

N M P R A

NEWS RELEASE

Rec'd 2/5/73

NATIONAL MINIATURE PYLON RACING ASSOCIATION

AMA AFFILIATED

BUSINESS ADDRESS: P.O. Box 356, Milpitas, Calif. 95035

FEBRUARY-MARCH, 1973
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Editor: ED HOTELLING
3180 N. Goldenspur Dr.
Camarillo, Cal. 93010

FROM THE PRESIDENT, Ed Rankin, 6072 Wonder Drive, Fort Worth, Texas 76133:
Gil Horstman reports that we need to concentrate on our 1973 membership drive. Everyone make a special effort to enroll new members this year, and ask all of the old members to renew. Let's get with it now and make 1973 another banner year for NMPRA.

We have many outsiders that criticize pylon racing. We need to promote pylon racing in a positive manner, and give a rebuttal to all accusations when necessary. Bob Stockwell and Gil Horstman have made a good contribution to the organization with their rebuttals. Chuck Smith's article on safety in the January Model Builder is a good positive approach. I am keeping in constant contact with AMA Headquarters concerning these accusations and all business pertaining to racing. We must improve our image to the AMA membership by constantly assessing our event in regard to safety, and making sure there is a place for the beginner. We have accepted an offer from John Worth to write a column in the AMA Competition Newsletter which will be aimed at the nonmember of the NMPRA. This column will describe the NMPRA organization and function, give our position on safety, show how a novice can start in pylon racing, and report events in NMPRA of interest to the nonmember. I have offered this assignment to Chuck Smith, who is very capable of expressing the viewpoint of the NMPRA.

In a "telecon" with Johnnie Clemens on 1/30/73, he asked me what the NMPRA thought of him giving Cliff Telford a special assignment to represent FAI racing again this year. I told him that we were exceedingly happy that he had chosen Cliff to represent the USA in FAI, and the NMPRA backs him 100 percent. Thanks to Johnnie for making a tremendous choice.

In last month's letter I should have included our thanks to Chuck Smith, Garry Korpi and all of the many others who helped to compile the FAI rule changes that were presented to the CIAM.

Plans for our Championship Race are progressing rapidly. I hope to be able to announce a race site for the first three years by next month. We are planning to have four days of racing during the Thanksgiving Holidays: Thurs. - (FAI), Fri., Sat., Sun., - (Formula I). I have been requested by a V.P. to have a National Point Championship similar to 1972 in addition to the National Championship Race. Your opinion on this subject is solicited in a poll included in this newsletter. Meanwhile, please send contest results to me for tabulation.

Another opinion poll I have included is one on increased safety, and is the same as proposed for AMA NATS. This should be incorporated at all contests where possible in addition to other safety precautions suggested in previous newsletters.

Our proposal to the NEC was sent to AMA Headquarters on time and is published in this newsletter. On the first draft three options were given: (1) all heat racing, (2) three heat racing rounds to qualify top 40, and (3) three qualifying rounds to qualify the top 40 based on best time with a 97 percent backup time required. Five V.P.'s voted for all heat racing on the first draft, while D. C. May and Chuck Smith suggested five heat racing rounds to qualify the top 20. On the last draft all V.P.'s voted for all "heat racing" with Chuck and D. C. going with the majority. Glenn Spickler voted for no change, but would follow the majority rule. Six rounds of heat racing was proposed based on using Monday morning, uninterrupted days of racing, and Sunday processing. However, Kemp Bunting (R/C Mgr.) says this will be impossible to do, and he would have to leave it unchanged unless we would settle for five rounds of heat racing which would be really tight to schedule. Is this acceptable to the membership? Let me hear from you. Johnnie Clemens says that there is a good possibility that the AMA NATS will be at Chanute Field instead of Glenview. Also, if held at Glenview, there is a possibility that time may be reduced to four days. With a contest site unsettled, we probably will have more time to work with the NEC on our proposal. I will keep you informed.

