessary ingredients for two days of racing. Contestants were able to fly in from Florida



and Tennessee to compete with others from North Carolina, South Carolina, and Georgia. Plenty of room for the fliers, operation control, spectators, and parking. New innovations this year were phones between the control desk, starter, and #1 pylon. Colored barriers, coordinated colored lap counters, and flags all matched to the starting positions made identification easy. Yellow cut flags were installed on top of the barrier whenever the infraction occurred (and there were a few).

"The Atlanta R/C Club again sponsored the race. Ugly Sticks with idling engines slowed the times some compared to last year's performances, but the excitement remained nonetheless. This action really was a warmup for the hot ones in the background. After four rounds of nip and tuck, Hal Coleson had first spot; but it was by no means a walkaway, as the never-say-die Tom Baker was right on Hal's tail and Charlie Kruger's third place kept the pressure on both. Hal's best time was 2:42.9, while Tom and Charlie both turned 2:40.7.

"Pattern type planes with engines idling kept the action moving next. John Shannonhouse showed the way this time with a scaled down Beachcomber powered with a Max .40. The best time for John was 2:30.9. Second was D.C. May and Tom Baker (again) with best times of 2:31. In this event we had a look at several of Len Purdy's new Invaders. Sharp looking, fast, and groovy. You will be seeing more of this one, because it can't help but appeal to all fliers.

"The last event of the day was open pylon. D.C. May led the way this time with a Stegall Little Bit powered by an ST .40. His best time was 1:54.4. They were turning Formula I times. Again Tom Baker at 1:58.8 and then John Shannonhouse with the same ship. That finished off Saturday's program and then the pretty birds came out to prepare.

"Sunday, it appeared and sounded like every .40 in the country was being groomed and tuned in the pit and parking area. Props, plugs, and fuels were tested with tachometers to achieve that extra RPM (science, they say, is involved). After being dimension-checked and weighed they were static judged and the racing got started. Twenty-five heats of three-plane races (only had one free ride). Chambers and Williamson patted wings several times, but both finished the race. Later Art cut up Jim DeMerritte's rudder which blew off in the air for a disqualified flight [Ed: no way -- that's strictly an FAI rule], again both finished the race though. When it was over, Hal Coleson was first, with a best time of 1:36.2 powered by one of the new K & B Schneurles.

"The weatherman only showered us at lunchtime, which did not hold up the proceedings. The trophies were beautiful and all the winners left smiling. Mr. Gail Jacobson, Atlanta Club President, and Contest Director, received commendation from the contestants when the beautiful awards were made, for a well-organized meet (unheard of!). Watch for announcement of our Fall meet. We'll be looking for you.

Formula I Results, Atlanta R/C Races, 15 entries, May 20-21

1.	Hal Coleson	Stegall Minnow	K & B Schn.	1:36.2
2.	D.C. May	Stegall Minnow	K & B Schn.	1:36.0
3.	Ed Weitock	Ballerina	SuperTigre	1:45.5
4.	Tom Baker	Stegall Minnow	K & B	1:45.0
5.	Jim Stegall	Stegall Minnow	K & B	1:47.0

## RESULTS, Valkaria, Florida, June 4, 1972, Formula I (20 entries, no other report)

1.	D.C. May	11S	K & B	1:34	20 pts.
2.	H. Coleson	69T	K & B	1:35	19 pts.
3.	T & D (Pownall)	35T	K & B	1:41	18
4.	Art Chambers	57T	SuperTigre	1:44	17
5.	C. Krueger	44T	K & B	1:49	16
6.	J. DeMerritte	68S	SuperTigre		15
7.	J. Maki	22T	SuperTigre		15
8.	J. Schweitzer	13S	SuperTigre		13
9.	C. Smith	5S	SuperTigre		11
10.	S. Bingham				9

## RESULTS, Burlington, N.C., May 6 and 7, Formula I (9 entries, no other report)

1.	C.E. Funderburk		K & B	1:47.0	20	
2.	Carl Whilden	43Q	K & B		18	Minnow
3.	Tony Dula		K & B		15	Minnow
4.	Chuck Baucom	22Q	K & B		14	Shoestring
5.	Marshall Sanderson		K & B		12	Minnow

## RESULTS, CRC Showdown Air Races, May 7 (20 entries, 5 rounds, no other report)

## Formula I (20 entries, 5 rounds)

1.	Jerry Wagner	1:33.2	
	Southington, Conn.		
2.	Mike Helsel	1:34	
	Dover, Pa.		
3.	Sam Griswold		
	New Hartford, Conn.		
4.	Jack Secondo/Francis Mitchell		
	Longmeadon, Mass and Westfield, Mass.		
5.	Pete Reed		
	Plainville, Conn.		

