

N M P R A

NEWS RELEASE

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NATIONAL MINIATURE PYLON RACING ASSOCIATION

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

MAY, 1973

Editor: ED HOTELLING, 3180 N. Goldenspur Drive
Camarillo, California 93010

FROM THE PRESIDENT, Ed Rankin, 6072 Wonder Drive, Fort Worth, Texas 76133:

The Quarter Midget Rule proposal was submitted on time, and a copy of the rules are contained in this newsletter. The QM officers will be appointed instead of "voted in" because of the time element. Also, their appointment will be for the remainder of this year and next year, because we are so late getting started. I have asked the V.P.'s to make these appointments, and the following are the ones appointed thus far:

- Exec. V.P. - Bill Cooper, 1700 Lynn Way
Louisville, Kentucky 40222
- Assoc. V.P., N.E. - Bob Penko, 21151 Westport Avenue
Euclid, Ohio 44123
- Assoc. V.P., N.C.E. - Bob Browning, 2445 Hamilton Drive
Elk Grove, Illinois 50005
- Assoc. V.P., N.C.W. - Doug Ferguson, 5126 Read Street
Omaha, Nebraska 68152
402-571-5604
- Assoc. V.P., S.C.E. - Gail E. Jacobson, 2205 Britley Terrace
College Park, Georgia 30349
- Assoc. V.P., S.C.W. - Chuck Cunningham, 5333 Wooten Drive
Fort Worth, Texas 76133

Please coordinate all activities with Bill Cooper. Bill has also volunteered to write a monthly QM column. These officers will start planning the QM season National activities, so members, please communicate with them.

I had a long telecon with Kemp Bunting (Nats R/C Mgr.) and correspondence with Jan Sakart (N.E.C. member) regarding our proposal for the 1973 AMA Nats. It appears that we will have "qualifying rounds for the top 20" again this year mainly because of the time element required for heat racing. However, the best two times will count for qualifying (NMPRA alternate proposal) instead of the best single time. John Worth has made a proposal to the Executive Council for the 1974 Nats that really sounds interesting. It would include Quarter Midget, 3 or 4 consecutive days of pylon racing without conflict to Pattern or Scale; and it would be a two-week event. The concept would be for flyers to take part in what interests them, not necessarily the whole works.

The opinion poll results this month were disappointing with only 31 votes as compared to 100 for last month:

Nats Point Sys.: 28 for, 4 no
Race Course: 24 for, 8 no

I am pleased with the ratio of votes for the Nats Point Sys. since I believe this is a necessity for a National Organization. Jim Buchmann is so enthusiastic about the success of the system that he has proposed to incorporate it into the NMPRA Contest Procedure Guide, and I have given him

this assignment. This is certainly a tremendous honor given to the originator, Bror Faber. Thank you, Bror.

I have preempted the results of the engine minimum production opinion poll, because of the April 1st deadline, and have sent a proposal to the AMA to change the minimum to 1000. If the opinion poll results don't support this position, I will withdraw the request. I feel that the unavailability of racing engines is the real source of all of the gripes about pylon racing, and this one change will boost the interest in racing. We want to create a situation where a modeler could go to his local hobby shop and purchase any one of the top racing engines. This proposal and a proposal to move the race course was sent to AMA Hdqrs. on March 29th. I sent copies of these proposals to all NMPRA officers, K&B, OPS, HP, RAF, Clarence Lee, and George Aldrich for comments before they were submitted. All of the responses were positive. If these proposals are passed by the AMA Contest Board, they will be effective in 1974.

I have asked AMA Hdqrs. to call for statement from the engine manufacturers this year since there are so many new engines coming out. This year should be a tremendous year for pylon racing with the K&B, ST, OPS, RAF and HP becoming available. A new product report on the OPS is in this newsletter, and I have asked K&B and RAF for a report on their engines.

Jack Frye (RAF) called and was very enthusiastic about his new engine. He now has a financial backer and has tooled-up for a large production for both the .40 and .65. The 1973 RAF .40 has been redesigned and all of the 1972 engines will be replaced. He says that he will be going "all out" this year for the .40 market and will attend all races including the AMA Nats and NMPRA Championship Race. See his advertisement in the May issue of Model Airplane News.

