

NMPRA

NEWS RELEASE

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

NOVEMBER, 1973

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

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

By the time you receive this newsletter there may only be two weeks before the Championship Race. Three districts have completed their season and two have sent in 50 firm entries for F-I. So it appears that we will have approximately 100 in F-I and around 50 in FAI. Unlike the AMA Nats, this will be a true National Championship Race where one must qualify to enter through seasonal performance and where complete heat racing will determine a winner. The AMA Nats cannot satisfy this requirement because there is no restricted entry, and qualifying rounds based on best time must be used to run the event within the allotted time.

I have prepared a special NMPRA description containing facts such as: what is it; how does it function; what do I receive as a member; and how do I join. I have sent this to AMA and various magazines hoping that we can reach the non-member who wants to join the NMPRA but has no information.

Another Junior member: Mark Harter, age 12, Oklahoma City, Okla. Congratulations, Mark, and I hope that you continue your true competitive spirit that you have exhibited this year. Mark has entered many races this year and flies the pylons like a real trooper.

Big plans for next year and Quarter Midget comes from Bill Cooper. This event will be added to the Seasonal Championship, Championship Race, and possibly the AMA Nationals. QM activities along with F-I, F-II, FAI, will be governed by the interest shown on your application form.

Don Brandon, Model Race Director, 1500 Coral Way, Miami, Florida, 33145 reports that the Great Miami Air Race will be held in Miami on January 18th through 20th, and will include F-I Pylon Racing. Cash prizes and trophies will be given. I noticed that John Jennings, Dallas, Texas is on the entry list for the full size F-I airplanes. John is a past member of NMPRA and has graduated from R/C model A-I to the real ones.

I want to thank all of the officers for their untiring efforts put forth in making 1973 a great year for NMPRA. A special thanks to Gale Helms (SCW), D.C. May (SCE), and Jim Simpson (NCW), who have spent three years as NMPRA Vice Presidents and are now stepping down. Also, my thanks to Carol Hotelling who types our newsletter and Ed Hotelling who has been our editor. You are all truly great people and I have enjoyed working with you this year.

The December newsletter will be late because we will hold it for the report on the Championship Race. That newsletter will be the last one for which Ed Hotelling and I will be responsible. We still do not have an editor for next year. Fellows, this is serious. Surely someone out of this organization will step forward and take the job.

NATIONAL POINT STANDINGS - October 18, 1973

| Place | Name | FORMULA I | | Points | No. of Contests |
|-----------------|---------------|-----------|---------|--------|-----------------|
| | | NMPRA No. | (Dist.) | | |
| 1 | D. C. May | 11S | (SCE) | 656.0 | 7 |
| 2 | E. Rankin | 1ER | (SCW) | 646.3 | 7 |
| 3 | R. Sizemore | 28I | (SCW) | 629.7 | 7 |
| 4 | J. Maki | 22T | (SCE) | 611.6 | 7 |
| 5 | J Bertoglio | 296 | (NCW) | 603.4 | 7 |
| 6 | G. Heithold | 38I | (SCW) | 594.0 | 7 |
| 7 | B. Smith | 51C | (SoCal) | 589.9 | 6 |
| 8 | B. Williamson | 21T | (SCE) | 583.7 | 7 |
| 9 | B. Hager | 55P | (NE) | 567.3 | 7 |
| 10 | K. Nogy | 12C | (SoCal) | 549.2 | 6 |
| 11 | T. Prather | 43B | (SoCal) | 539.3 | 6 |
| 12 | R. Kuiper | 87W | (NCE) | 534.8 | 7 |
| 13 | L. Leonard | 50C | (SoCal) | 533.6 | 6 |
| 14 | I. Funderburk | 48Q | (SCE) | 466.6 | 6 |
| 15 | R. Barkowski | 51J | (NE) | 420.9 | 6 |
| <u>F-II/FAI</u> | | | | | |
| 1 | K. Landefled | 76L | (NE) | 570.0 | 7 |
| 2 | H. DeBolt | 1K | (NE) | 542.5 | 7 |
| 3 | A. Sattler | 41K | (NE) | 494.6 | 7 |
| 4 | E. Nikodem | 99M | (NE) | 478.7 | 7 |
| 5 | P. Reed | 1PR | (NE) | 452.7 | 6 |

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

Those of you who read Bob Stockwell's comments on the Oshkosh Nats in AAM may remember his opinion that the '72 K&B's are better than the '73 K&B's. Although I feel differently from Bob on this subject, he does back up his opinion. Since I prefer the '73 K&B's, Bob swapped me the price of a Lee Custom '73 K&B for my '72 K&B. It will be interesting to see how well that '72 K&B performs after rework in comparison to the '73's, which have consistently been turning in the mid 1:20's lately.