## Formula II (10 entries, 4 rounds)

1.	Mike Helsel
2.	Robert Barkowski
	Easthampton, Mass.
3.	Pete Reed
4.	Jack Secondo/Francis Mitchell
5.	William Zautner

ONTARIO, CANADA. Waterford Air Races, May 15, 1972. Reported by Basil Derrough. "The first race of the season was held at Waterford, Ontario, on Sunday, May 14. The weather's being rather wet and foggy held the entry list down, but spirits were not dampened too much as a good number of volunteer workers showed up, and 15 fliers. By midmorning the sky had cleared somewhat, and 8 fliers were battling it out in Sport Pylon. Most of the sport entries were pattern type aircraft flown by novice (?) fliers turning in some good times, and having some real close heats. For most, though, it was their first time around a pylon course. There was only one midair during 4 rounds of racing, with minor damage to the planes. 2- and 3-plane heats were flown, and most fliers finished all their heats, with some scratching no more than 1.

"Two fly-offs were held, with Tom Gaylord edging Saul Green for first, and John Fotiu edging Steve Nagy for 3rd.

"FAI was the event that everyone was interested in, as no previous activity had taken place in this area. There were seven FAI planes entered, and for once no great frequency problem. Three and four plane heats were run, with each flier getting in 4 heats, mixing them up pretty well. The times were all about the same, with Hal deBolt turning in the fastest time with 2:09. The engines all sounded about the same, with each flier getting in a good run in one heat or another, once finding the proper needle setting, plug, prop, etc. All the fliers were supplied with K & B FAI fuel.

"A Formula I demonstration race was held after the contest by Hal deBolt, Kent Landefeld, and Dave Keats. This was enjoyed by the spectators and fliers alike, as many people had never seen these ships perform."

RESULTS, FAI Pylon, 8 entries, 4 rounds

1.	Hal deBolt	Caudron	H.P.	2:09	15 pts.
2.	Dave Keats	Long Midget	SuperTigre	2:20	9
3.	Kent Landefeld	Caudron	K & B	2:26	8
4.	Gerald Shaw	P-51	K & B	2:21	7
5.	Basil Derrough	P-51	K & B	2:19	4
6.	Bob Ball	P-51	K & B	2:25	4

CONNECTICUT: Northern Connecticut R/C Races. Extracted from the Northern Connecticut R/C Club News, edited by Bernice Williams, passed on to me by Bror Faber since it was not sent to the editor. [I have never yet received a single direct report from that area. Has someone up there got something against the Newsletter? Every other area has been just great in getting reports and pictures to us. Why is the Northeast different? Without a very nice personal letter from Cliff Telford, I wouldn't even have known about the Telford/Violett FAI speed record of 1:39.3, posted on May 14, until June 15 when Bror forwarded the NCRC Newsletter to me.] "West Suffield, Conn. May 14, 1972. Bob Violett racing against Formula II competition turned an official 1:39.3 with an FAI Miss BS plane, Violett retracts, and their reworked engine running FAI fuel. This was the best time of the day on the Formula II course. The racing was fantastic with weather that was cloudy with a few showers, but nothing as bone soaking as a year ago. Things moved along very well so that we were able to get in 5 rounds of Formula II/FAI and 5 rounds of Formula I. This is a lot of racing for one day, and takes a large amount of cooperation between racers and workers. We use a light system on the number 1 Pylon with 2 cut lights for each turn light. The cut lights stay lit, so there is no question about the number of cuts. We also have an intercom system that runs from the starting line to the #1 pylon and the announcer. This is the first time we used the intercoms and we feel it saved an awful lot of time we used to spend shouting at the #1 pylon to turn off the cut lights, running results to the announcer, etc. The intercoms were purchased for under \$30.00 (with miles of wire), are battery operated and worked flawlessly all day. Another thing that saves arguments at our races, is the fact that we have a watch on every pilot. These watches are checked against each other before race day, so that we are sure they are accurate. If a watch is doubtful, we don't use it. First place time in each heat is double-checked against the starter's watch. John Palica did an outstanding job as starter and general organizer. We've been running races so long here in Conn. that the system is pretty routine, but every year we come up with another improvement.