All of the districts are excited about the NMPRA National Championship Race. With the advance notice of the contest all of us should be able to attend, even the people in N.E. and S.E. by making this a family vacation trip.

I have received several good ideas this month. D.C. May has proposed that the top ten from the AMA Nats automatically qualify for the Championship Race, and I have incorporated this. Another idea from D.C. is to install a Junior Program: under 18, \$5.00 dues, and a season Champ Awards for the top five. This will also be accepted after it is cleared with Gil Horstman, Sec/Treas, and can be placed in our budget. Please make note of Junior contestants in your contest results and reports.

Gil reports that our membership is 360 as of April 5th as compared to around 500 last year. Hopefully, the incorporation of Quarter Midget, availability of new engines, and NMPRA rule proposal on minimum engine production will stimulate interest. However, we must all make a special effort to enlist new and old members. Gil has mailed the 1972 awards and if you received one, thank the sponsors as he requested. I have given race number 1 to Gil since he has made the largest contribution to NMPRA. He has been our Sec/Treas since the beginning in 1965 and has expended countless time and effort to promote this organization.

Our newsletter costs about \$160 per issue to publish and mail, and we must cooperate with Ed Hotelling by adhering to his instructions. He is doing a tremendous job, and each of us should thank him.

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

Many thanks to those whose contributions have arrived in the format I suggested last month, namely, a maximum of one double-spaced, typewritten page. Obviously, the writer has to work to condense his thoughts into this

space, but any effort along these lines goes a long way toward easing my final editing job as well as providing only meaningful ideas for our national audience.

Sometimes a little confusion does arise when I receive a letter beginning "Dear Ed". I don't know if this is a copy of a letter to Ed Rankin, or if it is addressed to me personally. The distance between Fort Worth, Texas, and Camarillo, California, makes clarification difficult and time consuming. Ed Rankin also forwards to me many contest reports which I have already received, so we would both appreciate an indication that a contest report or letter is being sent to both of us.

Also, it is difficult to determine what, if anything, the writer wishes published. I am really grateful for an article or letter submitted with a cover note saying, "I have sent a copy of the following letter to Ed Rankin and would like it published," or "Copy has been sent to Ed Rankin, but following not intended for publication." Then I know exactly what the writer desires. Otherwise, I can only assume that letters are personal and not intended for the newsletter.

Keep those constructive ideas coming in! Just send them to your District V.P. and keep in mind the newsletter deadline is the tenth of the month.

CORRESPONDENCE

The following article, dated April 9, 1973, was received from Terry Prather, 1970 National Point Champion, and Bob Smith, 1972 National Point Champion, in rebuttal to Jim Simpson's article which originally appeared in September, 1972, NMPRA Newsletter, and which was reprinted in the May, 1973, RCM magazine:

There has been an unfortunate controversy in the NMPRA and the AMA concerning Formula I. This has brought an unnecessary resentment toward Formula I racing. We would like to set the records straight. Rather than talking in general, we will go over each controversial issue, step by step, so that the true facts will be known.

1. The K&B Schneurle Engine. K&B has been criticized for producing only 100 Schneurle engines. The purpose of this may have been confusing to many modelers. K&B and many NMPRA members felt that the present 100 engine rule was inadequate for the 500 NMPRA members. This limited production run brought to the surface why the 100 engine rule is inadequate. Hopefully, this rule will now be changed. Other manufacturers have now decided to make Schneurle port engines in quantities greater than 100.

Examples of engines to be delivered during this racing season are: Super Tigre, OPS, HP, RAF, and a larger production run of the K&B Schneurle.

2. Cost of Formula I Racing. It has been said that the guy with the most cubic money wins. If time were money, this would be true. It is the dedicated modelers who are winning in Formula I racing. Re-worked racing engines are not as costly as many people think. A reworked GMA Tigre costs \$76.50 and a reworked Lee K&B Schneurle costs \$75.00. (These prices include the engines.) These prices are comparable to a stock pattern or sport engine. The Formula I kits are generally priced the same as pattern ships and even some sport ships. Naturally a great deal more can be spent if you have someone else build your airplanes.