PRODUCT REPORT: From Ed Hotelling:

Would you rather wear ear plugs now or a hearing aid later?

Naturally we all want to avoid loss of hearing but may not find "Micky Mouse" ears or ear plugs readily available. "Ears" may be available in sporting goods stores, but also effective and cheaper are ear plugs.

I have been using a breand of ear plugs called "Com-Fit" for several years now with no loss of hearing on my annual hearing tests. If not available locally, the L.A. Times recently ran an ad for "Com-Fit" ear plugs you can buy for \$1.29 per pair from: Sigma, Dept. H, 11320 Burbank Blvd., North Hollywood, California 91601.

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

As the racing season for the majority of the country draws close to its end, I'd like to reflect on some of the happenings this year in Quarter Midgets.

We started off by getting a set of rules which were drawn up at Toledo by Quarter Midget fliers from all over. At this point, we affiliated with NMPRA as an integral part of, but as a separate entity within the structure of the organization. The impact of this is that the area V.P.'s and I, as Executive V.P for Quarter Midgets, have the final say in all matters regarding Q.M. in NMPRA. There were many who said that our event would be taken over by and absorbed by the Form I fliers and the original officer structure within NMPRA. This is far from true. Ed Rankin, as the president of NMPRA, appointed the original QM officers and turned the entire program over to me as its director. From now on, any changes for better or for worse will rest on the shoulders of this group of men. Our terms of office will end next year, and we will then select from the QM contingent of fliers from around the country a new group to be voted on. We must keep a rigid selection process regarding the individuals who will guide QM activity if we are to retain the intent rule--that is, low cost, low key, stock event.

My first few months in office consisted of a flurry of letters from all over, telling me how bad our rules were, and how they should have been written. I personally answered each and every letter and tried to transmit the message that much thought and work had gone into the final formulation of these rules. Cliff Weirick, a complete outsider to our event, monitored our six hour meeting, and recommended that AMA & NMPRA adopt them. At this time, as Quarter Midget enthusiasts, we voted to ask NMPRA to recognize our event, to act as our governing body, and to select from our group an official structure which would operate within the sanctions of the parent organization. My point here is that we, as racing enthusiasts, chose as our official governing body the largest organization of its type in the world--one which has close associations with AMA and a good track record with most everyone in racing. They didn't just grab our event, as a lot of folks think. I would strongly recommend that every QM flier join NMPRA and support the organization that will lead this to the largest single event in R/C flying history. I have gotten a lot of flak about having to pay \$10.00 more just to race and that, gentlemen, is a lot of bull! You, as an NMPRA member, are supporting your organization that will govern your event for your benefit. I hope that there are no present members who belong because they feel they have to order to race. Ten dollars is a drop in the bucket compared to your total investment in the sport.

One final word on the rules. By and large, they are working. The biggest gripe now concerns the course, and some still say it's too long, others say it's too short. The rule was written so that it can be changed if area conditions dictate, so use what you find best. Our records will be based on the two-mile course until AMA changes it, and this was the only reason we picked that distance originally. That's not to say it's right, but we had to have some compromise in that six-hour meeting.

Stock engines are being enforced in most places by engine tear downs and RPM ratings. Stock props are bad, but maybe the manufacturers will come around soon. I hope so, for this is the one area that, all other things being equal, means the difference between winning and losing--and it requires a special piece of equipment called a prop gauge, which the average flier doesn't need at \$25.00 retail. I own one, and think it's a great luxury item for the R/C flier, but it is contrary to the intent of

Quarter Midgets. My dream (and it's really just that) for next year, is that I can go to the hobby shop, spend \$60.00 on an engine and airplane which will be flying in two weeks or less, with no special equipment, and will fly the two-mile course in two minutes or thereabouts. Sound impossible? Yes! But if everyone who reads this will write to all manufacturers of QM products and demand superior products (or even standard workmanship) we will, in time, have the stuff to do our thing.