"The racing was up to its usual quality. The turnout was dissappointing but a few planes were lost at Hadley, Mass. the weekend before, and I suspect that some "Mothers" objected to their husbands spending Mother's day racing those silly little planes around pylons. Pete Reed was shooting the rapids through the Grand Canyon in a rubber raft. Oh, well, whatever turns you on! We had only 11 entries in Formula II/FAI and 16 in Formula I. Highlights in Formula II were Bob Violett's 1:39.3. They came in first with a perfect score for 5 rounds, tying the Jack Secondo/Fran Mitchell team who took second with a best time of 1:43.3. Jack was flying a Formula II Mustang with a K & B engine reworked by Mitch. Third place was another team, Jack DePace and Jerry Wagner. Jack had a Miss BS with a K & B engine reworked by Jerry. Jerry did the flying and their best time was 1:51. One crash marred this event, and it was a spectacular one. Bill Zautner had radio difficulties, and crashed into the entrance gate. The plane burned. This is the first time any of us have ever seen anything like it. Ellen Sattlers remark that "it gives you a funny feeling to see people jumping all over a plane to put the fire out" kind of sums it up. From the starting line all we could see was a billow of smoke. Hot fuel and a hotter engine must have been the cause. One more safety tip. A fire extinguisher could come in handy. We now have one attached to the door of the shack.

"In Formula I Telford and Violett again took first, with a Minnow with reworked SuperTigre engine. Best time 1:36.4. Jerry Wagner took second place with 19 points and a best time of 1:36.6. Jerry was flying a Minnow built like only Jerry Wagner can build, finished without a ripple to slow him down. He also had a SuperTigre engine. He turned his 1:36.6 in the same heat T & V turned their 1:36.4. Jerry was the second plane off and he spent the entire 10 laps catching up to Bob Violett. Fantastic racing! Butch Schroder came in third with a Ballerina and the best time of 1:49. This is the first time I've seen Butch finish all the heats he was in, and it proved that finishing pays off. Dick Davis, who pulled a big fat zero in Formula II, came in 4th in Formula I. He was flying a Shark and proved that with a good combination of plane and engine he could fly.

"It was a terrific day and what we lacked in quantity we made up for with quality. Our ne racing event is scheduled for June 11."

BAKERSFIELD, CALIFORNIA. June 3-4, 1972. B.A.R.K.S. Third Annual R/C Pylon Races, Formula I only. Reported by Bob Stockwell. This is probably the most difficult race to do justice to that I have ever reported on. Consider some of the bare statistical facts:

This was THE BIGGEST pylon race ever held, anywhere in the world. 100 preentries, 95 who flew one heat or more, 119 airplanes entered including backups. Not even the Nats have had that many. And excepting one entry from Arizona, they were ALL from California.

They had THE BIGGEST work force outside the Nats: 43 BARKS Club members and wives and children on the flags, counting desk, staring desk, pylons, phones, etc.

They set THREE NEW WORLD'S SPEED RECORDS: Bob Smith broke his own record of 1:30.2 with a 1:29.8, then Larry Leonard (starting fourth!) broke that with a 1:29.4, and then Bob Smith put in an incredible 1:27.9. There was no question of legitimacy: no cuts, no short course, no weird clocks. It's for real. We're into the 1:20's, and there were so many times right around 1:30 that it was not even a surprise when that barrier fell.

They completed seven rounds, 151 heats plus 4 flyoffs. At the end of seven rounds, there were only two competitors with perfect scores, Bob Smith and

Clarence Neufeld, which demonstrates that in spite of the worry that luck of the draw would play a major role in the outcome, since you fly against only 21 others in seven rounds, out of 95 entries, in fact the competition was overall of such high calibre that luck played very little role after all.