3. Claiming Clause. The claiming clause would be impractical and near impossible to enforce. (Who gets the winner's engine?) It would not serve its intended purpose because it is not the engine alone that makes a winner. It is the combination of flying ability, engine, prop, fuel, and airplane that makes a winner. To break this down into a percentage, 50% is flying

ability, 25% is your engine, and 25% is the combination of prop, fuel, and airplane. It is the long hours that get this complete combination to work.

4. Slowing Down Formula I. Some have criticized our event and say that pylon racers are dangerous. We agree. We feel our event requires more safety precautions than other events. As a plane's speed increases, more safety precautions are needed.

We feel that our event can be made safer, even though the planes' speeds are increasing, by strictly enforcing safety rules and by developing new safety precautions. During the past year the NMPRA So. Calif. District has made great progress in making our event safer. The following precautions and rules have been put into effect.

1. Established a safety committee and safety directors for each race.
2. Pylons were constructed to give the pylon judges protection.
3. Barriers were made to protect lap counters.
4. Barriers were placed at the No. 1 pylon to protect flagmen.
5. A First Aid Kit was made mandatory on the flight line at all times.
6. Helmets were provided for all workers.
7. Helmets were recommended for pilots and callers.
8. Ear protection was encouraged for both pilots and callers.
9. Eliminated all unnecessary people on the flight lines.
10. We moved the lap counters to a safer position, just inside the No. 2 pylon.

Close calls were virtually eliminated this past year by enforcing these regulations in the So. Calif. District. This coming year, as speeds increase even further, we will be adding additional safety precautions. These will include safety inspections of all aircraft and enforcement of the new 450 feet spectator safety distance. Additional safety precautions such as these will continue to improve safety conditions in Formula I. As these types of regulations are developed in each district, the NMPRA is working to make them mandatory across the nation. Eventually, these rules will be adopted into the AMA regulations.

5. Idle & Pit Stop Rules. One just has to look at the control line carrier event to see how complicated carburation systems can get to make a speed engine idle. This would give the engine experts an even bigger advantage, which is contrary to what most people want.

In Formula I, landings cause more damage to the models than anything else. Pit stops would make the airplane attrition rate greater than it currently is. The mass confusion caused by landings, and take-offs, during a pylon race makes pit stops the most dangerous proposal to date.

Formula I remains one of the most exciting events in R/C, and one of the most appealing to spectators. By continuing to refine our event we can, and will, keep Formula I the great sport it was designed to be.

DISTRICT NEWS

Western: From Garry Korpi, 1355 Danby Ave., San Jose, California:

Northern California Pylon Racing - 1973

- ✓ April 28-29 Formula I & FAI, Tracy Airport, Tracy, California
- June 23-24 Formula I & FAI, Madera Airport, Madera, California
- July 7-8 Formula I & FAI, Madera Airport, Madera, California
- Sept 29-30 Western States Pylon Championships, Tracy Airport
- Oct 20-21 Formula I & FAI, Madera Airport

Contest notes: Trophys 1st - 3rd both events, plus 1st - 3rd Novice Formula I (Novice - 1:45 previous best time). Please, for safety sake, no alcoholic beverages will be consumed by contestants during flying hours.

A maximum of 25% entry per frequency will be allowed. Pre entry will be accepted to reserve a spot on congested frequencies.

* * * * *

North Central West: From Jim Simpson, 2736 Ellsworth, Omaha, Nebraska:
We are formulating plans for a District Championship race which will be a two-day affair for Formula I/II/FAI and QM. Details will be announced hopefully next month.

Make the following changes to the calendar printed in the April letter:

1 - May 13 Salina, change to May 6 Wichita

2 - Delete July 22 Omaha date

3 - Change Sept 16 Salina Formula I/QM to Sept 16 Omaha QM/Sport

There is a new club forming in Salina to get back their racing form, so as changes develop I'll keep you posted. As you know Salina is a beautiful racing facility where we had last year's season championships.

