

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

JUNE, 1973

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

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

The racing season has now started, and the enthusiasm is high because of the great things that will be happening this year in NMPRA. The biggest event this year will be our Championship Race in Fountain Valley, California, and we all need no reminder to look forward to this great race. Adam Sattler reports that his district is making plans to attend, which really demonstrates the interest in the race, since they will be traveling a very long distance-- from the Northeastern United States. The top ten finalists in the 1973 AMA NATS will automatically qualify for the Championship Race. These members will not be included in their district's quota.

The Junior Program as proposed by D. C. May and reported in last month's newsletter has been worked into the budget and is now installed. Be sure and make special note of Juniors in the contest reports so I can record their performance. Junior members should write me to apply for the National Junior awards.

Remember that a minimum of 5 rounds will be required in a contest to qualify for National Points. Also, only the best 7 contests will count which will apply for F-I & F-II/FAI. Please send me a complete list of all entries with their current NMPRA number and how they placed. Make a note of the home district of any contestants not from your district. Contestants entering out-of-district contests will not receive points in their district but will receive National Points. Refer to 1972 February Newsletter for other instructions. Use the contest report format suggested by Ed Hotelling in the January Newsletter to report contests to him for publication.

Promotion of our racing events is very important and we need to take advantage of every opportunity. At the April 28 and 29 Lone Star Pattern meet sponsored by the Fort Worth Thunderbirds, a pylon race demonstration was given for QM, F-I and FAI, and afterwards the racing brochure prepared by the So. Calif. District was handed out. This went over in a big way in front of 5000 spectators. Also, the contestants were very impressed with the acrobatic demonstration by one of the FAI Pylon racers.

The So. Calif. District has really taken aggressive steps in promoting pylon racing especially in regard to safety. Their latest safety inspection list is published in this newsletter which will be used by their Safety Director at each contest. Let's all take advantage of the tremendous ideas that these hard working people have initiated by incorporating them in all of our contests.

I have asked AMA Headquarters to schedule an NMPRA meeting at the AMA NATS this year for all officers and members. The meeting place, time and agenda will be published when this request is confirmed by Headquarters. This will give you an opportunity to meet all of your officers and discuss any of the important issues.

I have purchased the NMPRA cap and shirt and can personally recommend them to you. Also, I can personally recommend the racing books, patches and decals that we have for sale. It would be to your advantage to purchase these items since they are all a tremendous bargain. Write to Gil Horstman to order all of these items.

The opinion poll on the minimum engine production rule was very disappointing. In fact, the number voting was so low I will not insult the organization by publishing it. However, the "1000 minimum" received a 2 to 1 majority. Luckily this poor participation by the members was anticipated and the proposal for "1000 minimum" and "moving the race course" was sent to the officers and engine manufacturers for approval before it was submitted. Both of the proposals were approved and were submitted as reported last month. It appears that your officers will have to decide on many NMPRA policy decisions from now on. As one Vice President stated, "You can vote us out of office or take the job yourself if you disagree."

We certainly want to thank the Tucson R/C Club for having pylon racing at the Winter NATS for the past 5 years. A letter from Bob Angus is published in this newsletter.

We are all tremendously impressed with the newsletter this year, and the job that Ed Hotelling is doing for us. Please keep sending him material for publication, especially the "building tips" that so many of you have requested.

Quarter Midget activity plans by Bill Cooper are beginning to evolve. A reminder to QM officers that your term of office will extend through 1974 because of the late starting date. Chuck Smith reports that Mel Santmyers, 10550 Western #153, Stanton, California 90680, has accepted the Quarter Midget Associate V.P. for the So. Calif. District. Garry Korpi reports that there is not enough QM activity in his district to justify a QM Associate V.P. for now. This completes the appointments for the QM officers.

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

That Standard & Expert category division is the only way to race! If you enjoy the good clean fun and excitement of racing, you sure get more than before, because everybody has lots of good tight races. There are no more easy ones. Those mismatches where a guy got lapped twice were just as demoralizing for the lapper as for the lapped. Another advantage is fairness, since no longer can an expert go through several rounds without serious competition while another expert might have top competitors every race.

This system also gives a lot of incentive to the novice, and there were a lot of new faces at the first Southern California race this year. Many tight, exciting races were won with times like 1:52! I suspect newcomers would be attracted if this system was used even with fewer contestants.

