

N M P R A

NEWS RELEASE

NATIONAL MINIATURE PYLON RACING ASSOCIATION

AMA AFFILIATED

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May, 1074	Editor: Loretta Hall, 7546 Balboa Blvd., Van Nuys California, 91406

FROM THE PRESIDENT, Glen Spickler - 4208 Santa Cruz St., Bakersfield Ca. 93307

The racing season is on us already, at least in some of the warmer parts of the country and we still don't have a solution on mini pipes. To date they haven't been too much of a problem but be assured that they are going to be the major headache for C.D.'s of Formula 1 contests in 1974. We are continuing to run tests and hope to have a solution sometime during this season.

The letters on Weirick & Roots proposal to use an idle rule for Form 1 have started coming in and a trend is starting to show. In general the Southern areas, where Formula One is strongest, do not want a change. Most of the letters I have received in favor of the idle rule have come from less active areas where they are trying to generate more interest. The NMPRA will take a stand pro or con on this proposal based strictly on what the flyers want, so if you haven't written do so. Let your desires on this subject be known. We have had some response on the slow them down proposal that are against the idle on landing but still would like to see the models slowed up a bit. Counter proposals include idle before take off (as per $\frac{1}{4}$ midget), lower nitro fuels furnished at contest, intake restrictions (max venturi size). In the past, Form 1 has been besieged by slow them down proposals by other than active racers and I have been strongly against all of them. This time all proposals have come from people involved in racing and deserve consideration.

Quarter Midgets are on the increase and may well prove to be the most popular racing event ever. For '74 the national point system is in force and trophies will be given out to the high point $\frac{1}{4}$ Midget racers at the end of the season. Bill Cooper is head of $\frac{1}{4}$ M activity and will keep the season points so make sure all race results are sent to him. If we get the turn out expected in $\frac{1}{4}$ M at the Nats this year it's going to be tough squeezing them all in with only two half days of flying. Fortunately, we will not be restricted on flying hours as in the past. At least we have a foothold for Quarter Midgets at the Nationals and if the need is shown, for more flying time, we will make an all out effort to obtain it in 1975. Lets go race.

#####

FROM THE SECRETARY, Bud Anders -

All records are in from Gil. Ron and I are working overtime to set up a new membership file and registration system which will be initiated for 1975. Many new things are coming which we will tell you about soon.

cont'd.

THE ADVERTISING ON THIS PAGE WAS SOLICATED BY THE NMPRA TO HELP DEFRAID THE COST OF PRINTING THIS NEWSLETTER. THE MANUFACTURERS THAT RESPONDED, DID SO PRIMARILY TO ASSIST AND SUPPORT THE NMPRA. YOUR PATRONAGE WILL BE APPRECIATED BY THE OFFICERS AND STAFF.



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THE LEADER IN RADIO CONTROL

WRITE FOR FREE CATALOG

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I had lunch with our esteemed President, Glen Spickler yesterday and we discussed some new ideas for the future. Glen gave us his permission to formulate and implement them without delay. He said, "What's the point in having competent people in office without authority to carry out their responsibilities?"

I sure like the way Jim Maki handles his contest reports, it's concise, complete and injected with a little humor, i. e. Doc Leidner leaving wad stuck in carburetor. It reminds me of a race where conditions were unusually dusty and sandy, so I took care of that by stuffing foam in the air intake cheek cowl. I couldn't figure out why everyone in the first race just breezed by me. After tacking the engine and finding a 700 RPM loss, out came the foam. After the race I had to have a new piston sleeve put in.

Just a reminder that all reports and newsletter items must be in our hands by the 25th of the month to make the next issue. If there are any membership problems, please let me know and I will straighten them out as soon as possible.

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FROM THE EDITOR, Loretta Hall

Some further discussion regarding the Weirick "Slow 'em Down" article seems to be in order. I have received a few letters from people who think that it should not have been printed at all, or at least not without an equal time article from the other side in the same issue. A valid point to be sure and one I would have been glad to comply with had there been more time. I should probably have clarified my reasons for printing it with some sort of editorial comment. I shall do so now.