Please write to me or your area V.P. if you have a gripe or suggestion. Without communication, we can't answer your concerns. Till then, good flyin'! Turn left!

QUARTER MIDGET AREA V.P.'S

| | | |
|---------------------|-------------------------|---|
| Exec. V.P. | <u>Bill Cooper</u> | 1700 Lynn Way Louisville, Kentucky 40222 |
| Assoc. V.P., N.E. | <u>Bob Penko</u> | 21151 Westport Avenue Euclid, Ohio 44123 |
| Assoc. V.P., N.C.E. | <u>Bob Browning</u> | 2445 Hamilton Drive Elk Grove, Illinois 50005 |
| Assoc. V.P., N.C.W. | <u>Doug Ferguson</u> | 5126 Read Street Omaha, Nebraska 68152 |
| Assoc. V.P., S.C.E. | <u>Gail E. Jacobson</u> | 2205 Britley Terrace College Park, Georgia 30349 |
| Assoc. V.P., S.C.W. | <u>Chuck Cunningham</u> | 5333 Wooten Drive Fort Worth, Texas 76133 |
| Assoc. V.P., Calif. | <u>Mel Santmyers</u> | 10550 Western #153 Stanton, California 90680 |

Southern California announces a Quarter Midget Pylon Contest in Chula Vista, California, Saturday and Sunday, December 8 & 9, 1973. Send pre-entry fee of \$5.00 by November 30th to C.D. Ramzi Thomas, 3716 Duffy Way, Bonita, California 92002. Phone (714) 427-0354, or after 5:00 (714) 479-7748.

DISTRICT NEWS

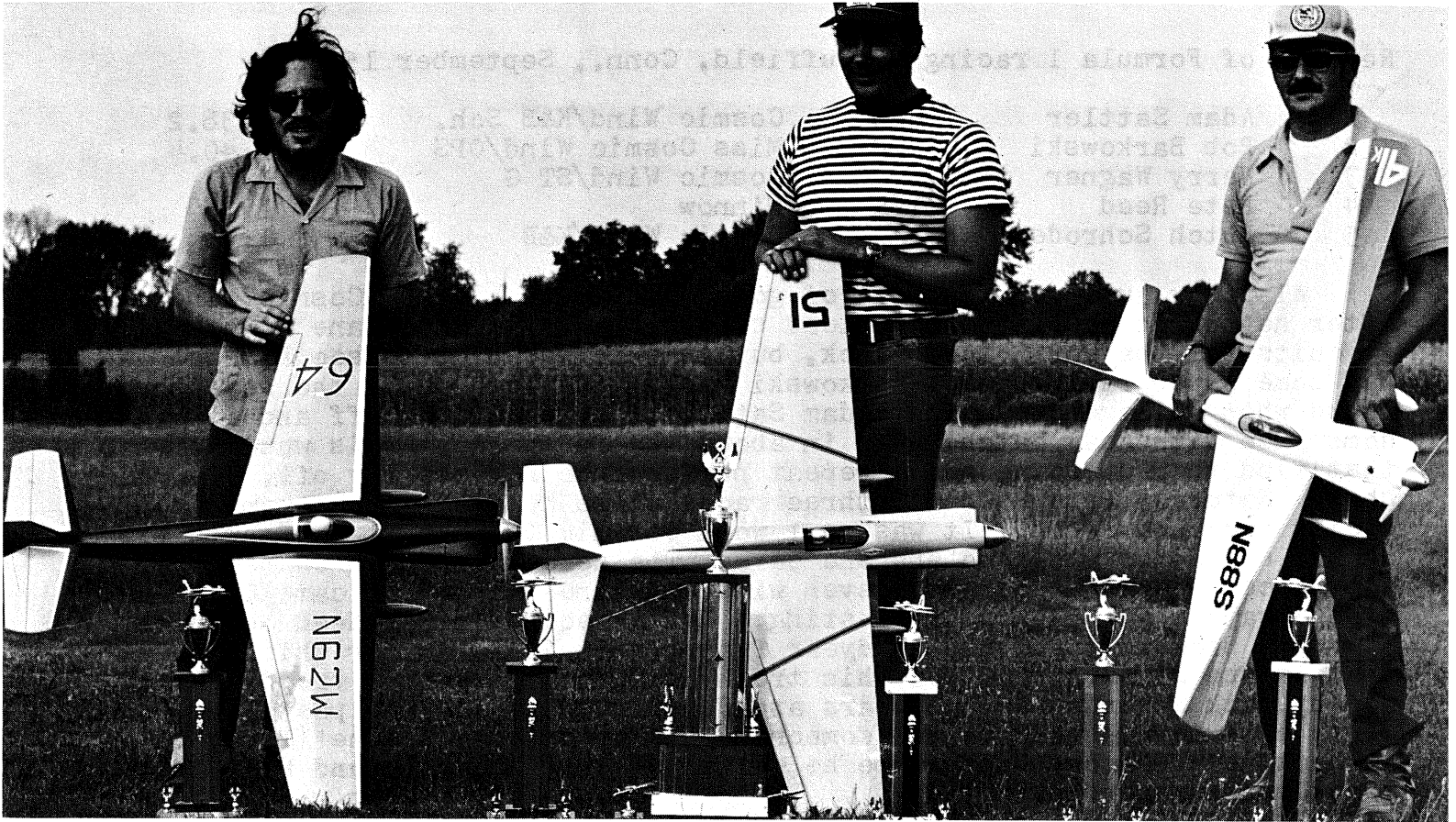
Northeast: From Bernice Williams, 347 Southwick Road, Westfield, Mass., a report of the Formula I/FAI contest held September 15-16, in W. Suffield, Connecticut. Eight rounds of Formula I were held for the 20 entries, and eight rounds of FAI were scheduled for 15 entries in that category.