Terry Prather, Chairman of the Pylon Racing Book committee, reports that tremendous progress has been made recently, and the book will probably be ready in two or three months. He also reports that the Pylon Racing Brochure published by the So. Cal. District is available from him free of charge upon request. His address: 1660 Ravenna Avenue, Wilmington, California 90744; phone: 213-835-4764. (Enclose postage.)

The following is a newsletter policy clarification which has been approved by all V.P.'s:

- (1) All members may make proposals or write about controversial issues, but their V.P. must see it before publication and state whether (a) this represents district's view, or (b) this doesn't represent district's views and is only one man's opinion.
- (2) Any proposal by a V.P., viewpoints, opinions, activities, district standings, will be printed without fail.
- (3) Any letters from members sent to me or Ed Hotelling directly and thus by-passing the V.P. will not be published until V.P. has commented as outlined in (1).
- (4) Contest reports, new product reports, contest schedules, and district standings will go directly to the Editor.
- (5) All material will be due to Editor on 10th, final type will be due to Publisher on 20th, newsletter will be mailed by Sec/Treas on the first of the month.

MEMO FROM: Ed Rankin, NMPRA President

TO: The Nationals Executive Committee

SUBJECT: Conduct of Pylon Racing at the AMA Nationals

The NMPRA membership has some suggestions for changing the conduct of Pylon Racing at the AMA Nationals. These suggestions fall into four categories which are: (1) Added safety procedures, (2) Discontinuing qualifying rounds, (3) Time allocation between FAI and Formula I, and (4) Overall rescheduling.

Our first and foremost thought at all times is SAFETY in the conduct of our event. For this reason we recommend that the distance from #3 pylon to pit area and to spectators be increased to a minimum of 300 feet and 450 feet, respectively, for added safety. Another safety feature we recommend is to arrange the course for as near as possible to upwind takeoffs at all times. Airplanes could have accidents at takeoffs which

could be dangerous to spectators if arranged for downwind takeoffs. In addition, this could add to the safety problem because of the added hazardous turn at #3 pylon where most accidents are prevalent. We recognize that maintaining safety is not only the duty of the officials but it is a responsibility of all contestants. Therefore, we pledge to make a special effort in carrying out all safety rules while flying and while not actively participating. In addition, we pledge to help change the pylons and equipment when it becomes necessary.

One major change that we request is to discontinue qualifying rounds for Formula I and FAI based on best time. The main purpose and intent of this event is to hold complete rounds of heat racing and not racing against the clock to determine a winner. The present method is unfair and is not accurate because of the human errors in using the stop watch. This is an outdated procedure which was used many years ago when an abundance of time was required for scale judging to determine handicap, and when heat races could not be run efficiently. We now have a new method of judging for handicap that is published in the AMA rulebook. The NMPRA has prepared a very comprehensive contest racing guide and procedure which expedites heat racing. Holding heat races for a large number of entries using our new rules and procedures was demonstrated in the 1972 Bakersfield Contest. In this contest, over 100 airplanes were judged for handicap and heat races were held for all contestants in two days. So, it can be done. The following are changes that we propose:

Conduct a minimum of six rounds of heat racing for all contestants. The winners are determined from the points accumulated in these rounds and ties are broken by flyoffs or best time during heats, in case of frequency conflicts.

Another suggestion that we have is to allot a proportional amount of time for Formula I and FAI based on number of entries. The NMPRA strongly wishes to promote FAI racing on a national basis. We recognize that the AMA Nationals is the best vehicle to develop national championship flyers for the World Championship Contest and we want to continue this event. However, based on the number of entries at the 1972 NATS (50 vs. 100 approx.) we propose that FAI be given 1/3 and Formula I be given 2/3 of the allotted time.

We also recommend that full uninterrupted days of racing be allotted and not partial days. This would utilize the allotted time in a more efficient manner, no lost motion and time in set-ups and shut-downs. It would also preclude the possibility of pattern event overrun into the allocated time for pylon. We submit the following schedule for your consideration. Pylon is based on averaging six minutes per heat which is not hard to achieve for a well organized contest. This will give the pylon event 27 hours and the pattern and scale event 36 hours.

