

N M P R A

NEWS RELEASE

NATIONAL MINIATURE PYLON RACING ASSOCIATION

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SEPTEMBER, 1972

Edited by BOB STOCKWELL

From the President

The two big ones are already history, the Nats and the Internats have come and gone. A round of applause for the "Old Man" Cliff Weirick for proving that all is not lost for us members of the "Over the Hill Gang". And from all of NMPRA a heartfelt congratulations to Bob Violett for again capturing the crown for our United States at the Internats! The story is elsewhere in this issue.

Activities in the Northwest and the Northeast are now beginning to taper off mostly due to weather. All-out efforts by people like Burt and Bernice Williams and their club in Northern Connecticut and Pappy deBolt and his Pylon Circuit resulted in a great season in the Northeast. Their dedication and enthusiasm sparked more races with higher attendance than ever before. They only had one instance of conflicting race dates, with all the activity there, a great performance. Since our districts are not aligned with those of AMA, scheduling races can sometimes be difficult. How would it be if any club desiring to put on a race checked with the NMPRA VP for the district? If each VP kept a master list, conflicting race dates could be eliminated. Let me know what you think.

Although a quarter of the year is left, it's time to think about who are going to have the thankless task of guiding our racing activities next year. I am in the process of asking the VP's if they will again spend time and effort in 1973 to keep NMPRA growing. They can all certainly be very proud of their hard work this year, as can Bob Stockwell and Gil Horstmann. If you desire to do something for the sport/hobby that is giving all of us so much, let either Gil or me know you want to run for office. We'll sure see to it that your name goes on the ballot.

Knowing the job that needs doing next year, I have asked a very experienced and dedicated modeler and racer to run for president: Ed Rankin of Ft. Worth. If there are other "volunteers", step right up. Also don't forget one of the many prerequisites for the job is to have a thick skin (and preferably a hard head).

The invitation is already out for Tucson and the Winter Nats, and I hope a lot of you will be there!

See you next month,

Bror

Editor's Corner. You have every right to be upset that you did not receive your August Newsletter until damned near the end of September. I sent it Air Mail to Gil on September 1, so I was about 10 days late. Gil didn't receive it until

September 8!!! Today is September 21, and I still haven't received it, but it was printed last week and Gil and Clara are getting them out as fast as possible. This one will be in Gil's hands on September 22 when I go up to the Western States Pylon Championships at Tracy tomorrow. So it will be late also. It is, I regret to say, turning into more of a burden than I can handle in the time available to me, and I am happy to announce that the job will be taken over in January by ED HOTELLING, one of the really nice guys in racing, and one of the dedicated workers. I have agreed, as long as he wants me to, to continue writing stories and supplying pictures of those contests that I am lucky enough to be able to attend; but after January the big job will be his, and I can assure you that the job will be in abler hands than it is now, and more reliable ones. I just hope that all of you who have cooperated with me so magnificently in supplying news and photos from all over the country -- Pappy deBolt, Bernice Williams, Jim Schweitzer, Bob Bleadon, Jim Buckmann, Ed Rankin, Jim Simpson, D.C. May, Glen Spickler, Chuck Smith, Terry Prather, Betty Stream, Jack Fehling, to name just a few of the wonderful people who have helped me -- will cooperate with Ed even more actively and usefully than you have with me. I will continue my column in American Aircraft Modeler, so I sure hope you'll continue to send items that you'd like to see published there directly to me.

In the January Issue, when we make the final transition from my editorship to that of Ed Hotelling, we'll provide all the necessary addresses to which news and photos and letters should be sent.

NMPRA NATIONAL STANDINGS, 9/11/72

FORMULA I

1.	D.C. May	11S	640.1	7 races
2.	H. Coleson	69T	634.1	7
3.	H. deBolt	1K	628.0	7
4.	E. Weitock	67S	497.9	6
4.	J. DeMerritte	68J	497.9	6
6.	C. Baucom	22Q	445.6	7
7.	J. Vartanian	49B	443.3	5
8.	B. Smith	51C	443.0	4
9.	M. Helsel	64N	440.8	6
10.	L. Leonard	50C	435.1	4

FAI -- FORMULA II

1.	H. deBolt	1K	594.7	7
2.	A. Sattler	41K	503.3	7
3.	G. Korpi	69A	456.8	5
4.	J. Foster	4A	446.9	6
5.	D. Gierke	72L	421.0	6
6.	M. Helsel	64N	384.4	6
7.	K. Landefeld	76L	381.1	7
8.	P. Reed	34J	370.1	7
9.	R. Barkowski	51J	366.3	6
10.	B. Knoll	14K	328.5	4

OPEN LETTER TO THE NMPRA FROM JIM SIMPSON, VP North-Central West. "Gentlemen: in February 1972, I was appointed by President Bror Faber to be district VP of the NCW District. At that time this seven-state area had only 17 NMPRA members,

so I set a couple of goals and got out to go see my guys. As of this writing I have personally visited with modelers from each of these seven states and I have found some truly amazing situations! I feel duty-bound to share these findings with all of you. Let me tell you why.

