

NMPRA

NEWS RELEASE

Rec'd
Oct 15

NATIONAL MINIATURE PYLON RACING ASSOCIATION

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

Business Address: E. 11223 La Crosse Street, Spokane, Washington 99206

OCTOBER, 1973

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

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

I am happy to announce that Glen Spickler has consented to run for President! Glen is highly respected by all of us and has dedicated much of his time to promote pylon racing. I know that, if elected, he will do a tremendous job for the organization as our leader for 1974. Many members and officers have asked me to run again next year. I have declined because this job requires endless hours of hard work, and I think it would be unfair to the organization and to me to take the job again. Gil Horstman has consented to take the Sec/Treas job next year. As of this writing we do not have a volunteer for the Editor's job. Ed Hotelling mentions he's working on several possibilities. All of the VP jobs have been filled; however, if there are any other volunteers please let me know. You can do your part by voting on the ballot that is enclosed. Also a membership renewal is included. We are also asking you to indicate your event interest. Please complete these forms immediately and mail to Gil Horstman, E. 11223 La Crosse, Spokane, Washington, 99206.

The NMPRA Championship Race has finally become a reality! This idea was born by Pete Reed several years ago, and we really think this will be the Tournament of Champions! The complete plans will be out by next newsletter, and we can thank RCM, Chuck Smith and the California crew for all of the hard work in planning and running this great race. RCM will sponsor it, and awards will be given through 15th place, so I don't think you will want to miss this extravaganza. District Vice Presidents will be making the qualifying lists for their districts, and they will be required to mail them to Chuck Smith, 8509 Lennox Avenue, Panorama City, California 91402, no later than November 1. Consequently, national and district points accumulation will end on this date. Qualification requirements are in the July newsletter. National Season awards will be given at the Championship Banquet along with the announcement of the new officers for 1974. In addition, District Champions will be announced.

I would like to make special mention of the following young men who have applied for the Junior Awards: Bob Gilbert, 11640 Luna Ct., Dublin, California, Brian and Bruce Richmond, 21 Fairway Drive, Cocoa Beach, Florida. Congratulations, fellows, and keep up the good work. I hope there are others, because we may have to discontinue this award if there is no interest.

Last month I failed to report the results of a second round of voting on the "1000 engine rule" prior to the AMA NATS. This was done because of a request from Joe Vartanian representing the members in opposition to this proposal. Results of this voting were reported at the NMPRA meeting. All

(10) officers, Cliff Weirick, OPS and K&B voted "yes". Clarence Lee, Bob Stockwell and Cliff Telford voted for "500". ST voted "350". George Aldrich, HP and Pete Reed voted "no". Since all of the officers who represent the membership voted "yes", the proposal was not changed. As reported last month, the Contest Board is considering accepting the proposal with a compromise. The added clause is as follows: "Any manufacturer or importer of engines who does not qualify on the basis of the 1000 engine minimum may qualify on the 100 engine minimum basis for a period of one year from date of declaration, after which period said manufacturer or importer must comply with the 1000 engine minimum or his engines become illegal." Final vote on all proposals will be made on the last of October, so please write your AMA-CB and send him your ballot included in the August newsletter. All proposals passed at this time will be effective for 1974.

Our thanks go to Bill Cooper and MAN for promoting the QM Nationals.

NATIONAL POINT STANDINGS - September 10, 1973

Place	Name	Formula I NMPRA No.(Dist.)	Points	No. of Contests
1	D. C. May	11S(SCE)	615.3	7
2	J. Maki	22T(SCE)	611.6	7
3	B. Williamson	21T(SCE)	583.7	7
4	B. Smith	51C(SoCal)	493.2	5
5	K. Nagy	12C(SoCal)	474.2	5
6	E. Rankin	1ER(SCW)	453.8	5
7	T. Prather	93B(SoCal)	451.7	5
8	J. Bertken	30B(SoCal)	437.0	5
9	L. Leonard	50C(SoCal)	432.4	5
10	H. Coleson	69T(SCE)	391.6	5
F-II/FAI				
1	K. Landerfeld	76L(NE)	564.3	7
2	H. DeBolt	1K(NE)	463.3	6
3	E. Nikodem	99M(NE)	415.8	7
4	A. Sattler	41K(NE)	319.2	5
5	P. Reed	1PR(NE)	301.7	4
6	J. Schuy	25E(West)	226.9	3
7	C. Telford	1Q(NE)	199.7	3
8	G. Derrough	9X(NE)	171.8	3
9	R. Davis	82K(NE)	154.4	2
10	G. Korpi	1A(West)	153.5	2