Sun.	6:00 pm-9:00 pm	FAI & Form. I registration & processing (can be done off-base)	
Mon.	8:00 am-5:00 pm	FAI heat racing & flyoffs	
	3:00 pm-5:00 pm	Form. I scale judging (at pylon site)	
Tues.	8:00 am-5:00 pm	Form. I heat racing	
Wed.	8:00 am-5:00 pm	Form. I heat racing	
Thurs.	8:00 am-5:00 pm	C Pattern Qualifying	
Fri.	8:00 am-5:00 pm	C Pattern Qualifying	
Sat.	8:00 am-5:00 pm	C Pattern Finals	Shared
	8:00 am-5:00 pm	Scale	Time
Sun.	8:00 am-5:00 pm	A & B Pattern	

EDITOR'S PAD, by Ed Hotelling, 3180 N. Goldenspur Dr., Camarillo, Ca. 93010:

While there is an advantage to giving your District V.P. an opportunity to comment on your ideas and proposals so as to present all sides (as suggested by the President in his column), there is always the chance that a dues paying member of NMPRA will have a good idea censured by a "chain of command" suppression of paperwork. Although I support the idea of giving the V.P. a chance to endorse your letters, either pro or con, feel free to write me directly anytime you feel your letter may have been caught in a clogged pipeline. While I may exercise editorial prerogative in condensing an idea and in giving others a chance to write opposing points of view, I will try to present NMPRA members' opinions to insure progress of the organization through constructive criticism. Without this editorial prerogative and freedom of expression, NMPRA might as well hire a secretary to put out the newsletter. Incidentally, if you do submit something for eventual publication, try to keep it as logical, concise, and legible as possible. Also, your constructive criticisms are much more meaningful if related to a condition at a recent contest you reported. For example, did you notice how I published a criticism of frequency congestion and the resultant use of best time to determine winners by writing a contest report about the Tracey contest in the October newsletter? Therefore, if you want to be sure your comments are published fast, just send me a contest report with your relevant remarks included. Try it - it works!

CORRESPONDENCE

From the Secretary/Treasurer, Gil Horstman, P.O. Box 356, Milpitas, Calif. 95035:

Membership renewals were sent out January 20, 1973, including a membership card, NMPRA patch, and a president's welcome letter.

Items for sale from NMPRA: Reed Kinert Racing Planes Books, Vol VII and VIII - \$3.95 each, all other volumes - \$3.00 each; NMPRA patches - \$2.00 each; NMPRA cap - \$7.95 each; NMPRA shirt - \$16.95 each; NMPRA decals - \$1.00 a set.

I would like to thank Ron Sheldon, Paul Benezra, and Garry Korpi for their help in getting out the newsletter. With their help it only takes about 1/3 of the time normally required. Clara and I really appreciate their help.

Vice Presidents and members need to make a special effort to recruit new members and have old members renew their membership.

From Marv Kowalewski, 421 Grant Street, Kent Ohio 44240, to Ed Rankin, dated January 15, 1973:

Boy, this quarter midget stuff is such a hassle. Honestly, this event like none other, has come under such scrutiny that it is unbelievable. You remember when Formula I racing started? Nelson had an idea, and boom, Ed Shipec rammed it home - not so with quarter midget.

As I see it, the Cleveland boys and many others want the event to be low cost, low keyed, fun, and low pressure. They have spent four to five years in experimentation evolving different rules and so forth.

Last year we were urged by NMPRA and AMA to get organized before consideration of rules and credibility could be rendered - so thus QMPL came into existence. Now, Bob Penko is tired; they want to get the event official, and frankly, I perceive many concessions from the originally stated positions and rules. In any case they want AMA recognition and help to make the event "whole".

I personally see this as an opportunity for NMPRA to gain many members and to become stronger. This doesn't have to interfere with the "big" events, but it could be run by guys in the quarter midget game. So my recommendation is to allow NMPRA to gain strength, and Quarter Midget to gain credibility, by consolidating the two so that both could profit. Since they named me "official" QMPL liaison to NMPRA, I feel it my obligation to gain all the "gut" level and surface feelings about the event. It appears that some organization could profit if they assure QMPL and others, interest, understanding, and potential backing. Thus Penko's interview for his feelings, and my letter for my feelings.