"When the NMPRA started up I joined because I like to race. When it affiliated with AMA I rejoiced because, like the U.S. Government, it may not be perfect but it is a darned site better than anything else around right now. And here is the point! Just because it is better doesn't mean it can't be improved. Now, gents, after traveling almost 6,000 miles and personally talking to over 400 modelers I want to share some of their (and my) opinions with you.

"Point number one is the impact the Schnuerle engines have had in this district. By our own inaction we have inadvertently slashed our own throats in this regard. Many of the real old-timers will remember the type and quality of engines available to us when Formula I got started. And us "old-timers" can plainly see that it is now going the way of "B" speed or team race! The price of a competitive engine is rapidly approaching that of the radio itself. Moreover, competitive engines are NOT available to everyone! Before you raise hell about what has been said so far just answer this question, please: Why should anyone have to go further than the local hobby shop to get everything he needs to race with? To phrase it another way -- Formula I racing is now to the point where the guy with the most cubic money wins!

"I have never been one to just criticize without offering a solution, and when the cubic money problem arose, I spent nearly three months looking for recommendations. I offer the following for starters and hope if you have something constructive to add that you will do so.

"The most common reply is a "claiming" clause. The intent here is to force use of stock engines which anyone can buy. It works like this: You have a race and after the last heat is flown if someone makes an offer to buy someone else's engine for the advertised retail price then he must either sell the engine or forfeit any prizes he would be eligible for. Thus, if a person chooses to "hop up" his engine he gets no glory.

"Another common reply is to up the limit rule. The most common figure is 1000 and next most common is 500. You may recall that when we started Formula I NO ONE thought a manufacturer would tool up just to make a hundred so that was the limit. But now we see that at least three manufacturers have done so! [Editor's note: What are the other two? RAF hasn't made any yet, there were 400 Tigres available at midseason, and HP has made several hundred though they're still harder to get here than abroad. I'm just asking for information: the problem is a real one which I want to see solved, too, though I'm not sure this is the right solution; but also I'm not sure it's not the right solution.]

"Before I go on, let's talk a bit about manufacturers. I am one of the more than 60,000 modelers who have reaped hours of pure joy directly as a result of Johnny Brodbeck and K & B Manufacturing's efforts. For this reason I think we owe it to them to really help and not "put them on" or worse play one maker against another. What I am suggesting is that if we limit Formula I to strictly stock engines its popularity will boom and Johnny won't be forced to make any special runs. Yes, I can hear the howls now from the chosen few but let me remind you that all over the country modelers in general are having a ball just racing: for instance, Denver with 1/2A Midgets (.09 because of altitude); 1/4 Midgets

everywhere; Oklahoma City with Esquire races; Council Bluffs, Iowa, with Falcon races and of course the Ugly Stik races. There are no hot engines being used there as they are not necessary. After all, a race is a race is a race.

"What we in NMPRA should be doing is promoting and administering all this racing as well! But instead we have slowly and surely built a very ugly American image. Think about this a minute. Our racers are georgeous creations with mirrorlike paint jobs which go fast, make lots of noise and really please the crowds. Right? Right! So, now, here we are at such and such a race and the all-American question is put to us..."Sir, how much does one of those planes cost?" Quickly we inventory, \$250.00 for the plane which we had built, \$150.00 for the twice-hopped growler .40 which will only run on fuel that costs \$14.00 per gallon, and of course the \$480.00 professional grade radio. Add a little for accessories and we quickly reply with a snobbish can't-be-bothered air: "Oh, about a thousand" and quickly hurry away to evade more questions.

"Yes, I know a lot of us don't do that but it only takes one at each race like that to create an awful image and next time you hear someone berate Formula I just take the time to find out why but don't be surprised at the answer.

"In reality anyone in the United States can order from his favorite mail-order discount house, the complete set-up to race Formula I and it will cost less than a pattern for fun-fly bird. Compare a Stafford Minnow to a Tiger Tail or Ugly Stik. Compare a K & B Series '71 to anybody's .60! I am suggesting that with a huge honest effort Formula I can replace pattern and half the fun flies!

"Now, back to recommendations. The other ones are idle with engine running for landing rule, and a pit stop requirement during the race. The idle and engine running requirement are self-explanatory and the pit stop would be required on the second, fourth, sixth, and eighth laps. The flier would draw numbers on the starting line to see which lap he had to stop on. The only requirement would be to kill engine and then restart it.

"Another point is the present rule regarding engines. Unless provisions are made to have George Aldrich or Clarence Lee present at each Formula I race, the engine rule is just as ridiculous as the old AMA builder-of-the-model rule. It is unenforceable!

"The next point is rules changes! So, what if the AMA suddenly decides not to change rules more often than every other year. We have a vehicle and organization to change as necessary and what I'm suggesting is that if we wait any longer to fix the problem then the problem is going to eat us alive!