* * * * *

South Central West: From V.P. Gale Helms, 5709 Waltham, Ft. Worth, Texas:
Revised Formula I Schedule:

May 6	Wichita, Kansas	June 23-24	Corpus Christi, Texas
May 20	Oklahoma City, Okla.	June 30-1	Oklahoma City
May 27	Fort Worth, Texas	Sept 23	Fort Worth

* * * * *

North Central East: From V.P. Jim Buchmann, 6209½ W. 175th St., Tinley Park, Illinois 60477: Here is updated Race Schedule as of April 3:
OMIT→May 20 Muscatine, Iowa, FI, QM, C. Harper Farm (CANCELLED-April 18)
May 27* Maywood, Ill., FI, QM, Sport, Checkerboard Field
June 10 Decater, Ill., FI, QM, Contact J. Bayless to confirm
June 17* St. Charles, Ill., FI, QM, Toad, Flying Fools Field
June 24 Spring Valley, Ill., FI, QM, at the Airport
July 22* Elk Grove Vil., Ill., FI, QM, Chicagoland Field
Aug 26* Morris, Ill., FI, QM, Morris Airport
Sept 9 Aledo, Ill., FI, II, Aledo Airport
Sept 16 Decater, Ill., FI, QM, Contact J. Bayless to confirm
Sept 23* Racine, Wisc., FI, QM, Contact Rick Kuiper
Oct 6-7* Sac Field, FI, II, QM, Sport - Regionals
*Chicago Pylon Club Events. For more info contact: Bruce Balko (312) 437-7070, Frank Morosky (312) 726-1742, or Jim Buchmann (312) 532-0233.

* * * * *

South Central East: From V.P. D.C. May, 1916 Piedmont Rd., N.E., Atlanta, Ga.
National and S.C.E. NMPRA Season Standings, March, 1973:

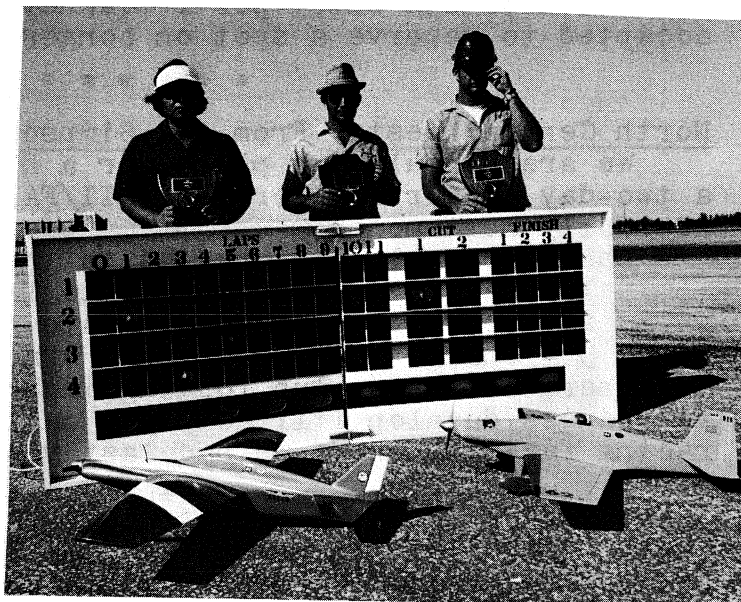
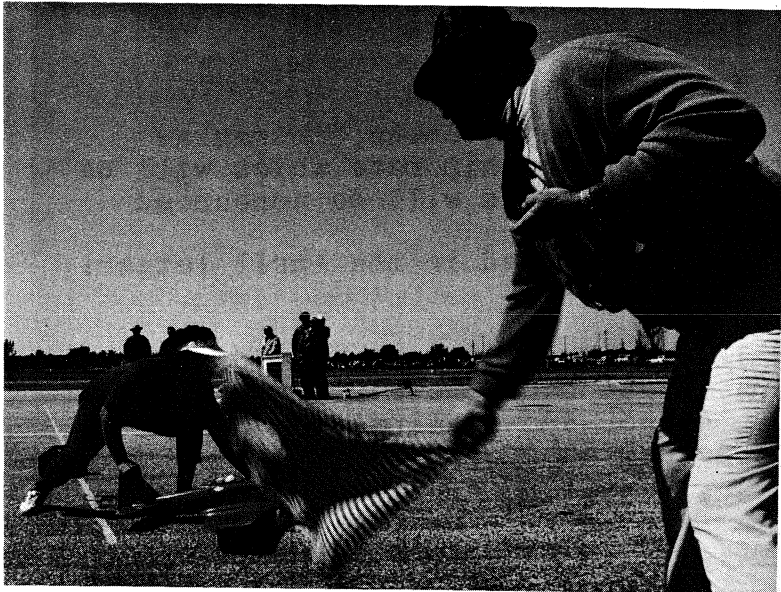
Place	Name	NMPRA No.	NMPRA Points	No. Contests
1	J. Maki	22T	265.0	3
2	B. Williamson	21T	236.2	3
3	J. Fehling	23T	180.9	2
4	R. Leidner	28T	177.8	3
5	D.C. May	11S	164.1	2
6	C. Krueger	44T	159.2	2
7	Ed Weitock	67S	156.6	3
8	Charles Gray	62S	148.4	3
9	J. Demeritt	68S	136.5	3
10	C. Smith	51V	123.8	2