Pete Havriluk took the photos on opposite page:

Top picture, from L-R: Formula I winners with Cosmic Winds,
3rd Jerry Wagner, 2nd Bob Barkowski, and
1st Adam Sattler

Lower photo, from L-R: FAI winners, 3rd Bob Barkowski, 2nd Bob Noll,
1st Adam Sattler

Contest report continues on Page 6. . .



Results of Formula I racing W. Suffield, Conn., September 15-16:

| | | | | |
|---|----------------|-----|----------------------|--------|
| 1 | Adam Sattler | 41K | Cosmic Wind/K&B Sch. | 1:38.2 |
| 2 | Bob Barkowski | 51J | Miss Cosmic Wind/OPS | 1:40.4 |
| 3 | Jerry Wagner | | Cosmic Wind/ST G | 1:43 |
| 4 | Pete Reed | 1PR | Minnow | 1:35 |
| 5 | Butch Schroder | 1M | Cosmic Wind/K&B | 1:35 |

Al Sager just got the hang of going fast with his new Cosmic Wind. After he turned the 1:36 he noticed stress cracks in the plane so he called it quits for the day. Tough luck, but it sure was nice to see him go! We had some super racing. Bob Barkowski was in the lead until the seventh round when he came up against Adam Sattler. He was first off and it was some race with Adam catching up in about the fifth lap. This was the race that tied them up so we had a repeat performance for the fly off. Terrific show. Saturday Pete Reed had three races where he and his opponents kept dicing back and forth. It was real work for him to make it to fourth place. He had six wins, a second and one zero. The zero killed his chances for a top place. Jerry Wagner had seven wins and a no start. He came in third. Like I say it was plenty interesting. Nope, racing is not dead out here.

Bob Barkowski got the Goodyear Trophy from Jerry Wagner this season. This is the seventh year for this trophy; it is a perpetual trophy first won by Jack Secondo for two years and Jerry held it for the past four. Jerry says he was glad to see someone else win it, but bet he'll try to get it back next season. Sure hope he will. The big thing around here is to beat Jerry Wagner in a race.