They had the greatest age spread probably ever at one pylon race: Steve Sica, 11 years old, and Ed Von Adelung, whose age is a well-kept secret but I'd have to guess he's comfortably into his 70's, and we can all hope we're in as good shape when we get there. A great old man, that one!

By the end of the race, there were 25 dead airplanes. We crashed more than normally enter other contests outside California! Mostly they were radio failures, which is hard to account for, since reliability these days is extremely high. The higher RPM must be getting to the radio through vibration. There were four wings that folded, and in all those heats only one midair.

It is interesting to see how they would have finished up on best time as the only criterion, and then compare it with the final finish order:

#### ORDER BASED ON FASTEST TIME

Bob Smith	1:27.9
Larry Leonard	1:29.8
Clarence Neufeld	1:30.2
Joe Vartanian	1:30.9
Jeff Bertken	1:31.0
Cliff Weirick	1:31.2
Terry Prather	1:32.5
Charley Smith	1:34.2
John Brodbeck	1:34.2
Jack Hertenstein	1:35.9

#### RESULTS, Bakersfield Air Races, June 3-4, 1972

1.	Bob Smith	Miss DARA	K & B Schn.	1:27.9	28 pts	
2.	Clarence Neufeld	Minnow	K & B Schn.	1:30.2	28	flyoff
3.	Charley Smith	Miss DARA	K & B Schn.	1:34.2	27	
4.	Bob Bleadon	Miss DARA	K & B Schn.	1:37.9	27	flyoff
5.	Bob Francis	Shark	K & B Schn.	1:37.7	26	
6.	Terry Prather	Minnow	SuperTigre	1:32.5	26	flyoff
7.	Ron Russell	Minnow	K & B '71	1:53.5	24	
8.	Larry Leonard	Miss DARA	K & B Schn.	1:29.4	23	
9.	Joe Martin	Minnow	K & B Schn.	1:39.4	23	flyoff
10.	Chuck Hayes	Minnow	K & B Schn.	1:39.8	23	
11.	Jeff Bertken	Miss DARA	K & B Schn.	1:31.0	23	
12.	Joe Vartanian	Miss Dallas	SuperTigre	1:30.9	22	
13.	Whit Stockwell	Shark	SuperTigre	1:37.2	22	
14.	Dan McCan	Miss DARA	K & B Schn.	1:37.3	22	
15.	Joe Foster	Shark	K & B Schn.	1:39.5	22	
16.	Cliff Weirick	Minnow	K & B Schn.	1:31.2	21	
17.	Ron Sheldon			1:39.2	21	
18.	Bror Faber	Midget Mustang	K & B Schn.	1:39.9	21	
19.	George Flynn			1:50.8	21	
20.	Johnny Brodbeck	Minnow	K & B Schn.	1:34.2	20	

How about that lineup of Schneurles? They wiped us out. The hoped-for confrontation between the K & B Schneurle and the RAF Schneurle did not materialize because (to

the chagrin of some) Roselle and Frye are men of integrity who were unwilling to deliver a single engine until they could deliver the full 100. By the time you receive this Newsletter, they should be delivering for real, right after the MATS Trade Show June 24-25. So that showdown will be at the Nats -- what a race that ought to be!

I wish I could report all the great races, and not confine myself just to the fast types in the top 20. There was a race that Bob Smith won against Hertenstein and Prather that was not to be believed: 1:31, and all three airplanes virtually stacked on top of one another for 7 or 8 of the 10 laps. There was another between Stockwell and Danny McCan where they changed positions 9 times in 10 laps, with Whit winning on the first pylon, Danny winning on the 2-3 turn, the planes even in speed through the straights, and finally on the tenth lap Whit managed to turn 2 and 3 as well as Danny and win the race with the lead he had acquired on the first pylon. But there were so MANY great races, just so MANY that it is invidious to report any single one or two or three of them.

One potentially great race that did not materialize was the flyoff between Smith and Neufeld, when Neufeld couldn't get started on the line. One that did materialize was the fantastic race for 8th place, between Leonard, Martin, Hayes, and Bertken (nice grouping -- three of them work for Kraft, and the fourth is a hobby dealer who is the Kraft distributor in his area, the San Fernando Valley).