"The last point I would like to suggest has to do with the determination of a National Champion. Many of you are not aware of the mountainous quantity of work Bror had to do to set up the present point system and twice that to maintain it. It is a good system and I wholeheartedly support it. However, I keep hearing questions like why don't we have District Championships determined on the basis of a two or three-day race where the top ten would then represent the district in a winner-take-all National Championship at Tucson, Las Vegas, or where-have-you. The attendant publicity and glory would equal the effort, I'm sure. Especially if a sponsor such as Goodyear could be found. I'll bet such a scheme would fit nicely in the Goodyear advertising budget. Manpower to run it could be provided by four workers from each district. Wide World of Sports and other TV programs would help our image as well.

"Well, that does it. These proposals are respectfully submitted for your consideration and I'm not going to get mad and quit if you all don't buy them. On the other hand I'm sure anyone who takes the time to seriously consider these points will be able to add more good and we all can see that "together we stand divided we fall" so don't let this letter be a dividing line for factions a la Ford/Chevy or Democrat/Republican. Just remember, -- a race is a race is a race!

"Start your engines, gentlemen!" Sincerely, Jim Simpson, 2736 Ellsworth, Omaha, Neb.

ACTIVITIES AROUND THE COUNTRY

FORTH WORTH, TEXAS. Thunderbirds Formula I Race, Aug. 7, 1972. Reported by Ed Rankin. "Good ole Texas weather prevailed again with a temperature of 104 degrees and crosswinds of 15-20 MPH. Temperatures of 120+ on the runway made it hard to land because of heat thermals, and most pilots chose to land on the grass. In spite of the hot weather and wind all of the contestants had a good time. Only 10 contestants attended this contest with 6 regular pilots not attending because of vacations and business reasons. Four of the California pilots who had previously planned to attend crashed their airplanes at the Nats, and as a result could not come. We completed 8 rounds of top competition flying by 4:00 p.m., and all were exhausted from the heat. Gale Helms, our district V.P., and Ed Rankin shared first place with the tie being broken by the fastest heat time. The real human interest at this meet was the tremendous effort of five novice race pilots who entered. All of the experienced pilots pitched in and helped them by calling, pitting, and offering suggestions for flying a better course and improving their airplanes. We need to do more of this to encourage our new pilots. Wayne Browning is a good example of the determination exhibited by the novice flier. Thursday before the meet he crashed his Mustang with radio failure. With a lot of work and sweat he prepared his Minnow and test-flew it on Saturday for the race on Sunday. During the race he won one 1st, four 2nd's, and one 3rd place in the heat races to finish in 6th position in the contest. It was ironic that he crashed his Minnow in the 8th round, because at the rate he was placing in the heats he would have finished in the top three. His determination to fly in the races has not been altered because he has a Shark and a Shosonik on the building boards which will be ready for our September 17 race meet in Ft. Worth. Wayne was awarded a K & B .40 for the best Novice performance at the contest. John Hancock flew his beautiful new Miss DARA, which had one of the most colorful paint schemes that we have ever seen, and took top scale honors. John had a lot of trouble staying on the course and drew several zeroes for flying over the crowd, or he would have placed much higher in the contest. Mark Hamon exhibited a lot of determination during the contest by continuing after many "no starts" at the line. When he did get in the air, he flew a very smooth course. Dick Thompson had a new Minnow at the contest, but could not finish a race due to engine problems. Monty Moncrief, who is one of our "up coming" race pilots, crashed his Ballerina during a heat race with radio trouble. He had two zeroes and six first place finishes in the heats and finished with a good fourth place in the contest with his Mustang. Roymayne Sizemore spanked the ground with his Ballerina coming around #3 pylon, but managed to finish the contest with a fine 5th place. His K & B is really running good. Congratulations to Don Downing for a well-earned 3rd place. Don was one of the top racing pilots in the Southwest during 1967-68 but has been out of racing competition until this year. He is making a great comeback, and flew the smoothest course of all the pilots at the meet. Trophies were award to 5th, as below:

1. Ed Rankin, Ft. Worth, Texas	Miss DARA	K & B Schn.	24 pts	1:42.5
2. Gale Helms, Ft. Worth, Texas	Mustang	SuperTigre	24	1:49.5
3. Don Downing, Euless, Texas	Ballerina	SuperTigre	20	1:50.4

4. Monty Moncrief, Ft. Worth	Mustang	SuperTigre	18	1:46.0
5. Roymayne Sizemore, Okla. City	Ballerina	K & B	14	1:44.5

PHOTO IDENTIFICATIONS, p. 7. These are from the Cranfield Internats, courtesy of Chuck Smith. Top left: The Alan Mann Special, fiberglass fuselage and built-up balsa wing, 3 1/2" width is measured at the fuselage fairing on bottom of wing. Middle left: Front end of Alan Mann's plane. Clean design is marred, as Chuck sees it, by 2 1/2" spinner. Alan was the victim of much bad luck and finished 12th, but he sure impressed the American contingent with his speed -- Whit Stockwell and Terry Prather talked about little else when they first got home. Lower left: Phil Greeno with his original design equipped with KDH retracts and HP engine. Plane was every bit as fast as Bob Violett's "BobCat". Top right: West Coast FAI Champ Jeff Bertken took 3rd place, with good consistent flying. His Miss B.S. was damaged by interference on test flight. Lower right: Mr. and Mrs. Garry Korpi with aircraft designed by Paul White, Dick Riggs, and Jan Sakert. Garry had a variety of problems, including chopping off the tips of his prop on takeoff a couple of times, and finished 6th.