8. 5206000

795

130 + 168 = 146.8

MIAMI Formula I Race - March 18 - 18 Entries



Upper L: Jim Schweitzir flags while J. Maki holds.
 Upper R: Winners 1-r, Jim Maki 3rd, Jack Fehling 2nd, Charley Gray 1st. The Tally Board was designed to help eliminate as much confusion as possible at the starting line, by reducing the number of people in the pilot area and offer a method to count and record laps, and reduce the possibility of wrong lap counts when some pilots must do 10 laps and some must do 11 laps, or who passed whom and how many times. The Tally Board basically consists of 4 rows of 11 lights, 1 for each pilot. The lap counter pushes a button each time his aircraft crosses the finish line, the first row of lights to get to the 10th or 11th position will be shown within a micro/sec. in the finish positions 1 thru 4. Should a pilot cut, the cut is recorded by the lap counter by throwing a switch for his position; this means this aircraft must do 11 laps before he can get into the finish column. Should a pilot cut twice, a second switch is thrown and the count on the board stops at that point. The cuts are displayed on the tally board via flashing colored lights.
 Left: Line-up of planes before the race.

<u>Place</u>	<u>Name</u>	<u>NMPRA #</u>	<u>Plane Engine</u>	<u>Points</u>	<u>Best Time</u>
1	Charley Gray	62S	Minnow/ST	20	1:42.5
2	Jack Fehling	23T	Dara/ST	19	1:39.75
3	Jim Maki	22T	Ballerina/ST	19	1:36.5
4	Bill Williamson	21T	Ballerina/ST	16	1:38
5	Ed Weitok	67S	Minnow/ST	15	1:32.3
6	Walt Schoonard	1S	Shushonik/ST	14	1:47.5
7	Clint Smith	51V	Minnow/ST	12	
8	Brian Richmond		Minnow/ST	11	
9	R. Leidner	28T	Minnow/ST	10	1:57.5

EDITOR'S NOTE: Thanks to Norm Holland for pictures and FMPRA newsletter for info.

Following is a letter from Bill Helms that I think is representative of a lot of opinions -- D.C. May:

When are the losers going to quit complaining about racing and slowing up airplanes?

If we all don't put some sound reasoning to flying races and rules, racing will become what our state organization is. Everyone will get together once or twice a year and either talk about old times or complain because Joe Dokes flew 10 laps in 6½ min. on a 11-6 prop and .15 engine.

I've read everything I've seen on racing and listened as well, and I would like to have a say on one thing. Under some of the proposals some of the "experts" are presenting. I would not attempt to CD a racing meet. Don't let "them" ruin the best sport I have ever been around. The only thing I would like to see considered as far as changing rules would be to possibly increase the distance between pylons 1 and 2-3 by 100 feet.

And here is a letter from Bob Brogdon written to Ed Rankin, dated March 20:

In the last NMPRA newsletter almost every article by various area V.P.'s included comments on slowing the Formula I airplanes down. I don't feel that this is a necessity. I think Formula I pilots have the safest flying habits of any model flying group, and if the course is laid out properly, the airplanes will be safely away from spectators and the pits because everyone will be trying to stay as close to the course as possible.

I am not writing to gripe but to offer my thoughts on ways to slow the planes if the majority wants to slow them down. (I'm still trying to figure out how to make mine go as fast as the good guys!) We could put restrictions like the QM people have done, such as stock engines, stock props and 15% fuel. To me this is definitely NOT the way to go. This would take more than half the sport out of the competition of racing. To make your prop a little better, or your fuel just right, or to get that extra hundred rpm out of your engine is what racing is all about, and to take any of this away would only hurt the sport.