Above all I want to give credit to the contest management and the labor force that ran it so well, so smoothly. There were a few beefs on Saturday, but on Sunday the contest ran more smoothly than any other I have ever seen. It was Glen Spickler's show, and he is one fine C.D. The list of flagmen includes (I won't swear to all the spelling, guys!) Al Booker, Bill Carmichael, Guy Wilkins, Richard Wilkins, Fred Kinashita, Durwood Campbell, Tom Clegg, Don Boges, Gary Corbitt, George Gilbury, Steve Frananovich, Steve Frananovich, Jr., Russ Nikkel, John Lewis, Jesse Coffman, LeKay Kincaid, Denton Stockton, Clint Trimble, Pat McKenzie, Bill Young, and Russ Kominitsky and Kamen Jue. The head lap counters were Phil Smock, Jack Herndon, and Bob Baker. The starter, who was great, was Jerry Christiansen. On the phones were Jim Hill and Jack LeVines, with Gale Enstad and Jerry Boyce on the P.A. System. The labor coordinator was Wes Redwine. On the desk were Jean Christiansen, Vicki Boyce, Lynda Hill, and Ann Redwine. Runners were Richard Redwine, Annette Redwine, Shannon Neff, and Richard Lewis and John MacEacheron. Handling the ready line were Dick Mason and Bob Hodson.

The handicap judging was done in 45 minutes by Bob Morse, Jack Fabbri, and Jerry Christiansen. And it was a good job;--probably, in spite of the numbers, as good as at the Nats.

Among the contestants were 4 of the 5 previous national Formula I champions: Joe Foster (67), Larry Leonard (69), Bob Smith (70), and Terry Prather (71). All of the previous Formula I and Grand Champions but one were also there: the previous list plus Jack Hertenstein and Whit Stockwell.

I give up! It was just too big an event to cover decently. I just hope it is a sign of the times, and that the CPC problems reported earlier in these pages are not the true indicators of our current direction.

NORTHEAST. JAMESTOWN, May something-or-other (Pappy, how can you write a report without giving a date or total number of entries?). Excerpted from Hal deBolt's

"Pylon Cuttings" for May, 1972. "One down, 7 to go and you better believe we have the season started right! After such lousy weather, wet fields and you name it, Jamestown did it right...Ideal, perfect weather, nicely prepared field, genial hosts (as usual) and a Circuit membership who came to race, best combination for fun seen yet...What more can you say about our races at this point other than if you were not there it was your loss, there were more "models" for "smile buttons" running around than have been seen in many a day! We had fun!...

Formula Racing: If this first race is an example of what is to come this year, look out for we are in for some fantastic racing for sure! The boys came to race and we did...Heats as tight and close as you could expect and good flying. It appears that our people have gotten the message and the only learning left seems to be how to go faster, we have learned how to go fast and turn left! New faces in Formula classes too and that is encouraging...Sure was good to see others outside the Circuit come and fly with us, we sure appreciate seeing them and hope they enjoyed the activity as well as we did....New Engines....Not to take a thing away from whatever engine anyone flier used this meet was most interesting as a show place for the new Schneurle engines, first time out in the east. Again not to say ANY OTHER engine will not do as well we did see these new ones GO. Both the HP and K & B flew, both turned easily in the 1:30's and both did it repeatedly in Both classes! It appears that the Winter's B-S about them was for real."

RESULTS, Jamestown

Formula I

1.	H. deBolt	Super Mustang	K & B	1:32
2.	K Landefeld	Minnow	SuperTigre	1:50
3.	Bob Dart	Minnow	K & B	1:54
4.	Ernie Nikodem	Minnow	SuperTigre	1:59
5.	Ed Mitchell	Super Mustang	K & B	1:56
6.	Penford Team	Miss DARA	HP	1:36

Formula II

1.	Penford Team	Miss BS	K & B	1:36.2
2.	Dave Gierke	P-40Q	SuperTigre	1:56
3.	K. Landefeld	P-40Q	SuperTigre	1:42
4.	Basil Derrough	P-51	K & B	2:09
5.	H. deBolt	Caudron	HP	1:36.4
6.	Bill Messer	Cobra	K & B	