WEST SUFFIELD, CONNECTICUT. NCRCC 'Nor'east Air Races, Sept 2-3, 1972. Reported by Bernice Williams. "Six seasons of pylon racing are now behind us. How fast it goes! This our last meet was run in two days of scudding clouds and lots of wind. Fortunately we got the hardtop patch in just in time for this weekend, so we were able to take off into the wind. We didn't set any records, but the racing was fantastic. Really don't know what more one can say. We had all the usual close ones that build up excitement. Just a spinner's difference over the finish line. Again it's the sportsmanship that gets to you. What can you say about people like Adam Sattler calling for Dick Davis in FAI. It's the last heat and if Dick wins it he and Adam will be tied for second. Same frequency, no fly-off possible, but there is Adam coaching Dick into his best time of the day. Or again in FAI, Pete Reed flies up into the underside of Adam Sattler's plane. Instant mid-air, instant crash, locked together in the same heap. Pete says, "Hello, Adam"; Adam say, "Hello, Pete" and there they are hugging each other and laughing their fool heads off. That's just two of the many examples out of a total of 71 heats of racing. Racing is fun in Connecticut.

RESULTS, FORMULA II. 5 rounds, 15 entries, best time Bob Knoll 1:48.8 with K & B Ltd.

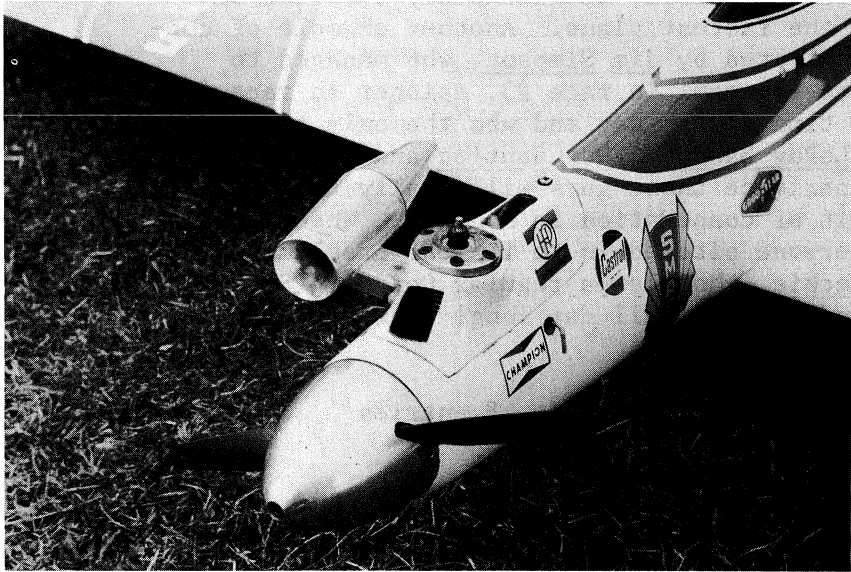
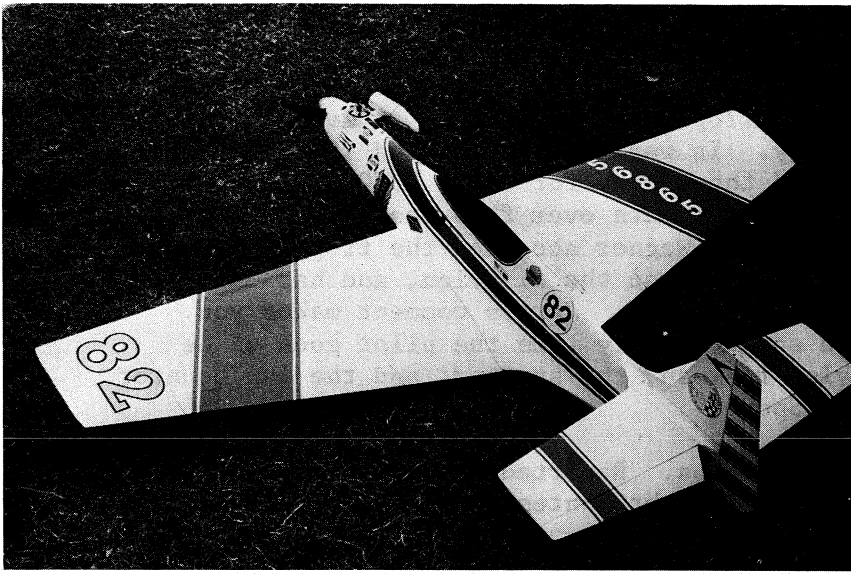
1. Kent Landefeld	P-40	SuperTigre (Gierke)	13 pts.	1:51.3
2. Secondo-Mitchell team		K & B	13	1:53.2
	P-51			
3. Adam Sattler	Platypus	SuperTigre	12	1:56.0