Mr. Hancock's suggestion of a larger course might help but could very well cause more problems. The airplanes appear to be mighty small now as they round #1, and I wonder how many people with good as well as poor eyesight would lose airplanes at #1 if the course were lengthened. Also, it could cause a problem finding suitable sites for a larger course.

With as much research and development by individuals and manufacturers on the .40 size engine in the last few years, it would be an injustice to the engine manufacturer to change engine sizes. Also, it would impose a hardship on everyone to change airplane size. I am in favor of restricting the carburetor diameter or requiring mufflers although mufflers would be the second choice, as we could end up with tuned pipes like FAI and go even faster.

In closing let me say that I will go along with the majority, but let's don't hurt the sport. Right now we have a great event; let's not ruin it with a bunch of changes and restrictions.

QUARTER MIDGET (QM)

From the NMPRA Executive Vice President for Quarter Midget: Bill Cooper, AMA 908, NMPRA 14V, 1700 Lynn Way, Louisville, Ky. 40222, (502) 425-4444:

It is an honor and pleasure to write a monthly article on Quarter Midgets for the NMPRA newsletter. With the interest and enthusiasm I have seen displayed, there should never be a shortage of news. Even in the cold Midwest, contests are starting as early as mid-April.

I think it might be proper to devote this first report to the meeting that was held during the Toledo Conference. The big hang-up on QM has been

the lack of a uniform set of rules by which flyers from all over the country could abide. The members of the Weak Signals Club are to be commended for their foresight in attacking this problem.

They invited noted QM flyers from nine different regions of the U.S. to meet at a neutral site and hash out the issues that were supposedly vastly conflicting and controversial, the results of which would be presented to the AMA for action. The meeting was attended by another 20 or so QM enthusiasts who contributed to the program but did not vote on rules. There was no real serious dissention, and the results would have been the same had there been 100 people present.

Cliff Weirick was the non-voting moderator and did a marvelous job of guiding the tempo of the meeting while remaining completely neutral.

The two biggest issues were expected to be the Wing Thickness Rule - 10% versus 7/8", and the idle rule. As it turned out, only a small minority favored the 10% rule and the 7/8" thickness passed almost unanimously (7-2).

The idle rule appeared well on its way to a stalemate but ended up as a very workable compromise. Some groups like a power-on landing after every flight, others prefer an idle demonstration on the starting line before each flight, still others think a spot check by the C.D. is sufficient. It was decided that any or all could be used, with the action centering around the C.D. It's pretty obvious to an experienced C.D. whose engine is stock and whose isn't.

While the meeting did have representatives from a diverse cross section of the country, the tempo of Quarter Midgets seemed pretty consistent: That it be a low-key, low-cost, stock event, designed to bring new blood into racing. Only time will tell. And it is vital to our sport that everyone speak out on his feelings. The rules seem to be the result of the "popular vote," but are sure to come under fire by some after they have been tried. We have to start somewhere, however, and unless we stand united, we are apt to be overlooked by AMA.

In addition to the writing of rules, it was unanimously voted that we recognize NMPRA as the governing body of QM's. It was also agreed that we would make a concerted effort to push NMPRA membership among QM flyers.

Until further notice direct all QM info (contest results, etc.) to me. I hope we can all benefit from this get together and unite to form a close alliance in gaining accord and recognition from AMA and fellow RC'ers.

Final Quarter Midget Rule Proposal:

1. OBJECTIVE

To provide closed course racing for the sport flyer and novice racing enthusiast.

2. GENERAL

All AMA and FCC regulations covering the R/C flyer, his plane, and equipment shall be applicable to this event, except as noted herein. The contestant shall be allowed an unlimited number of entries, provided all of his back-up airplanes are on the same frequency as his number one model. Alternate models will be used only if the first is not flyable. The contestant may not return to his first plane until it has been checked by the C.D. Consideration for the safety of spectators, contestants, and contest personnel is of the utmost importance.

3. MODEL AIRCRAFT REQUIREMENTS

Models entered in this event shall be semi-scale or recognizable replicas of propeller driven aircraft that have been designed for or have competed in closed course, speed record attempt, or cross country racing. No deltas and/or tailless type aircraft shall be allowed. In the case of unusual or little known designs, the flyer shall produce documentation to verify that such a plane did exist.