DISTRICT ACTIVITIES

West District: From V.P. Garry Korpi, P.O. Box 239, Milpitas, California 95035.

1972 Final Standings

Formula I			FAI		
	Pts.	# of Meets		Pts.	# of Meets
1 Garry Korpi	321.1	4	1 Bob Root	377.1	5
2 Bill Allen	261.6	5	2 Garry Korpi	362.5	4
3 Bob Root	259.2	5	3 Joe Foster	295.6	4
4 John Schuy	256.8	3	4 John Schuy	268.7	4
5 Ed Foster	250.3	4	5 Larry Sperberg	206.7	3
6 Larry Murphy	239.9	4	6 Bud Philips	148.1	3
7 Duke Crow	229.4	4	7 Ed Foster	129.1	3
8 Joe Foster	227.7	3	8 Paul Benezra	106.8	2
9 Ron Sheldon	223.5	4	9 Ed von Adlung	103.5	2
10 Walt Riess	216.6	4	10 Bob Francis	60.3	1

The contest season for 1973 sure looks bad! So far only two contests are scheduled. April 21 - Formula I & FAI; September 29-30, the same.

My big question was, "Why the lack of interest?" After talking to many people in the area, it seems that the non-pylon people are really against pylon flyers and pylon contests. Their major complaint is "they go too fast--they are too dangerous." Frankly, I agree with them. Sure, there are several guys that can fly them safely, but when a beginner can go out and buy a ST, HP or KB from Clarence Lee or George Aldrich and have a machine that is capable of 1:30, it is too dangerous.

We all (almost all) agree the event should be slowed down. Bob Smith confided to me at Tracy after he turned 1:23.4 that he was only just able to keep up with it, and he is just about the best. It makes one wonder.

I think they should be slowed down now before it is too late. After much discussion the only way we could see to do it that would not make engines obsolete or airplanes by changing sizes, was to go to FAI fuel-- 80% - 20%. I know we'll get a lot of complaints on this score but it must be done before things really get out of hand.

Alcohol and oil costs about \$2.50 a gal. compared to \$8-\$15 a gal. for nitro fuel. You don't need special hot fuel-proof paint and your engine will last a lot longer for those who want to cut down the expense on the expensive custom motors. Also, plugs should last 2, 3 or more runs compared to one run with nitro. (Sometimes 1/2 a run.)

We think times would fall back into the high 1:30's to low 1:40's. Some will say that FAI would be faster. That is true, but a clean FAI airplane is much cleaner than the average Formula I airplane (besides FAI can use a pipe).

It won't take much to run an engine on FAI fuel other than a head. Of course, guys will find out things to do but it will slow things down right now as that is what we need.

On subjects in the last opinion poll, I am in favor of the NMPRA taking on Quarter Midgets. On the Unlimited and Standard class proposal, I don't believe it will work for the following reasons: Most guys would like to sell their engines for \$60 after a race (except some schneurle owners). One does not get many races out of an engine before he has to rebuild it anyway so why not sell it. The so-called experts will win the standard class anyway as a truly stock engine never won anything important. The unlimited class of racing would only make the engine game even more expensive (bar stock, limited production engines, etc.), and I thought that was exactly what we were trying to eliminate. Maybe we should go to 500 or 1,000 unit production for Formula I engines. Regardless of what kind of engine rule you make, the experts will still win.

THERE IS NO SUCH THING AS A RACING EVENT FOR BEGINNERS. I think a two-class entry in Formula I is a possibility. Say that anyone who has never turned below 1:40 may be in the advanced class -- under 1:40 the expert class. Notice I did not say beginner class. By the time a guy thinks he can handle a pylon racer he is no longer a beginner (although some guys try before they can really handle one). Whatever happened to the CD requiring a demo flight before a contest to make sure a guy can handle it? In all the races I entered last year, only one CD required a demo flight and that was me. I had never seen this man fly before, so I had him demonstrate his ability for me. Even at the Nationals some of the flying was not up to "national competition" standards.