RESULTS, FAI. 6 entries, ? rounds, best time Adam Sattler 2:11.5

1. Bob Noll	Miss B.S.	K & B(Lee)	9	2:15.9
2. Adam Sattler	Platypus	SuperTigre	6	2:11.5
3. Dick Davis	Platypus	SuperTigre	6	2:17.9

RESULTS, FORMULA I, 17 entries, 6 rounds, best time Jerry Wagner 1:45.3.

1. Jerry Wagner	SuperTigre	23	1:45.3
2. Hal deBolt	K & B Schn.	23	1:48.4
3. Pete Reed	SuperTigre	20	1:48.8
4. Kent Landefeld			
5. Mike Helsel			



"Jerry Wagner also won our Season Goodyear Trophy for the fourth consecutive year. This trophy is beginning to have a history. It was won in 1967 and 1968 by Jack Secondo. Jerry then took over and has had the trophy for 1969, 1970, 1971, and now again in 1972. We had a total of 29 contestants over this past season who earned points in this competition. When Jerry Wagner accepted the trophy he commented that Tiny Rich had called over 300 turns for him on the #1 pylon, and had called only one bad one. Pretty good average for a caller. Jerry's comment makes you realize why pylon racing is such a good sport. Every time the pilot goes up he has to depend on his caller, the #1 pylon flyer, the starter, and the lap counter. It is a team effort all the way. Great Sport!"

MONTANA. 6th Annual Montana State Championships. Reported by Jim Simpson. "There were five rounds of Formula I racing flown by eight contestants; racing is relatively new in Montana and coming on strong. All rounds were flown on Sunday afternoon, the 27th of August and were the usual exciting thing. No mid-air and no crashes made it a memorable day, especially in light of the fact that there were lots of crashes in open pylon which just preceded the Formula I races. Lloyd Nicholson showed what the word consistent means as he flew every race and came out winner even though he didn't have the fastest plane. Another example of consistency (bad luck, that is) was demonstrated by Jim Simpson, who managed to throw prop, spinner, and collet in race #1, cowl in race #3, spinner in race #4, but in spite of it all turned fastest time of the day and won the only two races he completed. The guys to watch are LeRoy Bangert, Don Santich and Wilbur Higgins because with a couple of races for experience these guys will really tear up the course. Interesting note is the spirit of cooperation in Montana. When anyone turned up on the line needing help everyone pitched in to fix the problem, not just once but several times. Speed Leckie (who flew a regular Goldberg Shoestring) can tell you about this, as he gave and received all day long! These folks are really a fine group of modelers.

RESULTS, Montana State Championships, August 27, 5 rounds, 8 entries

- | | | |
|--------------------|-----------|------------|
| 1. Lloyd Nicholson | Shoshonik | SuperTigre |
| 2. LeRoy Bangert | Minnow | K & B F.R. |
| 3. Dan Santich | Minnow | SuperTigre |

BUFFALO, NEW YORK. UPRC Races, August 27, 1972. Reported by Hal deBolt. "Somehow we manage to get flying weather and thank the Lord for that! This time the 35 MPH winds made it almost impossible but no rain except before and after the meet would you believe? First off with this the last meet for Buffalo of the year the entire "Circuit" THANKS go out to the members of the R/C Aircrafters and others who so willingly made it possible for us to fly these two meets. I think that they enjoyed the action and I know that ALL the fliers appreciated the job which was done. If I may, a personal word of thanks to Kent Landefeld who picked up the ball so quickly when your editor and CD was personally indisposed this time, thanks Ken! We had a better turnout this time in both Formula races which is good too for these are the "show place" of our racing. Unfortunately by the time we got these events started the wind was even stronger so the quality of the flying suffered because of it, also some people did not fly and who could blame them? The racing saw some good heats and Gierke getting quicker times from his new bird. One thing which your editor has noted is that in heavy wind you can use much more prop for some reason, anyone have ideas? Note Jim Hansen is second place, accomplished completely on consistency....In Formula II-- you better believe good old Jim Hansen was really walking on clouds after this win! His consistent flying beat some of the fastest Formula II racers in the country and Jim had this win coming if anyone ever has.

Then look at Bob Ball in 2nd, he seems to be getting the message too. We saw some potential real fast times in the Form II heats but cuts and wind problems kept them off the books, unfortunately.