4. ENGINE(s)
Total displacement shall be not over 2.50 cc.(or .1524 cu. in.). Engine(s) shall be stock R/C types (no reworking) or which at least 1000 shall be available through normal retail channels in the U.S. The carbureter, whether included with the engine, or one which is specifically cataloged for the particular engine by another manufacturer, shall also be one of which 1000 is available through normal retail channels in the U.S.
No crankcase, exhaust, muffler, or other type of pressure shall be applied to the fuel tank(s). (No pressure of any type, other than atmospheric, shall be applied)
5. MUFFLERS
Only commercially available mufflers shall be utilized if so required and specified in advance by C.D. No tuned pipes.
6. ACCESSORIES
Items such as wheels, spinners, and general hardware shall be commercially available through normal retail channels and be available in quantities of 1000 or more.
7. PROPELLERS
Two bladed fixed pitch propellers, commercially available through normal retail outlets shall be used. Material may be removed from one blade for reason of balance only. The other blade must remain unaltered.
8. SPINNERS OR PROP NUTS
A rounded spinner or AMA prop nut shall be used.
9. FUSELAGE
At the widest point the basic fuselage must be at least 2-3/4 inches wide, measured within the wing chord area. At the deepest point the fuselage must be at least 5 inches deep (including windshield, canopy, or headrest). These points need not coincide.
10. LANDING GEAR(s)
Landing gear shall be non retractable and wheels must be free rolling. A tail skid, if utilized, shall point to the rear of the aircraft. No brakes allowed. Minimum wheel diameter shall be 1-1/2 inches.
11. WING(s)
No minimum span required, thickness shall be 7/8 inch measured outside fuselage wing fillets and progressing in a straight line taper to the tip. Wing area shall be a minimum of 300 sq. inches.
12. WEIGHT
Ready to fly weight, less fuel, shall be 2-1/2 pounds minimum and 4 pounds maximum.
13. MATERIALS AND WORKMANSHIP
Materials and workmanship shall be of a satisfactory standard as to not be a safety hazard. The C.D. and/or race starter shall be empowered to disqualify any unsafe or damaged aircraft.
14. RACING NUMBERS (Optional)
Racing numbers shall be at least 1-1/2 inches high and placed in scale racing positions.
15. REGISTRATION NUMBERS
Registration numbers shall be at least 1-1/2 inches high and shall consist of the last 2 or 3 numbers of the entrant's AMA number and placed on the upper right and lower left wing panels. The letter "N" will precede the registration number and the initial of the entrant's last name shall follow the registration number. Alternate: Registration numbers at least 1 inch high may be placed on both sides of fuselage.

16. STARTING TIME

Contestants will have a maximum of 1-1/2 minutes to start engines. If after 1-1/2 minutes have elapsed, an engine has not started, or quits, a zero is given for that heat.

17. IDLE REQUIREMENTS

Engine idle before a race and/or power-on landings will be spot checked to the C.D. and/or starter's satisfaction. Those being checked will, upon signal from the starter, throttle back their engines for 10 seconds, and/or make a power on landing to touchdown. If, in the pre-race idle check, the engine fails to idle to the satisfaction of official observers, or quits, the pilot is disqualified for that heat. No restarts allowed. If the engine quits before touchdown at the end of a heat, the pilot shall be penalized one half point.