CORRESPONDENCE

First, a letter from Jerry Silverman, 2502 Vuelta Grande Avenue, Long Beach, California 90815:

The Brain, Central Nervous System and the Lungs are all medical terms that describe important functions of the human body. Equally important to the flow of efficiency at a Formula I contest are the starter, lap counter and the scheduling desk. For years these positions have been filled by extremely talented and dedicated people to whom we racers certainly owe a vote of gratitude. I am positive that you all know I am talking about the

workers like Betty Stream, Jerry Christensen, Jeanie Christensen and Glen Spickler. Fellow racers, these very talented and highly motivated people are the blood stream of our contests and certainly they hold the future of Formula I in their hands. Where would pylon racing be without their assistance?

Go to the Nationals, Vegas, Closed Pattern contests, Open Pattern, Quickie 500 races, Quarter Midget, other club activities and there they are, all of them, doing their jobs in the background, unnoticed, taken for granted. Sure we all may appreciate it, but is that enough??

I think the time is right for all of us to lean back and make not of the job these people are doing for us. Particularly Betty Stream and Jerry Christensen, both of whom have received little for their years of devoted service to R/C flying and in particular Formula I racing. All the workers do their job extremely well, but how many flyers make any effort to thank them? None. You can bet your bippy that if the slightest error is made, that uptight flyer is right there like a bird of prey to pounce on the worm. Ironic. REMEMBER ONE THING: THE RACER NEEDS THE WORKER MUCH MORE THAN THE WORKER NEEDS THE RACER!

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And here's a letter from Jim Bertoglio, 117-119 Main Street, Medicine Lodge, Kansas 67104:

My wife has been reading my copy of the NMPRA News Release. Her latest comment is, "Are these guys getting paid to do all this?" My reply was "I'm sure they are not--they just like to race."

I would like to take this opportunity to express my appreciation for all the time, effort and job well done poured into the newsletter and other aspects of NMPRA by its President, Editor, Vice Presidents, other officers, and the many people who contribute to the racing organization.

I'm sure other members feel as I do but just haven't had the time to write about it. Thanks!

THINK QUARTER MIDGET!, by Bill Cooper, Exec. VP, 1700 Lynn Way, Louisville:

The first Quarter Midget Nationals is now history. The entry was low, with only 28 flyers showing, but they were all good! A weather front, compliments of Hurricane Delia made a lot of guys stay home--eight cancelled reservations in one day.

The contest was held at Rough River State Park, and was sponsored by Model Airplane News and the Bluegrass Racing Association of Louisville, Ky., and was hosted by the Kentucky State Parks Department.

Rough River State Park is nestled in the midst of the beautiful woodlands and mountains of middle Kentucky. Surrounded by Rough River and hewn from the mountains, a real Utopia emerges for the flyer and vacationer. Entrants came from all corners of the United States, California, Oregon, Maine and Puerto Rico.

Entries were held open until Saturday morning, and we got in 6 rounds. We shut down at 4:00 with the hopes that we could fly 5 more rounds Sunday, but "Ole Man Weather" got us. At the end of the day, the grand old man of Quarter Midgets, Austin Leftwich, emerged as the guy to beat--six wins and the lowest times--a tough combination to beat.

The rest of the day was spent running engines, making minor repairs, and socializing. The Parks Department had a critter race for the children of contestants, a square dance for all to enjoy, and a lavish buffet-style banquet that evening, at which time CD Bill Cooper made several awards. Bob Reuther was called to the head table for the first award - a six-pack of TUMS for the Tummy - for having "eaten the most". His plate looked like the remains of an ancient Roman orgy.

Deja Vu, a pretty little airplane (formerly Shushonik), designed by Fred Reece and flown for the first time at the NATS, was named the "prettiest bird" and his charming wife, Gwen, was presented with a Kentucky Cookbook and brass State Seal for tolerating him and construction in their motor home. Fred also took a ST .15, compliments of World Engines, for his efforts. Fred also joined NMPRA at this meet, further proof that more prominent. Quarter Midget flyers are lending their support to our cause--not because of who we are, but simply because we have a common goal--low cost, low key, stock racing event.

Sunday morning came, and so did the rains after only three heats. By 11:00 a.m., there was no let up in sight, so the champ was determined by the previous day's flying; and I seriously doubt if the first place would have changed a bit. Austin was just unbeatable. Gary Hawk, from California, later related a funny story to me. In his race with Austin, he silently wondered who the old man with the big fat orange airplane was, not knowing it was Leftwich and his Little Gem, not really a formidable looking pair. Gary never really got over the shock of being almost half a lap behind after two laps, and ended up cutting out of the race, a mistake which probably cost him third place in the overall standings. But he could laugh about it later, in the true spirit of our event.