FORMULA I RESULTS

1.	H. deBolt	Mustang	K & B	1:39
2.	Jim Hansen	Minnow	ST	2:13
3.	Dave Gierke	Mustang	ST	1:47
4.	Ernie Nikodem	Minnow	ST	1:55
5.	Dick Smith	Minnow	ST	3:03

FORMULA II RESULTS

1.	Jim Hansen	P-51	ST	2:08
2.	Bob Ball	P-51	K & B	2:16
3.	H. deBolt	Caudron	HP	1:41
4.	Dave Gierke	P-40	ST	1:55
5.	Roy Walder	Cobra	K & B	2:17

MONROE, NORTH CAROLINA, September 2, 3, and 4, 1972. RESULTS, reported by D.C. May.

FORMULA I, 12 entries, 5 rounds

1.	D.C. May	Stegall Minnow	K & B Schn.	14 pts	1:31.0
2.	Art Chambers	Minnow	SuperTigre	12	1:44.9
3.	Jim Stegall	Stegall Minnow	K & B Schn.	11	1:35.5
4.	Austin Leftwich	Ballerina	K & B	11	1:48.6
5.	Jim Kote	Minnow	_____	11	1:52.4

FAI, 5 entries, 5 rounds

1.	Tom Baker	P-51	K & B	1:57.6
2.	Austin Leftwich			2:04.6
3.	Jake Jacobson	P-51		2:17.6

(They also raced Formula II as a separate event, won by Tom Baker, Jim Moerehead 2nd, and Carl Whilden 3rd; no information on number of entries or rounds flown.)

MIAMI, FLORIDA, Tropic Aeros Formula I race, September 10, 1972. Reported by Jim Schweitzer. "On Sunday Sept. 10, the Tropic Aeros of Miami played host to the FMPRA's 5th race of the year, and as usual they did an excellent job, as many members expressed. The day was hot both in weather and times. The weather was in the mid 90's, while the times were in the mid 30's. The fastest time of the day went to Jim Maki of the Ft. Lauderdale group with a 1:35. Incidentally Jim had four out of five races all in the 1:30's. This guy is really coming on strong. Jim DeMeritte of Tampa took first place while a fly-off between Walt Schoonard of Orlando and Charlie Gray of Miami left Charley the #2 spot and Walt #3. Harold Coleson of Atlanta received the speed trophy for being the first FMPRA member to hit the 1:20's. He did this in Monroe last week. His time was 1:29 flat. The next race will be held in Valkaria on Oct. 29."