Some people worried about the Standard/Expert class division leading to more midairs. However, I saw no midairs during the weekend until the last round Sunday afternoon, in which I had the misfortune to destroy a fast Minnow. Overall, the weekend saw very few crashes, due in large part to Kent Nagy's safety committee inspection of all the aircraft.

This class division does require preregistration to insure no more than 25% of the entries are on one frequency in each class. However, a benefit is that no longer will the top few pilots all tend to be on the same frequency and use time to determine finish, as happened last year.

The biggest advantage of this system is that most people seem to have more fun! Who knows, maybe we'll eventually end up with as many classes as does pattern.

NATIONAL SEASON POINTS - FORMULA I, including contest reports received by May 9, 1973:

<u>Place</u>	<u>Name</u>	<u>NMPRA No.</u>	<u>NMPRA Points</u>	<u>No. Contests</u>
1	J. Maki	22T	428.6	5
2	D. C. May	11S	364.1	4
3	B. Williamson	21T	353.0	5
4	C. Krueger	44T	281.2	4
5	J. Bertken	30B	275.2	3
6	R. Leidner	28T	251.8	4
7	C. Gray	62S	217.2	4
8	E. Weitock	67S	204.6	4
9	K. Nogy	12C	204.0	2
10	B. Smith	51C	194.8	2

CORRESPONDENCE

From Chuck Smith, So. Calif. V.P.: Safety Inspection List

1. Short pieces of rubber tubing will be used to secure all clevises to prevent them from coming disconnected in flight.
2. Throttle shut-off will be visually inspected, and may be functionally tested during the contest.
3. All screws holding the engine to the mount and the mount to the firewall must be installed and secure.
4. Receiver and battery pack shall be protected against vibration in accordance with the radio manufacturer's recommendations.
5. Washers will be used on all screws holding the servos to mounting trays and also on screws holding the tray to the rails (all washers will be approximately the same diameter as the grommets). Servos mounted directly to rails will also have washers on the mounting screws. In addition, all servo trays will have at least one extra safety screw (not necessarily turned down tightly) placed between the grommets on the rear of the tray to prevent the tray from slipping out of the grommets in flight.
6. A keeper, or collar, will be on all pushrods that have a right angle bend that connects them to the servos. S-bends are acceptable. If a clevis is used at both ends of a pushrod, one of the clevises will be secured so that it will not turn.
7. All control surfaces will be firm on the hinge line without excess slop (at the discretion of the Safety Director).
8. Positive, thread type, wing bolts or screws will secure the wing in place on all two-piece aircraft.
9. Any aircraft sustaining any damage, including landing damage, will be inspected by a Safety Director before it is flown again.
10. A positive method of holding the wheel on the axle will be used and the wheel shall not bind.
11. The entire aircraft will be inspected for any stress cracks.
12. If flutter is detected during a race the aircraft will be inspected after landing to determine the cause. If it is located it must be corrected before the aircraft is flown again.

From Bob Angus, Tucson R/C Club V.P., dated May 1, 1973:

The Tucson R/C Club would like to thank you and the NMPRA members who have participated in the Winter Nationals. The meet has always been well attended and very competitive.

We noted that the NMPRA will hold its championship race in California this year. It should be a big boost for racing.

The Winter Nationals will schedule stunt and stand-off scale this year. This will solve the time problem and allow more flights.

Thanks again to the NMPRA for all its efforts.

DISTRICT NEWS

Western: Contest Calendar Revised

- April 28-29 Form I & FAI, Tracy Airport, California
- April 29 1/2A, Form I, FAI; Mount Rainier R/C Society (Bethel)
- May 26-27 1/2A, Form I, FAI; PROPS (Bethel Field)
- June 9-10 FAI & Pattern; RCFCBC (Canada) (no points)
- June 23-24 Form I & FAI; Madera Airport, California
- July 7-8 Form I & FAI; Madera Airport, California
- Aug 11-12 Form I, FAI, 1/2A; Portland, Oregon (conflicts with NATS, so may change)
- Aug 6-12 NATS, Oshkosh, Wisc. (no points)
- Aug 18-19 Form I, FAI, 1/2A; RAMS (location not defined)
- Sept 29-30 Form I, FAI; Tracy Airport, California
- Oct 13-14 1/2A, FAI, Pattern; RCFCBC (Canada) (no points)
- Oct 20-21 Form I, FAI; Madera Airport, California

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From Bob Root, 1318 144 S.E., Bellevue, Washington 98007:

The 1973 racing season got off to a good start in the Pacific Northwest Sunday, April 29, courtesy of the Mount Rainier R/C Society. The first race of the season was well run by C.D. Bruce Gale, with beautiful weather all day.