ROCHESTER, June 3-4. Excerpted from Hal deBolt's "Pylon Cuttings" for June, 1972. "We had a good one even though the Weather God did not shine on us this time, no rain but the 30 to 40 mph winds nearly across the course made it impossible to maintain anything like a decent course. Good part was that no planes stayed in the cars, we came to fly and that everyone did! It's hard to resist flying when a meet is so well set up and run, the Rochester club looked like champions with their operation! Once again many happy faces and a real fine time by all. We had a pretty good entry list in Formula I (for us), 10 real pretty and well done Goodyear racers. A couple of new types showed which caught everyone's eye, the Miss DARA and the Shark. They really add to the color of the event. Top appearance went to Kowalewski's very fine Miss DARA which we did not get to see on the course, unhappily he "dumped it" on the first takeoff. Kent Landefeld was second in appearance with his neat Minnow. The real tough cross wind hurt the flying, very

few managed to score in all 5 heats, by the end of the event only about half were still flyable, dratted wind! Form II fared better than Form I, we also had 1/3 more entries which is about as usual in the area. After such bothersome conditions to fly in you have to think that the asset of this class really shows up, these easier to handle planes simply fit lousy flying conditions much better than the little ones. In Form II it looked like Dave Gierke had it all wrapped up with a succession of wins until late in the event when his closest competitor Bob Noll matched his points by beating Dave in a heat. Bob had lost a heat to deBolt earlier in the day. Obviously the flyoff for 1st was the greatest and as it turned out the screaming ST of Gierke's just could not catch Bob's steady flying! Many fine heats, some real quick times and much good fun!"

## RESULTS, Rochester, June 3-4

## Formula I, 10 entries

1.	H. DeBolt	Mustang II	K & B	1:44
2.	E. Nikodem	Mustang	ST	1:52
3.	D. Penry	Miss DARA	HP	1:52
4.	S. Green	DeNight Sp.	K & B	2:12
5.	K. Landefeld	Minnow	ST	1:49

## Formula II, 1/3 more than 10 entries

1.	Bob Noll	Continental	K & B	1:46
2.	D. Gierke	P-40Q	ST	1:47
3.	H. deBolt	Caudron	HP	1:44
4.	M. Kowalewski	Miss BS	K & B	1:45
5.	K. Landefeld	P-40Q	ST	1:48

MILE SQUARE, Fountain Valley, California. VALLEY FLYERS FAI PYLON RACES, June 10-11, 1972. Reported by Bob Stockwell. Would you believe it? Bob Smith won the first (and only) three Formula I races in Southern California, came in third in the first FAI race, and now he is the winner again, this time in the second FAI race of the Southern California season: and with fixed landing gear he did it, too! Against all the competition we could throw at him -- Garry Korpi, Joe Foster, Terry Prather, Ed Foster, Jeff Bertken, to name a few of the fastest. This is getting a little monotonous. The story every time starts like this: "There was a pylon race last week in So. Cal. It was won by Bob Smith. So what else is new?" I won't even bore you with the details, just the results and the open question: Who's gonna beat Smith this year? How come the hound dog bites everyone but Bob? Incredible performance, just brilliant, nothing less!

## RESULTS, VALLEY FLYERS FAI RACES, MILE SQUARE, June 10-11 (18 entries, 10 rounds)

1.	Bob Smith	Miss BS	K & B	1:43.5	30 pts
2.	Garry Korpi	Miss FAI	K & B	1:50.4	25
3.	Joe Foster	P-39	K & B	1:53.5	24
4.	Terry Prather	Miss BS	ST	1:51.5	23
5.	Ed Foster	P-51	K & B	1:53.5	23
6.	Jeff Bertken	Miss BS	K & B	1:54.6	22
7.	Ron Schorr	P-51	K & B	2:03.9	21
8.	Whit Stockwell	P-51	ST	1:55.1	20
9.	Charley Smith	Miss BS	K & B	2:02.4	20
10.	Doug Spreng	Miss BS	K & B	1:58.7	19



FROM THE PRESIDENT

Computers are the greatest! This lesson was thoroughly learned last week when, because of circumstances beyond my control, the National Points computer program got the axe. An all-out effort by yours truly ensued to convert all standings to a manual operation. The result has been proofread, certified, verified, and triple-checked! To track and post race results of all you pilots takes a bit of time, but as long as the CD's and VP's keep sending them to me, I'll keep the program up to date. Latest top ten standings will be in every issue.