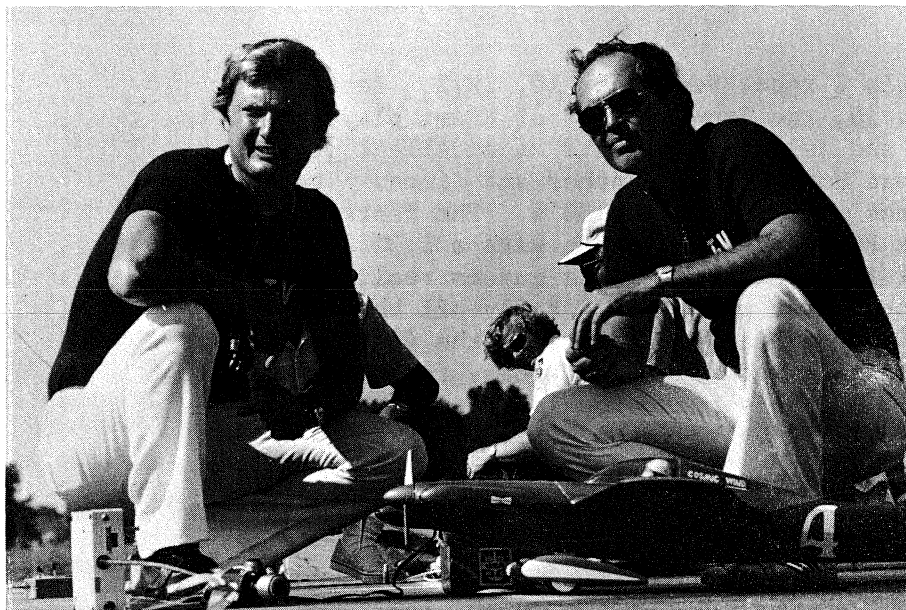
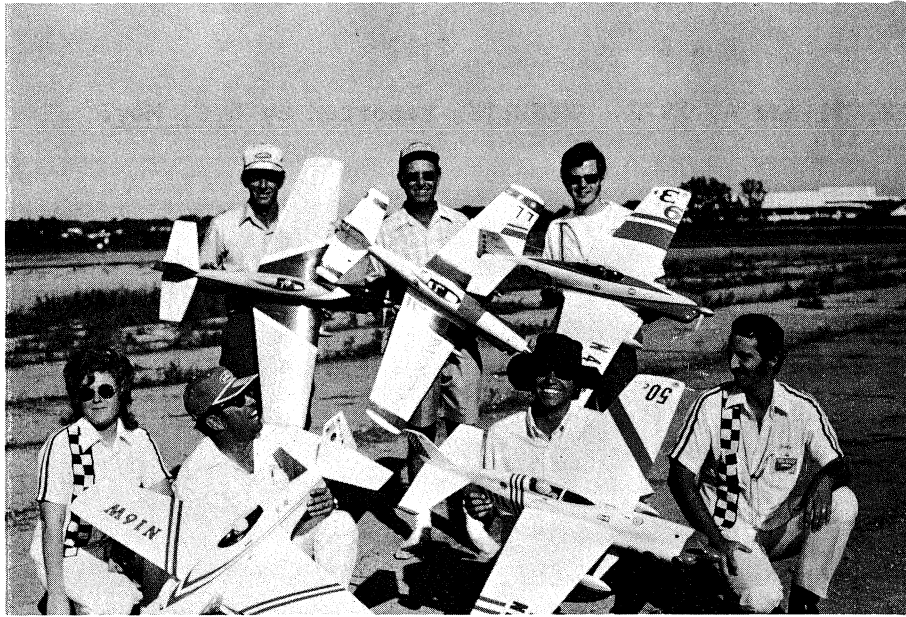
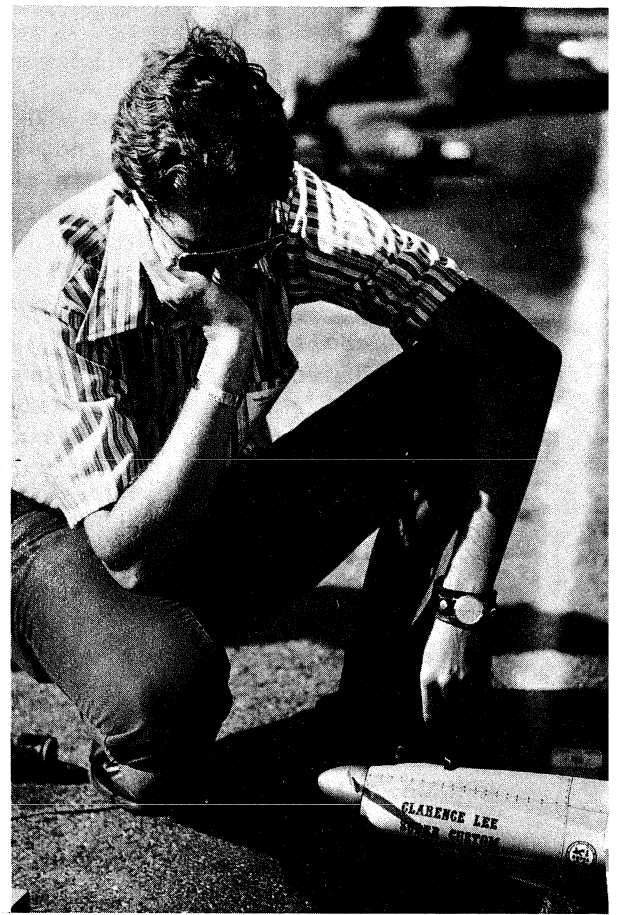
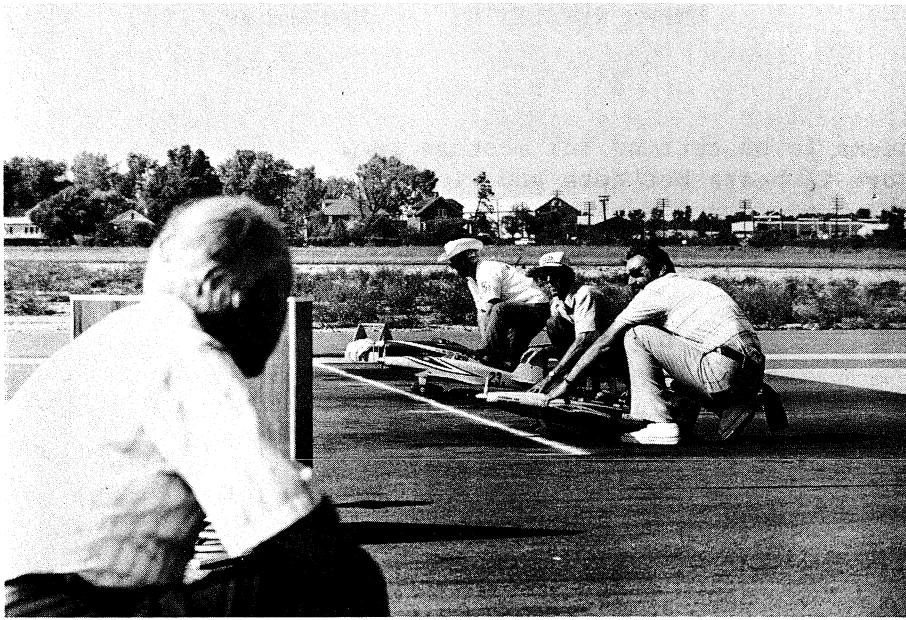
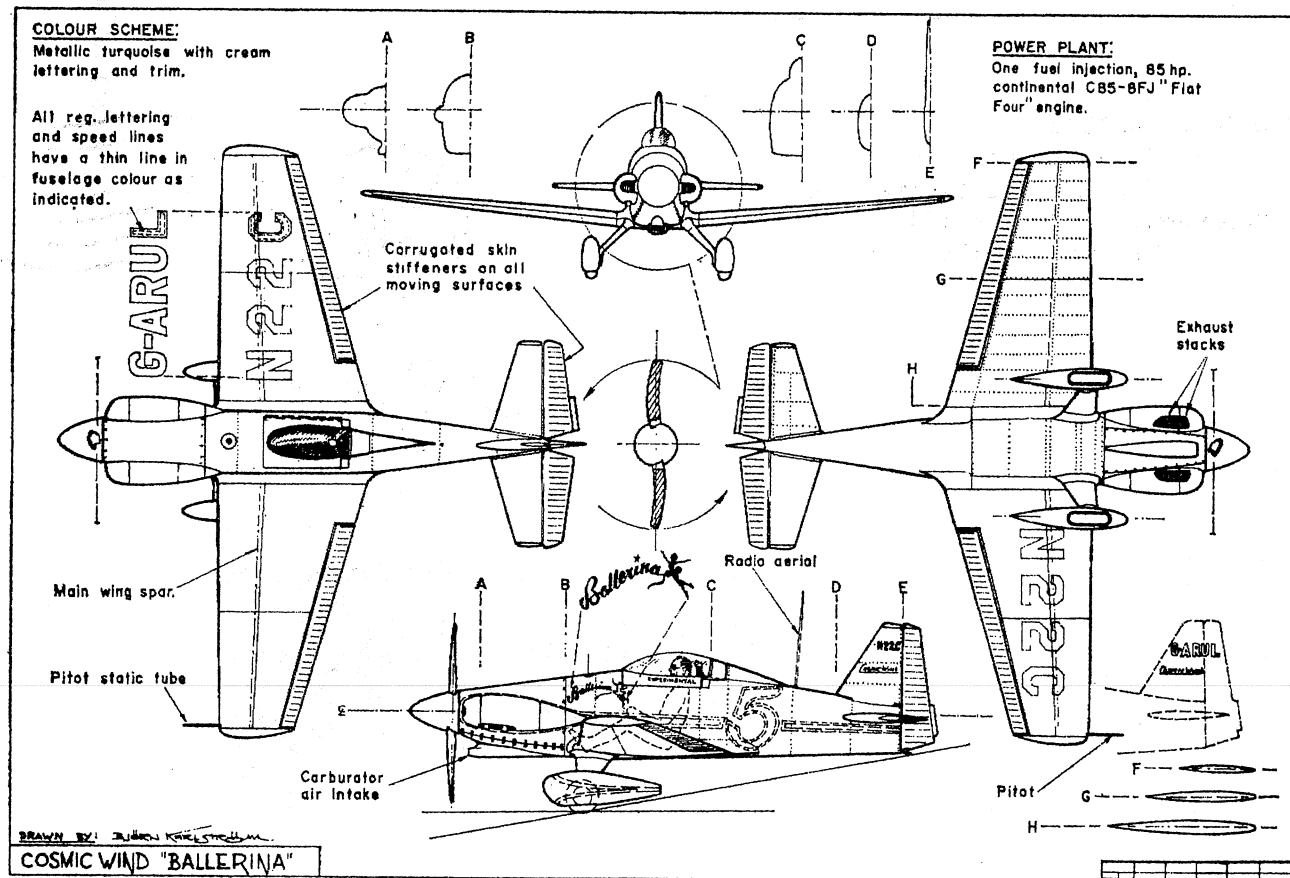