Upon receipt of the article and Cliff's accompanying letter saying that it was a copy of his June Model Airplane News column I could see the handwriting on the wall. The same old handwriting on the same old wall that we have been reading for years. A great many letters and a great deal of discussion and a whole lot of suggestions from a whole lot of people around the country that would not race Formula One if it were run backwards and rubber powered!

By printing the article here in the NMPRA Newsletter the comments that have been received mean something and will not be lost in the shuffle of mail from the general modeling public when the column appears in MAN in June. The only true picture of the reaction to Cliff's slow 'em down campaign must come from the members of the NMPRA and not from the response of the readers of a national magazine.

In this issue I am printing a composite of several well written letters for the 'leave 'em alone' faction.

My editorial comment and my opinion for the record follows:

As any of you who have ever raced with me know, I am usually flying my last three laps while everyone else is on the way back to the pits, so Cliff's 2 minute times are very familiar to me. Even so, I would hate for anyone to change a single thing in this sport because I think it's fantastic just the way it is. What would there be to work for and practice for if suddenly everyone was going as slow as I go now? Where is the challenge in standing still? I think Cliff is asking the event to back up and stand still. I hope that doesn't happen, but if it does happen because the majority of you want it that way then the champs and the challengers and the aspirers must bow ~~to~~ the majority.

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ANSWER TO WEIRICKS' ARTICLE, Ed Hotelling, Ed Rankin, Jerry Silverman, Lee Frey

E. H. We should carefully evaluate Cliff Weirick's suggestion because of his vast expertise in the field.

Before implementing such a requirement as idling engines perhaps more of us should attempt to land a Formula One racer with an idling engine. From my own experience I have found it difficult to slow down the model as much with an idling engine as deadstick. The cleanliness of the airplane makes slowing them down hard even for some experienced pilots at fields where long, flat approaches can be made. Therefore, longer, rather than smaller, fields may be required for idling landings.

Perhaps a "Formula One Idle" class should be tried either as a third class added to our standard and expert, or preferably as a separate contest. Then pilots can choose between entering Idle, Standard or Expert, without destroying the racing event which draws over 100 entries each year at Bakersfield!

E. R. I think that it is ~~very~~ commendable of Cliff to defend the existence of F-1. However, as a magazine writer the information that comes to him is mostly from outsider "do-gooders" and does not represent the NMPRA and the competition flyer.

The opinion of the NMPRA in 1973 was to leave Formula One alone! We don't want F-1 to become a sporting event. We have $\frac{1}{4}$ Midget and Sport Pylon for that purpose.

Cliff's comment about not flying F-1 airplanes except for contests is true, however, you don't take a dragster or a race car out for a Sunday drive either.

The idle and low nitro fuel requirement would probably backfire because of the drastic timing change requirement to the engine. The Manufacturers would drop us for sure because I have talked to them about this subject. We must consider them in all changes per AMA requirements.

We have worked hard to push through the 1000 engine rule to increase interest by making competitive engines available to all. All engine companies are meeting this rule but it was a long hard battle. Are we now going to destroy this?

J. S. First of all, I have checked with our Secretary - Bud Anders and our treasurer - Ron Schorr and they have assured me that Formula One is not dying a slow death. Many figures have been floating around but I must assure you that they are inaccurate.

Bob Root mentions that the F-1 speeds have reached the point where the fields used aren't big enough. I submit that the speed of the plane in a race has nothing to do with landing it.

Speaking for my district, which I have polled, there is almost no desire to slow Form 1 down. 107 ballots were sent out and 4 wanted to slow them down while 87 did not. The rest failed to respond.

In summation, lets spend more time making F-1 safer with what we have to work with and less time trying to change things that don't need changing. Keeping distances from the course to the spectator area at least 400 feet, using safety helmets for all workers, barriers at the pylons, cages for the lap counters and safety checking the planes before a race all have made F-1 a safe event in California and these same precautions can work elsewhere.

Cont'd.