There was a large turnout for this area with 15 entered in FAI and 9 in Formula I. Several new names appeared in the line up with most of them doing surprisingly well for their first formula race. The 1/2A races which were held all winter, in addition to being fun, were obviously good training for handling the larger airplanes and race course.

FAI was won by John Schuy flying a new minimum weight F-40Q with an S.T. .40. His best time was 1:54 which is about 5 seconds faster than the best we saw in this area last year. He has obviously been working the problems out. The Mikko/Howard Team had the second fastest time (1:55) with their P-51, but they couldn't get started in the last heat, dropping to 5th place. Bob Root (Firecracker with H.P. .40) was 2nd and Larry Sperberg (P-51 with K&B .40) was 3rd.

Jim Booker, Rod Awe, and Stu Gwinn came over from Boise (600 mi.) to compete. They flew Aldrich modified engines in a new low wing minimum size design. They used two side-by-side wheels in a fairing mounted to the bottom of the wing near the leading edge. They haven't experienced any ground handling problems with this set up. The wing tips are kept off the ground by small wire skids.

Formula I was won by Jim Booker flying an Aldrich modified H.P. .40 in a Miss DARA (best time 1:41 flying wide). John Schuy was second (Love with K&B .40) and Nelson Eddy was third (Midget Mustang with K&B .40).

Rod Awe was fourth (Shushonik with H.P. .40). This was the first Formula I for both Nelson and Rod although they have both competed in FAI previously.

It was a great race and we want to thank the Mount Rainier R/C Society. I am glad to see so many new enthusiastic people racing. Looks like 1973 should be a great year.

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From Contest Director Garry Korpi, Box 239, Milpitas, California 95035:

The first contest of the year was held at beautiful Tracy Airport April 28 & 29. Ten rounds of Formula I were run and five of FAI. Formula I had 24 entries and FAI had three.

We are really pushing for safety this year as we had wire mesh barricades for the four flag men at #1, behind the four lap counters, and at the #2 and #3 pylons. We also provided hearing protectors for those on the starting line.

Glen Spickler was up as the head starter and we really owe him a vote of thanks as he is about the best anywhere. Lon DeLature did a great job scheduling the heats. We had a group of high school kids headed up by Bud Philips who did a superb job as flagmen and lap counters.

This was the first outing with the tuned pipes in FAI. Boy, what trouble! I had two zero's on take off and one second place due to it coming off the pipe in the air. Only time will tell. FAI won by Garry Korpi, flying his HP-powered Pelican, best time 1:44. Formula I results follow:

Place	Name	NMPRA #	Plane Engine	Points	Best Time
1	Paul Benezra	13A	Shoestring/K&B	38	1:27.7
2	Kent Nogy	12C	SuperMinnow/K&B	36	1:23.5
3	Larry Leonard	50C	Dara/K&B	34	1:28.8
4	Garry Korpi	1A	Dara/K&B	29	1:31.1
5	Larry Murphy	111A	M.Mustang/K&B	29	1:40.9
6	Jeff Bertken	67C	Dara/K&B	28	1:35.8
7	Duke Crow	70A	Owl/ST (fast!)	27	1:35.4

Southern California: From Jerry Silverman, 2502 Vuelta Grande, Long Beach:

Mile Square Field, Fountain Valley, California - May 5&6 - With the weather about 65 degrees and the wind blowing straight down the field, the Southern California District of the NMPRA kicked off its 1973 season in real style. The San Gabriel Radio Control League hosted the first race of the season with the aid of Chuck Smith and his Boy Scouts. The pylons and communication equipment were provided by the SoCal District of NMPRA. The first order of business was an official preflight safety inspection headed up by Kent Nogy and Joe Vartanian. This safety inspection, although very basic, certainly is an excellent and very important part of Formula I racing. There is no doubt that it was instrumental in preventing many unforeseen problems from arising. This inspection together with the addition of barriers around all the workers at the pylons made it much safer for everyone concerned. We certainly hope that our counterparts from the other districts take heed and follow the example set forth by the Southern California District. The safety inspection was followed by formal registration, where NMPRA, AMA, and FCC cards were checked.