As far as an NMPRA Championship race in my district is concerned, I doubt that we would recruit the required help to run the race properly and the flying site situation is pretty bad. Also, it has rained on the last two Thanksgivings here.

I think NMPRA and AMA should push for FAI pylon to become a world championship event. When this happens watch the interest zoom. Everybody wants a "free" trip to Europe for world competition. However, let's get the FAI rules stabilized for a few years and not change them right in the middle of a season and make airplanes obsolete that are already on the work bench.

I know that this will not set well with the engine manufacturers, as all we have done is scream at them for more horsepower and when they give it to us, we yell "slow them down!" I don't think anyone thought a .40 or a pylon racer would ever go this fast, but..... Let's use our heads and save pylon before it is too late. S L O W them down!

So. Central East: From V.P. D. C. May, 1916 Piedmont Rd., N.E., Atlanta, Georgia 30324

TAMPA 2/4/73 - Formula I Results

Place	Name	NMPRA #	PTS.	Engine	Time
1	J. Maki	022T)Fly	18	ST	1:32.0
2	J. Demeritte	068S)Off	18	ST	1:31.0
3	C. Krueger	44T	17	K&B	1:49.0
4	Tom Pownall & Don Singer	35T	16	K&B	1:44.0
5	B. Williamson	021T	15	ST	1:36.0
6	D. C. May	011S	12	K&B	1:27.1
7	C Smith	--	11		
8	Brian Richmond	--)	10	K&B	
9	Bruce Richmond	--)Tie	10	K&B	
10	R. Leidner	028T)	10		

We had six rounds of racing. I blew the stab and elevator off my plane in the fifth race and crashed on the brewery roof!

1973 Contest Schedule

<u>Date</u>	<u>Location</u>	<u>Class</u>
✓ March 18	Miami, Fla.	
✓ April 29	Orlando, Fla.	
✓ May 5-6	Monroe, N.C.	F-1; FAI, AMA Sport
June 10	Valkaria, Fla.	
June 23-24	Monroe, N.C.	F-1, FAI, AMA Sport
July ?	Albany, Ga.	
September 9	Miami, Fla.	
September 15-16	Monroe, N.C.	" "
October 28	Valkaria, Fla.	

So. Central West: From V.P. Gale Helms, 5709 Waltham, Ft. Worth, Tex 76133

I received the following letter from John Hancock, P.O. Box 2694, Abilene, Texas 79604, which represents our district point of view:

Dear Gale:

February 1, 1973

As usual this time of year we are hearing a lot about slowing down the Formula I planes which most of us are used to and don't pay much attention to. This may or may not be the time to take some action to slow down the planes (I personally don't think that action is needed as yet), but if it is time for action, I want to suggest several thoughts that I think are important in making decisions.

Of course, the two obvious ways to slow down the models are to use smaller engines or go to bigger planes. Cliff Telford mentioned in a letter that we might consider going to .29's and staying with the same size model to get the fastest times back into the high 1:40's. This is one way to go to do the job, however, with this in mind I would like to bring up the following. The two times we in this part of the country lose models are usually on landing or take-off. We have pretty strong winds a good portion of the year and the take-off can be pretty rough with a strong cross wind. Going to .29's would make things worse in this respect. I think that even going to a larger plane with a .40 will still make it harder to get off in a cross wind but not as hard as a 450 with a .29. Some consideration needs to be given the manufacturers that are building both kits and engines should we change our rules. Of course, the first one to think of is to impose rule changes that are effective at least a year from the date announced so that the manufacturers affected will have time to change up their products with a minimum of expense. It seems to me that we have the .40 developed into one of the finest and most efficient engines built and that we ought to stay with it. I am not aware of current availability of good racing .29's in quantity. Wonder if engine manufacturers will help with production of a .29 class without assurance that we will stay with it for long enough to make it worthwhile financially. No one will like any change, but if necessary, the kit people can change more easily than the engine manufacturers.

Obviously we are not going to be able to bring a change in easily, and probably not at all this year. I would like for us to leave our present plane and engine rules alone and extend the length of the course 100 feet. Would give a little more think time between the turns. The planes are easy enough to fly down the straights, only work points are the turns. This ought to make the course easier for the beginner to fly also.