L.F. I don't believe that the speed of the plane is what causes accidents. I was around flying F-1 when everyone was going two minutes and watched the event grow and the times get faster and faster. I can recall that there were at least as many accidents then as there are now at any F-1 race. I think that we have a much safer event now then we did then. I can recall one of the worst accidents vividly, where Cliff Weirick was racing Bob Upton in which a mid-air occurred between the two planes. We were very fortunate that no one was hurt as the plane crashed very near to the pits. I don't remember exactly what the speeds were then, however, I believe that around 1:45 was considered a very fast time. To say that this event is unsafe because the planes are going too fast is unfounded.

Cliff makes the point that if they were slowed down the planes would be used for a dual purpose, racing and sport flying. There is no reason that a flyer can't change engines and sport fly the plane any time he chooses. The reason most of us do not do that is quite obvious. We do not care to take the risk of crashing the plane or damaging it to an extent that it wouldn't draw good scale points.

I would like to sum up by saying that I feel that Formula One racing is the epitemy of R/C flying. It is a very exacting sport in that there is no room for error either in preparation or flying and in my opinion that is as it should be. There are many other events for people who do not want to go fast. To change this event or to force it to slow down is going a long way toward destroying an event that is now one of the safest we have. I feel that F-1 is as close to me as it is to Cliff and I do not want to see any more burdens placed on it then are already there.

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REPORT FROM CALIFORNIA, Ed Hotelling

The San Gabriel Valley RC League held the first race of the Southern California season April 6 & 7 at Whittier Narrows. 65 pilots saw 8 rounds of action in hot weather and after the dust had settled no doubt existed as to Terry Prather's blinding speed or in the value of consistency in overall order of finish. After a few problems with blown plugs in his Super Tigre X-40, Terry put in a sizzling 1:17.2 in the third round on Saturday afternoon. Flying against Terry in 1:26 just means he only laps you once! Terry backed up his 1:17.2 with times of 1:17.8 and 1:18.9 also turning in a 1:21 when he went lean on the 7th lap and the engine quit around #1 on the 10th and he had to glide around 2 and 3. The closest anyone came to Terry's best time was Clarence Neufelds' 1:20 with a K&B. Larry Leonard had all firsts until a blown plug put him down four points. Kent Nogy won the flyoff in 1:23 for first in Expert with a LR1A (Lee K&B) by a slim margin over Jeff Bertkens Miss Dara II (Lee K&B) plus Jeff cut.

John Garabedians' excellant crew worked very hard finishing eight rounds of flying for 65 pilots by 3:30 Sunday. Contributing to the smoothness of the operation was a mock heat flown just prior to the first heat of the Standard class for the benefit of the workers. Another new idea from Jerry Silverman's earlier poll was the reduction of handicap time difference by use of a fast flag and race horse starts in Expert class between planes with the same handicap. The race horse start reduces the time difference for all planes in the heat. For example, if a 1, two 2's and a 3 handicap were in a heat, the two 2's go on the second flag so the 3 plane goes on the third flag.

Results: Expert Class

1	Kent Nogy	1:21.0	30	LR1A
2	Jeff Bertken	1:22.5	30	Miss Dara II
3	Bob Smith	1:21.0	29	Miss Dara II
4	Larry Leonard	1:22.2	28	LR1A
5	Dan McCan	1:23.3	27	Miss Dara II

Expert class cont'd.

6	Charlie Shaw	1:28.4	26	Miss Dara II
7	Lee Frey	1:28.0	24	4F Rickey Rat
8	Charlie Smith	1:28.3	24	Miss Dara I
9	Terry Prather	1:17.2*	23	Prather Little Toni
10	Ed Hoteling	1:26.3	23	Miss Dara I

* Fast Time

Results: Standard Class

1	Jerry Silverman	1:35.4	25	Miss Dara I
2	Tony Brown	1:32.8	24	Miss Dara I
3	Roy Mills	1:44.8	24	El Bandito
4	Sonny Meyers	1:29.5	23	LRIA
5	Jerry Boyce	1:33.7	23	Minnow
6	Ron Clem	1:35.9	22	Minnow
7	Steve Ellison	1:38.0	22	Shoestring
8	Steve Kischner	1:36.2	22	Miss Dara I
9	Tony Lopez	1:36.6	20	El Bandito
10	Ron Russell	1:40.0	20	Miss Dara I