Results of FAI at the same race in Connecticut:

| | | | | |
|---|---------------|-----|----------------|--------|
| 1 | Adam Sattler | 41K | Platypus/HP | 2:00.8 |
| 2 | Bob Noll | 14K | Miss B.S./HP | 2:06.1 |
| 3 | Bob Barkowski | 51J | Miss B.S./STG | 2:09.2 |
| 4 | Bill Zautner | 67K | Super Duck/K&B | 1:47.9 |
| 5 | Sam Griswold | 35J | Original/HP | 1:56 |

We had some very close racing. There was a fly off between Bob Barkowski and Bob Noll for 2nd and 3rd place. It was extremely close until Barkowski cut a pylon. The use of tuned pipes has done a lot to add excitement to this event. In spite of what Stockwell says, the interest in FAI is pretty high here in the East. Don't play it down. This is the first year we ran FAI in place of Formula II and we have had more contestants in FAI than we ever managed in Formula II. Racing is not dead, or even in danger of being dead here. We're just a little slower. So what? It's still racing and we enjoy it. Isn't that what it's supposed to be all about? We are working on trying to encourage more beginners. It takes time and if there is a way, we will find it. This is our seventh year of pylon racing for NCRCC. We have our ups and downs but we still have quality racing and fantastic sportsmanship. We don't like anyone to sell us short. You can't build by tearing down. Nuff said.

From Dave Gierke in United Pylon Racing Circuit Newsletter:

The UPRC Season Championship Race was held in Lockport, N.Y., on September 22-23, with the usual unpredictable weather. On Saturday, winds gusting to 35 mph. finally halted all action in the middle of Formula II heats.

Sunday began as a bright and sunny day of admirable intentions. The championship flyoffs for Sport and Open Pylon were achieved without a hitch.

Just as the remainder of Formula II heats were being completed, the weather suddenly changed to high winds and rain with no relief in sight. It poured so hard from noon until 2 p.m. that some of the out of town visitors packed up and started home. Suddenly, as quickly as it began, the rain stopped, the winds died and a warm sunshine descended! A beautiful race day! Who would have believed it? Live in the Northeast for awhile, you'll become a believer.

Final results were:

Sport Pylon

- 1 Jim Florio..... 2:17
- 2 Walt Throne..... 3:08
- 3 L. J. Sauter..... 2:18

Open Pylon

- 1 John Grigg..... 1:57
- 2 Al Hemenger..... 2:10
- 3 Dave Kelly..... 2:23

Formula II

- 1 Ernie Nikodem..Mustang/ST... 1:53
- 2 Hal deBolt.....Caudrow/HP... 1:55
- 3 Steve Nagy.....P-51/K&B Sch. 1:51

Formula I

- 1 Ernie Nikodem..Minnow..
 - Lee K&B Sch... 1:42
- 2 Hal deBolt..Midget Must
 - K&B Sch..... 1:47
- 3 { Dick Smith..Minnow/K&B. 1:46
 - { K. Landefeld..Wag-
 - CosWind/K&B... 1:46

Photo below, by Dave Gierke, shows 1973 UPRC Season Champions: (L-R) Kent Landefeld - Formula II, and Ernie Nikodem - Formula I



North Central East: Jim Buchmann, 6209½ W. 175th Street, Tinley Park, Illinois, the V.P. of this district, sends us the following contest reports:

First, on August 21, at Decatur, Illinois, Jerry Bayless directed a contest of Formula I and Quarter Midget racing. There were six entries in five rounds of Formula I, on this clear, hot day, and Frank Morosky took first place flying his HP-powered Dara to a fast time of 1:50.

Then, on August 26th, at Morriss, Illinois, Frank Morosky directed the Formula I racing for 13 contestants. Taking first place was Pries, flying his Minnow to a 1:28.5; second was Hank Pohlman, flying his Mustang to 1:43; and third was Bill Hager, pushing his Minnow to a 1:30.

Checkerboard Field was the site for Formula I races on September 16. Winners at this race were Bill Hager, 1st, with a 1:41.7 for his Minnow; Frank Morosky, 2nd, with a fast time of 1:48.9 for his GMA HP/Dara; and Ben Miller, 3rd, flying his HP 40/Dara to a fast time of 1:45.3. One of the most outstanding flyers in C.P.C. this season is Ben Miller (3V). Flying a Dara as a first airplane and at a 1:45 at that, he is worthy of note and a model of what can be done when someone wants to learn and is willing to work at it under the help given by others in our C.P.C. group.