So. Calif. District: From V.P. Chuck Smith, 8509 Lennox Ave., Panorama City, Calif. 91402

California is usually considered the pace setter of the NMPRA and in 1973 we will set the pace on a subject of utmost importance: safety. The Southern California Safety Committee is appointing two Safety Directors for each contest held in our district and they will work closely with the Contest Directors to insure that all safety regulations are adhered to. These regulations will include: placement of the pit and spectator areas outside the minimum (300') specified in the 1973 AMA Rulebook; barriers and hardhats to protect all workers on the course; landing area and workers located in the safest place; registration desk located at least 100' from a line drawn through the No. 2 and No. 3 pylons and extended to the pit area; technical inspection of all aircraft before the contest begins. This last item will be accomplished by the Safety Directors during registration and will require that every pilot submit his aircraft with wing removed for inspection of its control system and structural integrity. Materials (push-rod keepers, fiberglass and epoxy, etc.) will be provided to correct any deficiencies. Before our season begins, every So. Calif. NMPRA member will be given a list of the specific items that the inspection will be checking. If any violation of the safety regulations pertaining to contest operation is detected by the Safety Directors and are not corrected, they will have the authority to declare that the contest will not count for NMPRA Championship points. We would like to see the AMA give Safety Directors the same status as Contest Directors, with the authority to declare that a contest would not be covered by insurance if safety regulations are violated, which would essentially stop the contest.

We plan on using Boy Scouts as workers at several of our contests this season; therefore, we are taking additional measures to further reduce the possibility of a worker getting hurt. In addition to barriers for the Flagmen at the No. 1 pylon and pylons which protect the Pylon Judges, we are constructing chain link barriers to protect the Lap Counters and Starter. All the So. Calif. NMPRA safety equipment (pylons, barriers, hardhats, communications, medical supplies) will be available to all Contest Directors in our district.

All the actions I have described by the So. Calif. Safety Committee, and its chairman Kent Nagy, will help insure that So. Calif. will host the safest pylon contests in the nation. I hope the other NMPRA districts will follow our lead and initiate similar action.

I would like to comment on Jim Simpson's Unlimited and Standard Class proposal. He justifies his proposal by stating that "there is no difference between Unlimited as proposed and all Formula I as it is". This is totally false. The proposal restricts only engine size and exhaust systems. I know of very few, if any, flyers who are "Unlimited Class" pilots that would be in favor of this. The proposal would mean that one-of-a-kind engines and engine parts would be legal in Formula I, and no one in my district wants this.

The proposal is also justified by the statement that the Standard Class "will permit competitive racing with truly stock engines and really prevent extensive handwork or modifications". It seems that many NMPRA members believe that the top pilots use "extensively modified" engines. These people don't realize how mistaken they are, but nothing I say could probably convince them otherwise.

The Standard Class proposal would help prevent some of the anguish caused by the K&B Schnuerle last season, which is probably the main reason it has been suggested. A better solution would be to increase minimum production to 500 or 1000, but if the poll does show that a majority of the membership wants a Standard Class with a claiming clause, our rules should still include the present restrictions on Formula I engines.

Many of the rule changes for Formula I proposed lately have been justified by the fact that they would encourage more non-racers to enter Formula I. One must remember, however, that we average about 60 entries at our contests in So. Calif. I have heard the opinion expressed by many pilots that they do not want to see this number increased a great deal, since more entries result in less time that an individual gets to fly. So any proposal that has a sole purpose of increasing the number of entries in other sections of the country will probably not find a great deal of support in So. Calif. We do realize, however, that some changes may be necessary to encourage pilots who are already flying Formula I to continue participating in the sport. Toward this end, we are establishing Novice and Expert classes in So. Calif. for the 1973 Formula I racing season. This is an expansion of the extremely successful Rookie Race program established by this district and will give Novices the encouragement and recognition they need. This system, of course, is practical only where there are large numbers of entries, but other districts can take steps in the same direction by giving awards to top novice pilots, as is being done in Texas.