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REPORT FROM FLORIDA, Jim Maki

FMPRA/by JIM MAKI/pics B.WILLIAMSON/CD BILL WILLIAMSON/MIAMI/TROPICAE
APRIL 7 1974/FORMULA 1/12/5/80°/45%/1:21.8/

Two perfect scores resulted in a fly-off for FIRST PLACE between Jim Maki and the T&D Team, (Tom Pownall/Don Singer). If the claim that cutting #1 pylon when AHEAD in a fly-off is an ancient Japanese custom, then perhaps Mr. Maki can save face. For the rest of us that don't buy that, FIRST PLACE went to T&D Team for a great job of consistent, fast flying all day. In his second race in F-1 John Ford showed us the importance of consistency, by taking the THIRD PLACE trophy. Congratulations John! Fastest man of the day was Bill Williamson with that one-piece El Bandito. That plane really grooves. No mid-air to thrill the crowd, but the pits got a good chuckle out of Doc Leidner who tried to get off the line three times with a paper towel wad stuck in his carb. That trick works great for keeping dirt out of your engine between races but it knocks off about 17,000RPM. Jack and Judy Fehling held an open house after the race, which was great fun and much appreciated. Results of the SUNFISH sailboat races on the lake behind Jack's house: Maki/Bingham 1st place, Neighborhood kids double cut the #1 raft.

Results:

1.	T Pownall	1:25.0	K&B	Minnow
2	J Maki	1:23.0	K&B	Minnow
3	J Ford	2:04.0	G40	Minnow
4	N. Holland	1:45.4	K&B	Minnow
5	B Williamson	1:21.8	K&B	El Bandito

Cont'd.

6	J Fehling	1:36.0	X40	Miss Dara
7	S Bingham		K&B	Ballerina
8	H Barnett		X40	Miss Dara
9	B Richmond		K&B	Cosmic Wind

SCE District Standings

1	J Maki	242.3	16	C Baucom	69.1
2	B Williamson	233.4	17	B Richmond	61.8
3	T Pownall	219.6	18	T Prather	57.8
4	I Funderburke	200.3	19	D Bodenheimer	54.0
5	D C May	148.6	20	R Leidner	53.0
6	B Brogdon	136.5	21	C Krueger	46.4
7	J Fehling	129.1	22	S Bingham	43.9
8	T Baker	120.1	23	D Brown	42.7
9	N Holland	111.9	24	G Doe	38.9
10	D Buck	98.4	25	H Barnett	35.3
11	B Violet	95.5	26	B Richmond	35.1
12	C Telford	91.7	27	D Lowe	31.4
13	J Katz	84.2	28	E Weitock	28.7
14	J Ford	79.2	29	E McDermott	27.6
15	J Pries	72.8	30	Darlington	23.8

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REPORT FROM MARA (Jamaica New York), George Zink

The following is the 1974 Racing Schedule:

April 28	LIARS	Sayville, L.I.
May 19	Blue Angels	Whitestone, Bronx
June 16	LIDS	Hempstead, L.I.
July	Open	
August 18	Merokee	Hempstead L.I.
September	Wings	Patchozue, L.I.
October	- MARA GOLD CHAMPIONSHIPS Open	

REPORT FROM AMA, Reprint from Monthly Mailing

Aerolympics Looking Good - The list grows daily of people coming from overseas to Lakehurst, N. J. July 1-7. Approximately 200 have declared intent to come. Many are coming from Canada and Mexico and of particular interest are the teams coming from Poland, Czechoslovakia and Hungary -- a first for teams from those Countries to the USA. These entries, plus mechanics, supporters and press promise a great event of truly international significance.

Lake Charles NATS Shaping Up Well - Based on motel reservations reports alone, the 1974 Nats should be a big one. The Holiday Inn is reported to be sold out. The Downtowner is rapidly filling up and the Sheraton and Tamada Inns are also indicating strong reservation support. Meanwhile, the spirit of enthusiasm and cooperation on the part of Lake Charles people continues unabated. The reception given to AMA's 22 person contingent (including wives) to the March 9th Executive Council meeting and Nats planning weekend, was loaded with hospitality. The best evidence of this came cont'd.

from the Mayor himself, he took time out from a day off to visit with the council and extend official greetings to our group.