I had some interesting conversations with a wide variety of people, Paul Benkner from World Engines, Don Dombrowski, House of Balsa, Fred Reece, and many, many more. I've never seen such a universal stand behind the concept and intent for our event. The biggest concern of everyone now is that the event not be taken over by the Formula I and FAI flyers. What they are telling me is that want QM rules for the typical sport flyer, completely stock, no blueprinted engines, no carved props, no hot fuel PERIOD. So let's keep it that way, guys.

We checked props and carburetors before each flight and weighed the winners of every heat. At the contest's end, Austin Leftwich and Dick Weidner tore down engines of the first five winners, plus others who had exceptional times, and all was in order. One flyer blew an engine on Saturday and, in replacing parts, lost his old piston, which had really been worked over with a Dremel tool. We are not contemplating what action can be taken. Any suggestions?

We had silver for the first five places, plus \$100.00 cash for the winner, and merchandise through 15 places.

Charlie Paz, from Puerto Rico, took home a Brass Ash Try sporting a seal of Kentucky, for having traveled the farthest.

All we can say is we hope everyone had a good time, and we hope to see more people next year. Special thanks to Art Schroeder and Model Airplane News (our sponsor) and Paul Benkner and World Engines for Providing the 15% RO-GO fuel.

Till next month, good flying, turn left!

LATE NOTE: Bill Cooper writes that full coverage of the QM Nationals, with pictures, will appear in next month's article.

DISTRICT NEWS

West: From John Schuy, 12327 SE 158th, Renton, Wisconsin, a report on the Rams Annual Pylon Races at Enumclaw, Wn., on August 18. Five rounds of FAI were flown with twelve entries, and the CD was Roy Foote.

1	John Schuy	P40Q/G40ABC	20	1:59.1
2	Darrel Cheshire	P51/K&B	17	2:15
3	Bob Root	Phony Folkerts/HP	16	2:05.9

Also, in five rounds of Formula I racing, John Schuy emerged on top of the other two competitors with a fast time of 1:36.6 with his G40ABC-powered Minnow,

And from Bob Root, we have the report that John Schuy won the Stardusters Annual FAI contest at Portland, Oregon, on September 9th.

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North Central East: The Ohio Pylon Racing Championships will be held October 14, 1973, featuring Formula I, Quarter Midget, FAI Pylon and Open Pylon. Contact CD Bill Hager, 5200 Rye Drive, Dayton, Ohio 45424, 513-233-9018, for details.

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North East: From Bruce Sparrow, 418 Meadow Street, Agawam, Massachusetts, a report on the results of the Hampshire County Grand Prix Air Races held July 29, 1973, in Hadley, Mass, at which he was the Contest Director.

FAI:				Formula I:			
1	Jerry Wagner	16	2:09	1	Kent Landefeld	20	1:48
2	Bill Landry	15	2:26	2	Jerry Wagner	19	1:44

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South Central East: Jim Maki, 5241 SW 29th Street, Fort Lauderdale, Fla., reports on the Formula I race in Miami, Florida, on September 9, 1973, directed by Norm Holland and Walt Schoonard. Five rounds were flown with 15 participants on a hot, hot, hot and humid day. The new safety set backs were observed providing a good safe race.

1	Jim Maki	22T	Minnow/X40	1:30.0
2	Bill Williamson	21T	Minnow/X40	1:38.2
3	T&D (Tom Pownall)	35T	Minnow/K&B	1:39.0

And D.C. May sends results of races at Monroe, North Carolina, September 15&16, 1973.

Formula I:				
1	D.C. May	11S	Stegall Minnow/K&B	19 1:29.6
2	Irwin Funderburk	48Q	Stegall Minnow/K&B	18 1:32.0
3	Bob Brogdon	78S	Stegall Minnow/K&B	18 1:37.2
4	Tom Baker	23Q	Stegall Minnow/K&B	17 1:32.5

FAI:				
1	Gus Geissenger	9P	18	1:42.0
2	Bob Violett	1R	16	1:26.6 <u>New World Record</u>

Bob Violett also did a 1:24.4 in Formula I with his K&B-powered Cosmic Wind.