Another boon for Formula I was the separation of the 64 racers into two classes, 32 expert and 32 standard. To be called an expert, you must have flown consistently faster than 1:40 in sanctioned contests. With John Garabedian as CD and Jerry Silverman as his assistant, the Southern California District started the season off using this style of racing, where standard

class raced only with standard class and expert with expert. There is no doubt that this certainly produces better racing, safer racing, and in every way encourages the novice flyer to enter Formula I. Scale judging also was done a bit out of the ordinary as Dick Artunian divided the planes into three groups: very good, good, and fair. The handicap starting position was determined by the position you got in scale judging, with a toss of the coin to break any tie. All this was done very quickly and with little or no gripes at all. It certainly pays off when you consider that this method allows you to get in more racing, and this is what it is all about. Isn't it??? In spite of the cold, clouds, and wind, as 9 o'clock approached it seemed that a different atmosphere took over, as the roar of growler .40's began to sound from the pits. All the planning of the past several months could now be demonstrated. All the super speed secrets would no longer be secret, and the pressure was on!

Saturday's racing found Chuck Smith in a heated race with Terry Prather, with Terry the victor by way of a cut by Chuck. Kent Nogy tangled with Jack Stafford and Ed Hotelling. Kent turned in a new record time of 1:22.1, while both Ed and Jack posted identical times of 1:28.7. It's sure sad to finish third with a time like 1:28.7! Oh well, Ed and Jack, better luck next time. Lee Frey demonstrated he won't be any pushover by doing some super flying of his own. When you consider that he is flying a repaired plane that now weighs 6 pounds 2 ounces and takes off 4th, you have to admit that 1:31 is not too bad.

Sunday's racing found a little warmer weather and no wind, at least in the morning. There were many very close races like the one between Cliff Weirick and Whit Stockwell. Whit fell to the thumbs of Cliff (a true gentleman) as Cliff came from behind in a frantic dive at the finish line in a very respectable 1:25.1. And they say he is over the hill! Ha!

Terry Prather and Cliff Weirick both demonstrated absolutely superb flying for ten laps, only again to find Cliff sneaking under Terry at #3 pylon on the tenth lap to finish in a dead heat. Both planes were right on the finish line at exactly the same time as three officials were to verify. Unbelievable!

In the standard class, we found Jack Lee racking up all the points by finishing 1st in each of the six rounds held. He is a very smooth and consistent flyer and he deserved everything he got. You experts had better watch out, for in the near future he is going to be very hard to beat in any class. Jack's father and caller, Clarence Lee, provided the Lee Custom K&B Schneurle for Jack's Minnow, as well as for the top five finishers in the expert class.

The numerous tight races in both classes made a very dramatic and interesting event to start the year off. In many races the winner was decided by a distance of five or ten feet, and that's pretty close at those speeds.

It seems only fitting to thank all the flyers for coming out and making this race the success that it was, but especially K&B Manufacturing for the support they gave this contest by providing some of the prizes that were given out. Prizes were given all the way down to 15th place in each class.

Final results were: Expert Class:

<u>Place</u>	<u>Name</u>	<u>Plane/Engine</u>	<u>Points</u>	<u>Best Time</u>
1	Kent Nogy	Minnow/K&B Sch.	24	1:22.1
2	Whit Stockwell	Minnow/K&B Sch.	22	1:25.1
3	Chuck Smith	Dara/K&B Sch.	21	1:26.5
4	Jeff Bertken	Minnow/K&B Sch.	21	1:24.6
5	Bob Smith	Dara/K&B Sch.	20	1:25.7

Standard Class:

1	Jack Lee	Minnow/K&B Sch.	24	1:37.5
2	John Powell	Dallas/ST	21	1:52.1
3	Lou Zenneker	Cosmic Wind/K&B Sch.	20	1:48
4	Harley Condra	Dara/ST	19	1:40.3
5	Tony Brown	Dara/ST	19	1:48.2

North Central West: From Contest Director, Don Moden, 410 Hart, Salina, Kansas 67401, a report of the Great Plains Pylon Racing Championships, Wichita, Kansas - May 6, 1973:

The meet started out as roughly as the cloudy, rainy morning looked outside, but as the sky cleared, the meet smoothed out, too. It turned out to be a very good meet, with Jim Bertiglio turning in a 1:33.6 time, and Ed Rankin a 1:38.6 time, with Romayne Sizemore right at their heels with 1:44.6.