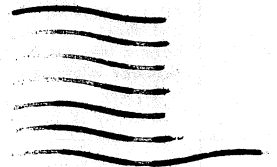
PHOTO IDENTIFICATIONS, p. 10. Upper left: Carl Goldberg watches the start of a race at the Nats -- Dwight McCan nearest, about to release Dan's Miss DARA, Harold Coleson in the middle calling for Tommy Baker; and Dave Lane for Jack Stafford. Upper right: Dan McCan looks, at the very least, pensive about some problem with his airplane. Lower right: Bob Upton, 5th in FAI with his exceptionally handsome Stafford P-51 at the Nats. Lower left: that formidable team of Cliff Telford (r.) and Bob Violett (l.) with their spectacular metallic bronze Cosmic Wind. Middle left: the Nats Formula I winners, along with the Christiansens, Jeanie and Jerry. Jerry was the starter and Jeanie set up the heats, along with Betty Stream. Weirick and Leonard in front, Coleson, May, and Prather in the rear, in that order 1. to r.

And now, avid readers, I've got to get the hell on the ball and drive like crazy to get to Tracy for the Western States Championships which start in a few hours and I'm sitting at a typewriter 400 miles south of there. I hope the Highway Patrol is on vacation this evening, or I may be in the clink tomorrow.



NMPRA NEWSLETTER

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first class

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