The C.P.C. Regionals, hosted by S.A.C. at their field on October 6-7, was an outstanding affair and wound up the year in great style. Many comments from the pilots on what a great site S.A.C. Field really is, enhanced now by their new black top strip, which was laid just the Friday night before the contest. Getting off on hard surface sure made a big difference in running the events. Thank you, S.A.C.! First place winner was R. Kuiper, flying a 1:33.4 with his Dara; second was Ben Miller, flying his Dara; and third was Bill Pries, flying a 1:38.0 with his Mustang. Winner of Formula II was Gary Heithold, flying his DeBolt Cobra to a 1:58.4. C.P.C. had a great season, and next year should be better. We will have a trailer with all safety equipment aboard for the working personnel, lap counting bar, hard hats, etc. Some of our success has been due to the surrounding clubs who have worked with us by letting us use their field. We have split the profits and still come out ahead to furnish our equipment. The S.A.C. Club of Chicago is worthy of particular note for their outstanding cooperation and good will.

Bill Hager, 5200 Rye Drive, Dayton, Ohio 45424, reports on two more races in the NCE District:

On October 7, the Alliance Balsa Bees put on a contest for eight entries in Formula I and 17 entries in Quarter Midget. After the smoke cleared this is how they finished: In Formula I the winner was Bill Hager, flying his Stafford Minnow/K&B Sch. to a 1:38.7; second was Gary Villard, flying his Stegal Minnow/K&B Sch. to a 1:38.8; and third was Bob Singer, with a Stafford Minnow/K&B Sch. Quarter Midget winners were Ed Nobora, Fred Johanson, and Bob Penko.

On October 14, the Ohio Pylon Racing Association Championships were sponsored by the Dayton Wing Masters. This was a perfect day for a contest. Temperature was in the 70's all day and not a cloud in the sky. We had a

good turn out for this area. We had 11 entries in Formula I and 13 in Quarter Midget. Formula I winners were the following:

| | | | |
|---|---------------|--------------------------|--------|
| 1 | Gary Villard | Stegal Minnow/K&B Sch. | 1:40.1 |
| 2 | Bill Hager | Stafford Minnow/K&B Sch. | 1:38.2 |
| 3 | Dave Brown | Mustang/ST | 1:49.0 |
| 4 | Fred Johanson | Stegal Minnow/K&B Sch. | 1:51.0 |
| 5 | Bob Singer | Stafford Minnow/K&B Sch. | 1:53.8 |

Quarter Midget winners were Don Love, Bob Gademer, Bill Gademer, L. Penrod, and Ed Nobora. We gave trophies in each class for Season Champion and one for Overall Champ. Formula I trophy went to Bill Hager, Quarter Midget to Ed Nobora, Sport Pylon to Bob Gademer, and Overall Grand Champion was Bob Gademer. We had a three way tie for first place at this contest. In the flyoff, Villard took off first, then Brown, then Hager. Both Brown and Hager had cuts which put Villard home free. This was the best race of the day. Don Lowe even shook the dust off of his racer and came out to give it a try. Sure would like to make some of these pattern guys regulars on the circuit.

North Central West: Four contest reports were received from this district. The first was sent in by Mrs. Pat Jones, covering the Formula I contest at Wichita, Kansas, September 16th. Don Moden was CD, and 24 contestants got in 5 rounds of flying. Of special interest was Mark Harter, age 12, from Oklahoma City, who entered Formula I with a Mustang and Super Tigre engine. He finished all rounds with a total of 6 points, and his fastest time was 2:29. He took his Mustang home without any damage, which is more than a lot of others do!! Here are the winners:

| | | | | | |
|---|------------------|-----|--------------------|----|--------|
| 1 | Jim Bertoglio | 29G | Ballerina/K&B Sch. | 20 | 1:37.2 |
| 2 | Gary Heithold | 38I | Lil. Mike/K&B | 19 | 1:39.4 |
| 3 | Bill Preis | 23P | Midget Mustang/K&B | 18 | 1:37.3 |
| 4 | Deeds Bigelow | 30I | Miss Dara/K&B Sch. | 17 | 1:41.1 |
| 5 | Doug Ferguson | 50G | Minnow/K&B | 16 | 1:47.2 |
| 6 | Romayne Sizemore | 28I | Ballerina/K&B Sch. | 15 | 1:42.2 |

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Melvin Reed, 5649 Alabama Dr., Helena, Montana, reports on the final pylon meet of the year in Montana, September 22 and 23. It was co-sponsored by the Helena Flying Tigers and the Billings Flying Mustangs. The location was the Helena Flying Tigers' Field. The weather was excellent. Contest Directors were Mel Blanchard and Frank Flynn. The events held were Form I and Open Pylon fast and slow. Saturday was Open Pylon both classes, and on Sunday, five rounds of Formula I were held with 12 entries. First place winner was Speed Leckie, flying his Ballerina to a best time of 1:58; 2nd was Chuck Blanchard, flying his Shark to a 1:55; and 3rd was Glenn Hertz, flying a 2:15 with his Mustang.