We missed our vice president of this district, Jim Simpson, but I understand he is in Fort Worth temporarily. We had a turnout of 25 entries, so in all we had a good meet, especially for our first meet of the year.

Expert Class:

<u>Place</u>	<u>Name</u>	<u>NMPRA #</u>	<u>Plane/Engine</u>	<u>Points</u>	<u>Best Time</u>
1	Ed Rankin	1ER	Dara/K&B Sch.	20	1:38.5
2	Jim Bertoglio	29G	Ballerina/K&B Sch.	19	1:33.6
3	Romayne Sizemore	28I	Ballerina/ ?	19	1:44.6
4	Pat Jones	65G	Little Mike/HP	16	1:53.6
5	Don Downing	66H	Dara/ST	13	1:39.5

Novice Class:

1	Terry Rollins	(Applied)	Ballerina/K&B	14	1:52.9
2	Glenn Zelner	"	? / K&B	11	2:00.5
3	H. K. Baker	"	? / K&B	10	1:50.5

South Central East: Editor's Note - With nothing but the bare results of the Tangerine Internationals, New Year's Day, submitted for publication, the bottom of the SCE District page looked mighty blank back in the January NMPRA news release. Happily, Jim Maki has stepped forward to fill the void and do the job of reporting that district's contests. Thanks to Jim for filling us in here on the Tangerine meet, as well as reporting two more recent contests in the SCE District:

Right at New Year's when it is very cold around most places, Central Florida holds a very warm weathered R/C event called the Tangerine Internationals. The RCACF, which is the hosting club, works itself to a frazzle putting on the four-day contest with what would be considered limited manpower in comparison to some of the larger clubs across the country. By the end of the fourth day, RCACF members don't even want to look at an airplane for at least a month, a well-deserved rest.

I have been waiting anxiously for several editions of the various magazines and our newsletter for the Formula I write up, which is two days of racing out of the four-day contest. While I place no blame for the brevity of the coverage of this fine event, I would like it to be known that something publish-worthy did occur, and I would like to enter it here:

Forty Formula I entries turned out for two days of solid racing..the largest field in Tangerine history. Master's Pattern champ Jersey Jim Martin

flew in his first Formula I race and locked up seventh place. Especially noteworthy, however, was the en masse contingent from California that came to Orlando to show Florida (especially Jim Maki) what a 1:24.3 looks like in real life. It's real pretty! Two-thirds (1st and 2nd) of the hardware was exported back to California by Terry Prather and Bob Smith, earned by super clean, beautifully built planes, engine-fuel-prop combinations that wouldn't quit, but most importantly...right over the top of the pylon flying that looks like it's happening by accident except you're watching it happen ten consecutive times every race. Young Mr. Funderburk won third place honors proving the importance of consistency with a best time of 1:36.1 and a fine job of flying.

I was talking to Bob Smith about the flight to Florida from California to try to get a rough idea what the reverse trip was going to cost me this Thanksgiving. The change from a thousand dollar bill fits neatly in the Dara's skinny wheelpants with the wheel! For a newly-wed starting a new business, it's called devotion to the sport, and you really don't feel bad losing to him.

If you are expecting another book, sorry for making this short. I just wanted to see a few words in print about the Tangerine which I thought was a good contest. We're going to try and make it even better (and safer) next year and hope that good people from far places will come again because we like your company. We don't jump with joy to see all the trophies leaving the state at the end of the contest, but if it happens I'll write it up with pictures to boot.

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The Orlando Race - April 29th, 1973, reported by Jim Maki, 5241 S.W. 29th Street, Ft. Lauderdale, Florida 33314:

A full seven-heat matrix made up the tag event of the RCACF two-day Florida state meet in Orlando. The Southeast's fourth 1973 district race was flown under warm, sunny skies with a good time had by all, thanks to the many efforts of the Radio Control Association of Central Florida. Winds for Saturday's pattern events were strong and across the runway, but they settled down to very light and variable for Sunday's Formula I race. Variable means downwind for take-offs and landings, naturally.