All NMPRA members must realize that we are still in our formative years and that your President and V.P.'s cannot do all the necessary work by themselves. Every member should take the initiative and do all he can through his local club to promote the NMPRA and to improve contest operation in his district.

So. Cal. District Contest Schedule

- ✓ May 5 -6 - San Gabriel Form. I
- ▲ May 19-20 - Valley Flyers Form. I - Mile Square
- June 9-10 - BARKS Form. I - Famosa, Bakersfield
- July 15 - BIRDS FAI Pylon - Mile Square
- August 18-19 - FAST CLUB Form. I - Mile Square
- September 8-9 - R/C BEES Form. I, M.S.
- October 13-14 - V.F. Form. I, Mile Square
- November 3-4 - BIRDS Form. I, M.S.
- November 22-25 - NMPRA CHAMPIONSHIPS - ?

Northeast District: From V.P. Adam Sattler, 29 Waldorf Pl., Schenectady, N.Y. 12307

My first word as newly elected V.P. is thanks. First to all the clubs and flyers in the Northeast who have given Bryan and me the opportunity to enjoy racing competition these last several years, next to Bernice and Burt Williams, my last minute promoters and campaign managers who made, with your help, the next step possible - an opportunity for me to serve you. To this end, I have already reported tentative plans for the 1973 racing season to Ed Rankin followed by a monthly report and a few comments on a proposal to the Executive Committee on NATS planning. As current (1972) R/C Contest Board Rep. for AMA District II, I have also submitted a preliminary vote on NMPRA proposed rules changes for Formula I and II. The official NMPRA position as determined by membership vote was supported by me on all proposed changes save one, and I should explain why.

I felt that an engine displacement allowance of .403 cu. in. would not permit most competition to save their "dirt-scored sleeves" by honing slightly larger. I am not aware of the availability of larger replacement pistons (about 5 mils) or rings (about 15 mils circumference) which I presume would be needed to complete the job. Any comments pro or con are invited. (Final vote probably in July.)

I eagerly await bids and your assistance in selecting a spot for a National Pylon Championship Race as mentioned in the President's letter recently in the December newsletter. Think big and make your bid.

Deadline 3/1/73. Contest Directors should note that district standings will be established by the point system presented in the February, 1972, newsletter and that these standings will qualify the top 20% from each district.

I commend the United Pylon Racing Circuit for its notable growth in membership and activity each year. With an appropriate combination of fun and competition for the novice and expert racer, Hal deBolt has lead this group as President and the Northeast District as Vice President from the beginning. He's a great guy, a tough competitor, and always smiles when he beats me. We will miss his leadership.

Concerning speed vs. accident potential: Bob Stockwells's remarks on Maynard Hill's article in Flying Models are appropriate. I share Bob's concern about lack of a reasonable solution to a significant accident potential. I have read and heard arguments about pattern ships' weight plus speed being as risky as racers' weight plus speed, all carefully calculated in foot pounds. Others blame the problem on not following rules on course layout. They all have merit as arguments, but none of these suggestions can guarantee accident free results. Each element can add, however, to minimize the risk. NMPRA has taken action to weed out the erratic flyer with the black flag rule. NMPRA has expressed intent to observe safe distances and upwind takeoffs at the Nats. NMPRA has given the opportunity for all members to express themselves on limiting speed and has received divided opinion. Those of us who have grown up with the event have lost the perspective by which we are seen by others. I am afraid that unless we take positive action to adopt a speed limiting restraint that we will be forced out of business. I voted for no restraint but I think I made a mistake. To this end, I think the most effective, easily accomplished (mechanically), easily enforced restraint would be a reduced diameter carburetor. This is a personal feeling, and I doubt that it is shared by a majority of competitors in the district.