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Jim Simpson, 2636 Forbes, Omaha, Nebraska, reviews the Quarter Midget and Formula I contest at Council Bluffs, Iowa on September 29-30. The site was a very soggy grass field, especially during the rainy day of the contest. The Quarter Midget event had 11 entries for 5 rounds of flying, and the

winner were 1st, Jim Simpson (V.P. for the NCW District), flying a Rickety Rat to a 2:32; 2nd, Doug Brueshaber, flying a Stinger/ST 15 to a 2:34; and 3rd, Maxey Hester, with his Minnow/Fox 15. The Formula I event drew 9 entries for 5 rounds of flying. Winners here were 1st, Doug Ferguson (QM V.P. for the NCW District), putting in a best time of 1:46 with his Minnow; 2nd, Hank Pohlman, flying to a 1:42 with his Midget Mustang; and 3rd, Bill Preis, flying a 1:47 with his Midget Mustang. These two particular Mustangs had identical paint jobs. Both pilots were offered sticky Monokote to change trim scheme. Both declined, but later claimed they were flagged wrong! The results of this contest demonstrate how Doug Ferguson and Jim Simpson support each other--each V.P. won the other V.P.'s event!

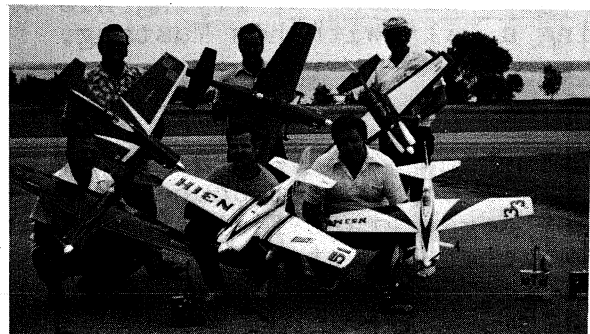
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Finally, here's a report on the NMPRA District Championships for the NCW District, held in Salina, Kansas, on October 7th, sent in by V.P. Don Moden, 410 Hart, Salina, Kansas; For the last race of the season in our district, Jim Bertoglio came in first in our district for the second year in a row. Jim and his caller Robbie Bagot are a hard team to beat. Weatherwise, the afternoon sun came out and we had as nice a race day as we could ask for. Had a good turnout with 15 entries. Larry Klusman of Lenexa, Kansas, took first in our district in both Quarter Midget and Formula II. We're looking forward to a great racing season in 1974. Winners in Formula I were Jim Bertoglio, with a 1:35.6 on his Ballerina; 2nd, Romayne Sizemore, with a 1:40.8 for his Ballerina; and 3rd, Pat Jones, with a 1:41.6 for his Little Mike.

South Central West: Don Downing, 143 Manchester Drive, Apt. 140, Euless, Texas 76039, sends us two reports this month. The first one covers the Formula I contest at the Fort Worth Thunderbird Field on September 23rd. There were 23 contestants for six rounds of flying in near ideal weather, light winds from the south, 80-degree temperature and 30%-50% humidity. This was the first time that times were down in the low 1:30's in this district. Also, a first was three contestants tied for second place. It was difficult to believe that you could win every heat but one and come in 4th! All three were only one point off first place. The flyoff for 2nd, 3rd, and 4th place was a very exciting race, with Ed Hotelling getting the edge over Monty Moncreif, and Don Downing approximately half a lap behind them. The final results were:

| | | | | | |
|----|---|-----|----------------|----|--------|
| 1 | Ed Rankin | 1ER | Dara/K&B Sch | 24 | 1:30.4 |
| 2 | Ed Hotelling | 51A | Minnow/K&B Sch | 23 | 1:33.8 |
| 3 | Monty Moncrief | 33I | Dara/K&B Sch | 23 | 1:32.7 |
| 4 | Don Downing | 66H | Dara/K&B Sch | 23 | 1:39.8 |
| 5 | Romayne Sizemore | 28I | Minnow/HP | 21 | 1:45.7 |
| 17 | Dick Thompson, the high point trophy winner in Novice | | | | |

Picture at right shows these 6 winners from Bottom (Left to Right) to Top (Left to Right).