Top honors and a perfect score went to D.C. May, including the day's best time of 1:27.9. D.C. couldn't locate a brewery to hit and finished up the day with the same plane he started with. Jim Maki saddled second place with one of Cliff Telford's reworked Tigres...says he's looked all through the engine and can't find a Schneurle port in it. D.C. hopes he never does. Charlie Krueger won the third place trophy in a flyoff with Bob Brogden.

Highlight of the day was a perfect match of speed and ability in one of the most exciting heats of the year. Entering the second lap, Bill Williamson, Charlie Gray, and Ed Weitock formed up a three-plane formation that the Blue Angels would envy. The astonishing absence of midairs during the entire heat was attributed to the fact that all three planes were probably in contact with one another the whole race anyway. Unfortunately, sometime in the closing laps of the race, all pilots were waved off the course by officials as it was six flags (cuts) over scattertown awarding goose-eggs to all!

On the serene side, FMPRA president Norm Holland landed his plane wide open into the tent over the scatter pylon judges. Norm's explanation for this unusual maneuver was that he wanted to see if the #1 pylon people were awake! They were then and are now presently awake night and day constructing a concrete bunker. Fortunately, Norm's plane doesn't move that fast, so no one was injured. All in all, a very exciting and safe day of racing.

I have been informed that Jim Demeritte has temporarily retired from Formula I due to illness in the family. The racing fraternity will miss Jim's presence and his competitive spirit and hopes sincerely that all will turn out the best possible way for him and his family.

Final results of Formula I:

<u>Place</u>	<u>Name</u>	<u>NMPRA #</u>	<u>Engine</u>
1	D.C. May	11S	K&B
2	J. Maki	22T	ST
3	C. Krueger	44T	K&B
4	R.A. Brogdon	78S	HP
5	B. Williamson	21T	ST

Top three at Orlando, April 29, '73: L-R,

- 1st D.C. May
- 2nd Jim Maki
- 3rd C. Krueger

Thanks to B. Williamson for pictures



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SCE District Race at Monroe, N.C. - May 5&6 - FAI/Sport/Formula I, reported by Jim Maki:

Two days of racing made up the menu for contestants of the SCE District's fifth race for 1973. The Monroe R/C Club hosted the three-event contest with the much appreciated help of the local Explorer Scout Troop. Attendance was light for Saturday's FAI and Sport Pylon races, but matured into a twenty-entrant field for Sunday's Formula I event.

Unlike last year's Monroe plane-eating race, leaving four intact by day's end, this year the winds were much calmer and almost everyone went home with what they came with. An unfortunate exception was Bob Violett's beautiful FAI bird, the Bobcat, totalled when the radio failed. Jim Stegal has come out with a very clean fiberglass edition of the Bobcat which we hope will get Bob back into the air very shortly.

Big surprise for the day was D.C. May's FAI win with a Mustang turning a hot two minutes. Schneurles dominated the Formula I scene taking all five trophies. Bob Violett and Harold Coleson had to fly-off for fourth and fifth place, with Coleson double cutting out both at one.

Speaking of double cuts...Florida eager beavers Maki and Williamson started out the day with two zero's trying to find the scatter pylon in the strange hills of North Carolina. Their first trip out of the Everglades had them looking up the word M-O-U-N-T-A-I-N in Webster's on the plane ride home.

Monroe R/C Club's next scheduled race will be June 23-24, Sport Pylon and FAI on Saturday--Formula I on Sunday, and from the excellent job they did last weekend, hopes are for an even bigger turnout then. Many thanks to CD Bill Helms and his crew also with a note of credit for the beautiful hand-crafted stainless steel trophies...really different. One suggestion from D.C. May is that the next trophies be made with the top left open and the bottoms leak-proof!