Southern California: Contest report of Formula I, August 18-19, at Whittier Narrows, California, by Chuck Smith, 8509 Lennox Avenue, Panorama City:

Southern California flyers owe a great debt of gratitude to the San Gabriel R/C League for the sponsorship of their second Formula I race this year. Plans were pushed ahead so that a new asphalt runway would be ready at Whittier Narrows for the contest. The smoothness with which the contest was run and the enthusiasm of the workers reflected the many hours of preparation by the Contest Director, Jerry Silverman. Prizes donated by manufacturers were raffled off to the workers, which is a great idea for contests throughout the country. Betty Stream, Glen Spickler and Jerry and Jean Christensen again donated their time to make this contest a success.

Twenty-three flyers entered Expert and 39 entered Standard for 62 total entries. Eight rounds of racing let everyone race all his rivals and made a very exciting contest. Marcial Davilla came from Mexico with Cliff Weirick's old Minnow and captured first in the Standard class. Loren McCray's second place finish in Standard means he will have to move up to Expert if he finishes better than fifth in any other contest. Bob Smith followed his Nationals win by taking first in Expert. Ironically, the only pilot to beat Bob in a heat was the second place finisher, Terry Prather.

Standard:

1	Marcial Davilla	Minnow/K&B	31	1:38.3
2	Loren McCray	Miss Dara/K&B	31	1:38.4
3	John Powell	Miss Dallas/ST	29	1:46.1
4	Bud Anders	Shark/K&B	28	1:46.4
5	Howard Reed	Minnow/K&B	28	1:41.7
6	Jerry Silverman	Shoestring/ST	28	1:46.1
7	Richard Governale	Minnow/K&B	27	1:48.6
8	Keith Davidson	Miss Dara/K&B	26	1:46.0
9	Allan Howell	Minnow/K&B	22	1:43.9
10	Tony Amezcua	Minnow/K&B	22	1:56.2

Expert:

1	Bob Smith	Miss Dara/K&B	31	1:22.4
2	Terry Prather	Minnow/ST	30	1:26.5
3	Kent Nogy	Miss Dara/K&B	28	1:27.4
4	Charlie Shaw	Miss Dara/K&B	28	1:26.5
5	Larry Leonard	Miss Dara/K&B	24	1:27.3
6	Jack Stafford	Rickey Rat/K&B	22	1:31.0
7	Ed Hotelling	Minnow/K&B	22	1:31.4
8	Joe Vartanian	Miss Dara/ST	22	1:30.5
9	Tom Christopher	Ole Tiger/K&B	21	1:33.3
10	Whit Stockwell	Minnow/K&B	18	1:37.0

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Two Contest Bulletins for Southern California District:

The Valley Flyers Formula I Pylon Race is planned for October 13-14 at Oxnard Air Force Base (Las Posas Road exit from Ventura Freeway). Charlie Smith will be Contest Director

The BIRDS Formula I Race is planned for October 27-28 at Whittier Narrows. Howard Nupen will be Contest Director.

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From Jerry Silverman, 2502 Vuelta Grande Avenue, Long Beach, California, a contest report for the Formula I Races at Whittier Narrows, September 8-9:

With the pressure of the upcoming Tournament of Champions upon us, the RC Bees from Orange County California hosted the 5th point race of the season. CD Roy Stephens with the very capable help of Big John Elliot, Bud Page, Gretta Elliot and a team of highly capable and very eager workers, showed us all what they could do. This club has never put on a Formula I contest before and I am sure that everyone there had a good time. The Busy Bees had many obstacles to overcome in order to make this contest the success it was. First of all, where could they hold the contest, since Mile Square was out? Secondly, special insurance had to be arranged at the very last minute (4:00 p.m. Friday before the race on Saturday). Many last minute phone calls were made to points outside California. However, the Bees were determined to succeed, and they surely did.

Saturday morning was fairly cold and the humidity was 66%, not really conducive to the best engine runs. Therefore, many flyers were trying quite desperately to tune their engines for peak power. Around noon the sun broke through the clouds and immediately it was like horsepower was unleashed. The times were coming down rapidly and the flying was getting better.

One thing I noticed right away that was done at this race that I haven't noticed before was the starter verifying each plane as it was brought to the starting line as to what frequency it was operating on. This, I feel is a very important contribution as it virtually eliminates any possible errors from becoming a disaster.

Probably one of the most startling things I can remember was the race between Harley Condra, Wes Morris, Lee Frey and Jimmy Witt. Harley was flying a very clean El Bandito, powered by a Sheldon Super Tiger and he flew a blistering 1:25.0 to completely amaze everyone. On Sunday the plane proved to be too fast for him as Bob Smith really put the pressure on Harley and he fell apart, finally losing the plane on the number one pylon. However, Harley Condra being the type of dedicated racer he is, I am sure he will be at the next race with an equally fast plane.