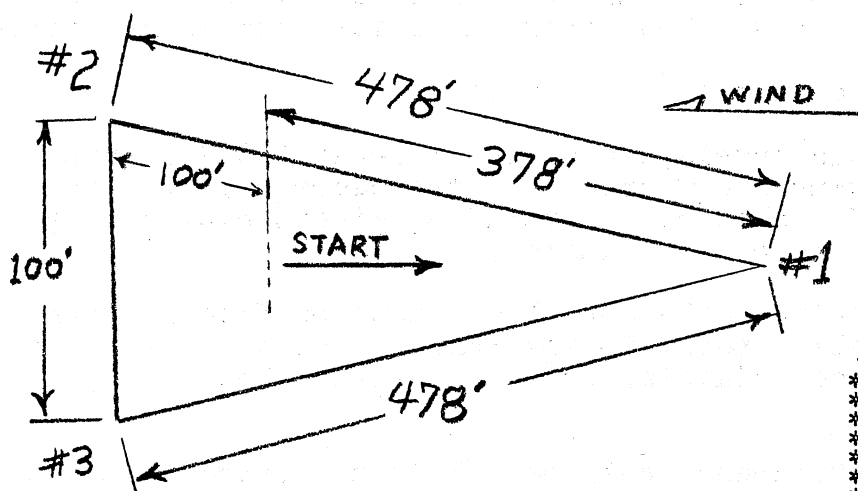
18. FUEL

Fuel shall be commercially available, contain not over 15% nitro, and shall be supplied and/or specified by the hosting group.

19. RACE PROCEDURE AND SCORING

Procedure and scoring shall be in accordance with all paragraphs in Sections 23.12 and 23.13 of the 1972 AMA Rule Book for Radio Control Pylon Racing - Formula I and II.

NOTE: 10 laps = 2 miles
Minimum distance from the nearest pylon will be 300' for pit and ready area and 350' for spectators.

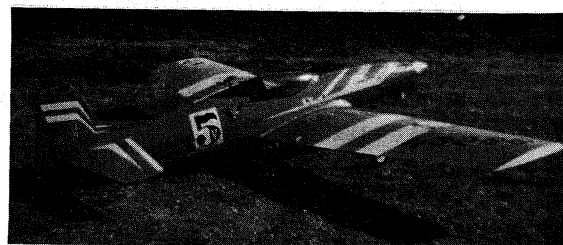


PICTURE CAPTIONS:

Left: Penford Team Mascot

Below: Jim Buchmann's
scratch built Formula II
ship ready for its 4th
season

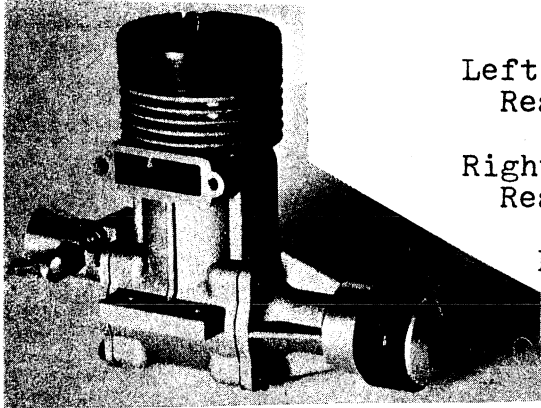
Opposite: (L-R) Bruce Balko,
CPC (Chicago Pylon Club)
contest coordinator, Frank
Morosky, CPC president,
and Bob Browning, CPC vice
president. Frank is hold-
ing his new Quarter Midget
Miss Dara.



PRODUCT REPORT - OPS ENGINE

From Bob Murphy, Shamrock Competition Models, P.O. Box 26247, New Orleans, Louisiana 70126 (504) 242-5967:

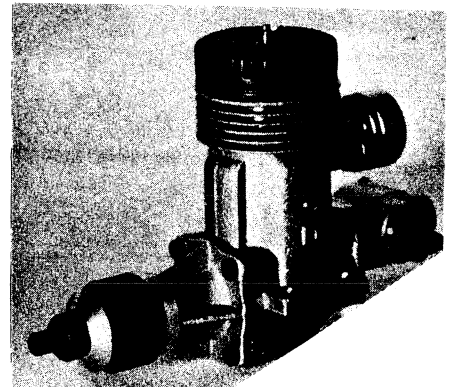
OPS is presently in production of our .29 and .40 model engines. They will all be ABC piston and sleeve, with Schneurle porting and a squish bar head. They will give the purchaser a selection of front intake or rear intake and of exhaust locations at side or rear. They will be designed for tuned pipe operation by simply using the optional pipe timed sleeve. Our engines are in volume production and will be available to anyone who has the money to pay for one. We expect our first shipment late in April and we should get 300 at that time.



Left: SLP \$64.95
Rear Intake/Side Exhaust

Right: SPP \$68.95
Rear Intake/Rear Exhaust

Displacement .398





NMPRA NEWSLETTER
P.O. Box 356
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