Monroe Formula I Results:

1	D.C. May	11S	Minnow/K&B	19	1:32.5
2	Jim Stegall	31Q	Minnow/K&B	18	1:33.3
3	Tom Baker	23Q	Minnow/K&B .70	17	1:31.9
4	Bob Violet	1R	Cosmic Wind/K&B	16	1:31.8
5	Harold Coleson	69T	Minnow/K&B	16	1:27.4

FAI Results:

1	D.C. May	2:04.2
2	Cliff Telford	2:22.5
3	Gus Geissinger	1:50.0

QUARTER MIDGET

From Bill Cooper, Executive V.P., 1700 Lynn Way, Louisville, Ky. 40222:

Think Quarter Midget! The organizational structure within NMPRA for Quarter Midgets is about complete and should be finalized by the time you read this. Generally speaking, I am against appointments to an office of this nature, but I think Ed Rankin showed wisdom and forethought in making his choices. We might have been happier with a popular vote election, but we are a sounder organization because officers were chosen by the District V.P.'s and Ed in a move which required knowledgeable Quarter Midget flyers and willing workers in the early stages of development. I can promise you this--we have a bunch of guys who are genuinely interested in the QM movement, and who are already contributing to our cause. Please stand behind us--you've got us for two years--and we're going to move.

Our first goal is to recruit new members for NMPRA, and we've got to offer them more than a newsletter, decals, and patches--this is "frosting on the cake." We now have a governing body, through which we shall thrive or die. If an individual wants to have a direct role in the future of QM racing, he should join and support NMPRA. Then he'll be listened to, not just heard. We, as NMPRA members, must be ambassadors and take our cause to the flyers. We face the problem that most R/C flyers wouldn't know how to join NMPRA even if they wanted to, because we don't have the advantage of "national advertising" so to speak, through the big magazines, although we're working on this.

The intent of QM must be retained and this is our second (and maybe biggest) problem. The QM flyer is usually quite diverse from the Form I or FAI flyer in his interest. He wants a low cost, low key, stock event. I originally favored an all out event, but after speaking with hundreds of QM flyers, I have changed my thinking. We must not let it get out of hand as has Form I. I speak here of cost, not speed. Everyone wants to go faster--that is racing--but the average QM flyer doesn't want to spend a lot of dough. If the event gets out of hand, it will wilt on the vine. Right now we are without one district V.P. for QM because the guys in that area can't settle on a definition of stock engine. Gentlemen, that is not a point of conjecture at this point. It may be later, but for now, the rule states that stock means no modifications whatsoever. In staying with the true spirit of the intent rule, a blueprinted engine is not stock. Fair? Probably not, because of the vast difference in out-of-the-box engines. Enforceable? Not really, but at this point, we must rely on the integrity of our competitors and contest directors.

Let's get going! I summon your aid: 1) Press for new members in NMPRA, 2) Perpetuate the intent rule, 3) Write or call me if you want to be recognized or listened to through the newsletter, 4) Think Quarter Midget!

From Kit Gerhart, Purdue Quarter Midget Contest - April 15, 1973:

1	Walt Senour	Caudron/K&B	16) Flyoff
2	Dick Weidner	Minnow/ST	16	
3	H. Vandiver	P 40/K&B	15	
4	Jim Goad		14	
5	Dan Kane	Shoestring/K&B	13	

Nashville - April 29 - 6 heats and 43 entries:

1	Austin Leftwich	Doubler/ST) Flyoff
2	O.B. Stewart	Minnow/K&B	
3	Bill Cooper	Minnow/K&B	

From Don Moden, Great Plains Pylon Race, Wichita, Kansas - May 6:

1	Gale Helms	14I	Minnow/ST	15
2	Monty Moncrief	33I	?	11
3	Bud Atkinson	25U	P-51/K&B	11

Quarter Midgets
at Mile Square,
Fountain Valley,
California-April 29

L-R:

- 1st Steve Sica
- 2nd Lou Governale
- 3rd Tony Dipadova



Editor's Note: Your vote on these opinion polls do get results. For example, the rule clarification proposals published last year in the June NMPRA Newsletter have been incorporated in the new 1973 AMA Rule Book. So VOTE!

The following is provided to determine the membership's participation in Quarter Midget so that a budget can be established for National Awards. If applicable, mail to Bill Cooper, 1700 Lynn Way, Louisville, Kentucky 40222.

I AM ACTIVELY FLYING IN THE QUARTER MIDGET EVENT:

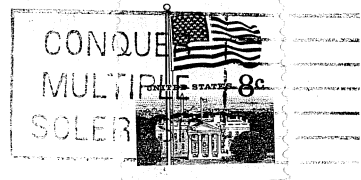
NAME _____

ADDRESS _____

NMPRA NO. _____ NMPRA DISTRICT _____

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

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6/11/73*



FIRST CLASS

To

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Fort Worth, Tex. 76133