On Sunday the times were a little better, finding Kent Noggy setting the fast time of the meet with a 1:21.9. As everyone noticed he was flying a Rickey Rat which was also an extremely clean airplane and really was a crowd pleaser. On the negative side, the plane literally exploded in the 2-3 turn later in the day. All this happened after he gave way to Bob Smith who just lays the coals to anyone he races. This guy is unreal.

Just prior to the lunch break on Sunday, the race all the fellows in the Standard class were waiting for took place. Bud "the Greek" Anders came up to the line with Jerry Silverman. These guys have been bumping heads all season and it was sure to be a good race. It was exhilarating to say the least. Bud took off first followed by Jerry and Harry McCoy. Some people said there was a little bet on between Bud and Jerry, a cheeseburger from the roach coach that patronizes the field. In any event they went around the 1320' course wing tip to wing tip exchanging the lead two or three times. Finally, in the 10th lap while in the lead, Jerry cut the number 3 pylon, a real no-no. "The Greek" collected the cheeseburger, but not before he landed the plane in a tree, purely from the pressure applied by Jerry. The plane was not severely damaged and while Bud was getting over a stomach ache from the cheeseburger, he enlisted the aid of Jack Lee to repair it. Rumor is that with the repair, the Shark he was flying was marginal at 450 inches.

Another race that was very interesting was the one between Terry Prather and Bob Smith. Terry took the lead immediately and Bob tried to play catch up, something he is not used to. Terry was flying one of the new Super

Tiger X-40 engines, and this was the first time out for it. Although the engine was certainly not up to par, he was able to maintain the lead, and forcing Bob to push very hard, finally cut the number 1 pylon on the 8th lap. The X-40 definitely shows a lot of promise, but it is going to take more work in order to fully realize the potential this engine has to offer. Joe Vartanian and Jim Jensen assured me that by the time the Tournament of Champions comes around, the X-40 will certainly be a very competitive engine by any standards. Jensen was flying an OPS but on the take-off on the first round he was tagged with mechanical problems and was unable to fly the plane. He says the OPS looks real good and by the time the next race gets here he hopes to have it going really good.

I would personally like to thank the RC Bees for putting on this race, and I am sure I speak for every flyer that was there. Also I think many thanks are owed to Bob Bleadon who has been very entertaining on the announcing desk and keeping things interesting with his antics. He is really a big asset at any contest.

Standard:

1	Bob Johannes	K&B-S	Dara	1:41.5
2	Bud Anders	K&B-S	Shark	1:38.5
3	Howard Reed	ST	Minnow	1:39.5
4	Tony Brown	K&B-S	Dara	1:46.8
5	Ed Allen	K&B-S	Dara	1:39.2
6	Ron Russell	K&B-S	DeNight Special	1:41.1
7	Jerry Silverman	ST	Shoestring	1:45.0
8	Mike Atzie	K&B-S	Minnow	1:44.8
9	Jay Replogle	K&B-S	Minnow	1:45.1
10	Dave Snyder	K&B-S	Minnow	1:49.0

Expert:

1	Larry Leonard	K&B-S	Dara	1:24.5
2	Bob Smith	K&B-S	Dara	1:24.5
3	Dan McCan	K&B-S	Dara	1:32.0
4	Terry Prather	ST-Sch	Minnow	1:24.5
5	Ed Hotelling	K&B-S	Minnow	1:29.2
6	Joe Vartanian	ST-Sch	Dara	1:33.2
7	Kent Nogy	K&B-S	Rickey Rat	1:21.9 <u>NEW RECORD</u>
8	Jack Stafford	K&B-S	Rickey Rat	1:35.5
9	Jim Rogers	K&B-S	Minnow	1:34.5
10	Tom Christopher	K&B-S	Ole Tiger	1:36.1

Southern California NMPRA Championship Points - August 20 (The results from the race on September 8-9 above are not yet included below or in National Points on Page 2.)

1	Bob Smith	445.0	11	Don Powell	347.0
2	Kent Nogy	440.8	12	Ron Schorr	346.4
3	Whit Stockwell	430.1	13	George Flynn	344.3
4	Larry Leonard	418.6	14	Jim Jensen	340.6
5	Terry Prather	418.3	15	Jack Stafford	336.2
6	Charlie Shaw	376.3	16	Dan McCan	315.9
7	Lee Frey	368.9	17	Jeff Bertken	297.3
8	Tom Christopher	354.4	18	Chuck Smith	286.8
9	Joe Vartanian	351.7	19	Wes Morris	276.8
10	Ed Hotelling	351.5	20	Doug Spreng	273.0