This brings me to another point. Naturally, since this is the NMPRA National Championship Program, I only track the points earned by current NMPRA members. In almost every contest report outside of Southern California, I see racers who have not renewed their membership using their racing numbers. If these pilots who apparently enjoy racing can't be bothered with their renewal, I can't be bothered with tracking their race performance. Unfortunately, these same modelers don't get the Newsletter either, so they won't get to read these pearls of wisdom.

In Southern California (I can hear the boo's already!) when advertising the race meets, the CD's call for both AMA and NMPRA memberships, which is their prerogative. Almost all meets in that district are pre-entry only because of the number of contestants. This way they are all aware of what to expect on arrival.

Time for some kudos. First to Dick Tichenor and Don Dewey for their continuing support, like printing our Contest Procedure Guide in-toto. Our heartfelt thanks for the assist. RCM's many tens of thousands in circulation ensure an appreciated exposure.

Next, to Glen Spickler, Jean and Jerry Christiansen, and the BARKS and their helpers from the R/C boating club who managed to organize and run 7 rounds with 95 contestants in two days at their recent meet. Their dedication, work, worry and savoir-faire must be applauded.

Our NMPRA book project is progressing albeit a little slow. Articles are trickling in to Betty Stream (pun intended), but more on this in next issue.

The rules clarifications for Formula I in this issue are just that: clarifications. We are permitted no changes this year (or next), but if you have some good ideas, we sure want to hear them!

All suggestions will be considered, so get them in to me. Later this year, a synopsis of proposed changes will go to all VP's, and then be presented to the membership for a vote.

See you next month ---

Bror

EDITOR'S CORNER. Why no photos this month? Several reasons: (1) You sent in many fine stories and this issue is therefore already oversized. (2) The best photos you sent HAD NO IDENTIFICATIONS! I'm flattered that you think I know everyone in pylon racing, but the embarrassing fact is that I don't. Please, always write, directly on back of photo, names and dates and places and events. (3) A lot of you guys send great photos -- and if you're among the ones who do, then don't take the following comment as being directed at you: but the fact is, I get a lot of pictures that I'd love to use but I can't, because there is so much pure crap and corruption in the background that you can't find the fliers and planes

among all the cars and tents and spectators and outhouses and God knows what all else! Take a close look before you snap the shutter: have you filled up the viewfinder with what you really want in it? have you got a reasonably neutral background that won't kill the center of the picture? You can always shoot a little bit UP, you know -- the sky is a great background! (4) Next month I expect to be a little short on stories, so I can run an extra photo page or two. I promise the best you sent will indeed be used: and MANY MANY THANKS to all of you who have helped so much with photo coverage of this fine sport of ours!!! Though I can't acknowledge or print every picture you send, I appreciate them all and will use all that I possibly can -- but just not this month, okay?

NATIONAL STANDINGS AS OF JUNE 14

FORMULA I

1.	H. Coleson	69T	90 71 634.1	7 races
2.	D.C. May	11S	600.8	7
3.	E. Weitock	67S	497.9	6
3.	J. Demeritte	68S	497.9	6
5.	C. Baucom	22Q	427.3	6
6.	B. Smith	51C	340.1	3
7.	L. Leonard	50C	327.3	3
8.	B. Williamson	21T	322.2	6
9.	T. Prather	93B	312.0	3
10.	R. Leidner	28T	309.0	5

FORMULA II/FAI

1.	G. Korpi	69A	286.8	3
2.	J. Foster	4A	252.6	3
3.	R. Barkowski	51J	208.1	3
4.	B. Smith	51C	195.2	2
5.	J. Bertken	30B	169.2	2
6.	J. Schuy	25E	162.6	2
7.	B. Root	26E	158.5	2
8.	E. Foster	102A	153.2	2
9.	W. Stockwell	51B	147.9	2
10.	L. Leonard	50C	143.2	2