Don Downing's second report covers the Quarter Midget and Formula I contest on September 30-31 at the Oklahoma City TORKS Field. There were eight rounds of Formula I flying with 18 entries. CD was Curtis Brownlee. This was the last Formula I contest for the South Central West District in '73. The TORKS hosted a very fine contest even though slightly shorthanded, at their near ideal field specially built for Formula I racing. One of the highlights was the very fine dinner hosted by Mr. Harter and Mr. Bigelow at the Quail Creek Country Club Saturday night. Sirloin strip for the main course made it a tremendous meal, to be long remembered.

The contest was tried on a different format, Quarter Midget racing and Formula I scale judging beginning at 1:00 p.m. Saturday, with all Quarter Midget rounds and two of Formula I being completed. Sunday, an additional six rounds were completed by 4:30 p.m. This system took the pressure off between rounds in the pit area and added to the enjoyment of the meet. There were many close and exciting races. Gary Clay (4th) did a very good job of flying, considering he had his index finger broken and in a brace. Monty Moncreif won a well-deserved first place, his first since entering the racing scene two years ago. There were seven entries in Quarter Midget, with winners Gale Helms, Harter, and Art McInnis. Formula I winners were:

| | | | | | |
|---|----------------|-----|----------|----|--------|
| 1 | Monty Moncreif | 33I | Dara/K&B | 24 | 1:32.1 |
| 2 | Ed Rankin | 1ER | Dara/K&B | 23 | 1:39.7 |
| 3 | Don Downing | 66H | Dara/K&B | 22 | 1:41.2 |
| 4 | Gary Clay | 23I | Dara/K&B | 20 | 1:41.5 |
| 5 | Gale Helms | 1H | Dara/K&B | 18 | 1:36.4 |

South Central East: From D.C. May, the results of two Formula I races:

| | | | | | |
|------------------------------------|--------------|--------|-------------------------------------|-----------------|--------|
| <u>October 20-Burlington, N.C.</u> | | | <u>October 28-Valkaria, Florida</u> | | |
| 1 | Chuck Baucom | 1:40.6 | 1 | Jim Maki | 1:31.2 |
| 2 | Greg Doe | 1:36.4 | 2 | Bill Williamson | 1:25.7 |
| 3 | Dave Pearce | 1:52.5 | 3 | Greg Doe | 1:26.0 |
| | | | 4 | Jack Fehling | 1:33.4 |
| | | | 5 | D.C. May | -- |

West: The Western States Pylon Championships were held at Tracy, California, September 29-30, for 35 contestants. Robert Morse, CD, sends results:

| | | | | | |
|-------------------------|------------------|--------|---------------------------|-----------------|--------|
| <u>Expert-Formula I</u> | | | <u>Standard-Formula I</u> | | |
| 1 | Ed Hotelling | 1:25.4 | 1 | Jerry Silverman | 1:29.0 |
| 2 | Larry Leonard | 1:22.8 | 2 | Bud Anders | 1:38.5 |
| 3 | Kent Nogy | 1:23.4 | 3 | F. N. Maire | 1:54.7 |
| 4 | Ed Foster | 1:23.8 | 4 | Joe Stream | 2:00.8 |
| 5 | Clarence Neufeld | 1:23.5 | 5 | Robert Morse | 1:43.3 |

Pictures on back page taken at Tracy by Carol Hotelling.

Winners at Western States Pylon Championships, held at Tracy, California on September 29 and 30



Standard Class winner Jerry Silverman (L) & his caller Larry Leonard (R) hold Jerry's Miss Dara

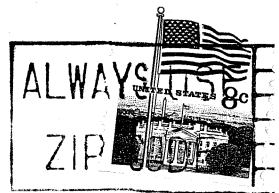


Expert Class winner Ed Hotelling (R) & his caller Don Powell (L) with Ed's El Bandito



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