No. Central East: From V.P. Jim Buchmann, 6209½ W. 175 St., Turley Pk, Illinois 60477, from a letter to Ed Rankin

First off I've assigned two assistant V.P.'s - as per your suggestion. The one for the north will be Rick Kuiper, Racine, Wisc., who I feel will be most assiduous in his work for NMPRA. He will be assisted by his friend and fellow flyer, Bernie Vanderliet. These two guys really wiped us out last year. Also, I have a more southern contact, Jerry Bayless from Decatur, Ill., who seems to be tireless in his efforts to promote racing in his area. I've told them that in essence they have the same power and voice as I do for their jurisdiction. Of course, I'm counting on their reports for the coming season, and I feel the area of communications will be closer knit. They will be of great help to me and thereby NMPRA.

Next, a highlight report of our January 7th C.P.C. (Chicago Pylon Club) meeting. We are planning to have from 15 to 20 pylon events for the coming season. We feature F-I at all our races with a second event, usually 1/4 midget. From the 1/4 midget racers last year the majority are coming up to F-I. I guess now that they've got their feet wet they are ready to jump in. C.P.C. is primarily a F-I oriented club, but our program of "let's get them walking first" seems to be paying off. Also, the president for this year is Frank Marosky. We have doubled our active members this year, and we had 18 at the meeting.

In the November-December newsletter, a good page and a half dealt with a very ominous subject connected with our great sport. Now I dare say, since the very first racer took to the air, I suppose some thought was given to the probability of someone being fatally injured. I don't believe

any rational person would overlook the possibility. Now, up to the present, we've had a darn good record, nay, I say excellent! I am not overlooking the fact that some of the situations could and maybe really should have been avoided. The present notwithstanding, let us just settle down and reason this out. Reading these articles, I get the distinct impression we did it by imposing limitations on ourselves. I mean limitations other than rules and regulations we already have. And even considering these, our progress has been short of spectacular. Not all means justify an end result. But in this matter of pylon racing and people getting hurt, I think we can have our cake and eat it, too. I believe we can do this not by imposing limitations on ourselves but rather directing our safety precautions toward the ones whom we are really worried about. Failing all else, use some of the ideas brought forth by some of the more prominent race pilots. But I feel certain, and I'm sure many of us do, proper crowd control is the best way to insure our continuing in this sport without encumbering ourselves with handicaps. Let us not have the situation go awry by giving a wrong diagnosis and suffer the consequences by taking the wrong medicine or directive action. We owe it to ourselves as flyers, all who are associated with us, and most of all, to the people and spectators who enjoy watching our sport, to give it our best thinking and action.

OPINION POLL FORM. Please tear off and send to Ed Rankin, 6072 Wonder Drive, Fort Worth, Texas 76133. Circle "yes" or "no" for each question.

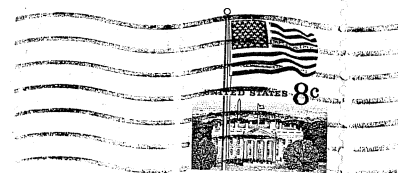
- (yes) (no) Shall the NMPRA have a National Point Championship similar to 1972 in addition to the National Championship Race?
- (yes) (no) Shall the race course be moved an extra 150' away from the pit and spectator area for increased safety? This would make the pit area 300' away from No. 3 pylon and the spectator area 450' from No. 3 pylon.

OPINION POLL DUPLICATE. Please tear off and send to your District V.P.

- Northeast: Adam Sattler, 29 Waldorf Pl., Schenectady, N.Y. 12307
- NCEast: Jim Buchmann, 6209½ W. 175th St., Tinley Park, Ill. 60477
- NCWest: Jim Simpson, 2736 Ellsworth, Omaha, Nebraska 68123
- SCEast: D. C. May, 1916 Piedmont Road, N.E., Atlanta, Ga. 30324
- SCWest: Gale Helms, 5709 Waltham, Fort Worth, Texas 76133
- West: Garry Korpi, 1355 Danby Avenue, San Jose, Calif. 95132
- So. Calif: Chuck Smith, 8509 Lennox, Panorama City, Calif. 91402

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NMPRA NEWSLETTER
P.O. Box 356
Milpitas, California 95035



F I R S T C L A S S

TO:

Mr. Korpel, 1255 Dancy Avenue
Chuck Smith, 8509 Lennox
Should the NMPRA have a notice
to 1972 in addition to the