The event is shaping up rapidly. The council officially approved adding four days to the usual Nats schedule, mostly to accommodate additional R/C events such as Quarter Midget racing. The official schedule is with the Nats entry forms which will be ready in mid-April.

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REPORT FROM NORTHERN CONN., Bernice Williams

Many people attended the R/C Pylon Seminar at the WRAMS show. Much credit should go to Adam Sattler, NMPRA Northeast Area VP, Bob Noll, Cliff Telford, Walt Schroder and Pete Reed, for their efforts in trying to promote pylon racing to newcomers. Bob Noll explained the "Sportsman Class" of racing that will be promoted this year at three different meets in the area. Walt Schroder will donate trophies and advertising for these meets. Bob Noll has put up a perpetual trophy to be won by the biggest accumulation of points by any entrant in this event during the season. The "Sportsman" event is open to anyone with a Formula 1 or 2 or FAI ship that has not broken 1:50 more than twice in a race. Once you have flown that fast three times you are no longer able to enter this event. The fuel will 15% nitro in For. 1 & 2 ships and FAI fuel in the FAI Planes. Sponsoring clubs will supply fuel. Starting positions will be decided by draw. The race will be flown on a Formula 1 course. You may not enter a Formula One race on the same day that you are competing in the "Sportsman" event.

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REPORT FROM MEXICO CITY, Marcial ? Jauquine?, Enrique? Manual?

Nada.

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NEW PRODUCTS REPORT, Editor

- | | |
|---|---|
| From Kraft Systems | Glow-Plug Analyzer - for use on dry cell batteries
models for square or round style. |
| From B&E a Division of
Bridi Hobby Enterprises | Quik Stripe - Striping tape and masking tape |
| Glen Spickler | Quickee 500 40 Size Sport racing plane |

Editors note: Since I have as yet received no response from manufacturers or dealers for this column I am still doing it off the top of my head. If anyone is aware of a new product that should be mentioned here please let me know.

Winners Circle at Tropic Aeros
FMPRA Race April 7. L to R
1st T. D. Team -Tom Pownall/Don Singer
3rd John Ford
2nd Jim Maki
Back Row, Bill Williamson center with
some of the hard working help.



Charlie Gray and Tom Pownall
Handicapping Aircraft prior to FMPRA
event.

Starting Line at Miami
Note Electronic Clock in the
Background.



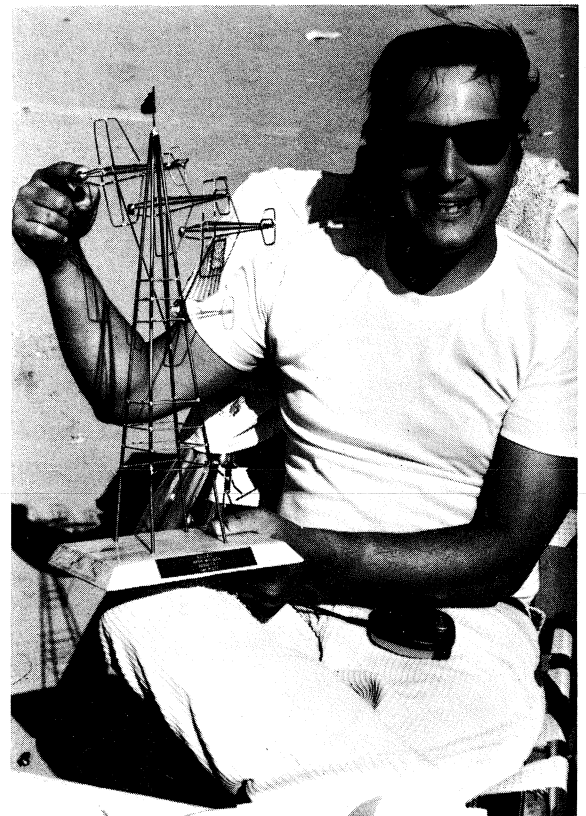


Left: Starting Lineup for So. Calif. leadoff race at Whittier Narrows.

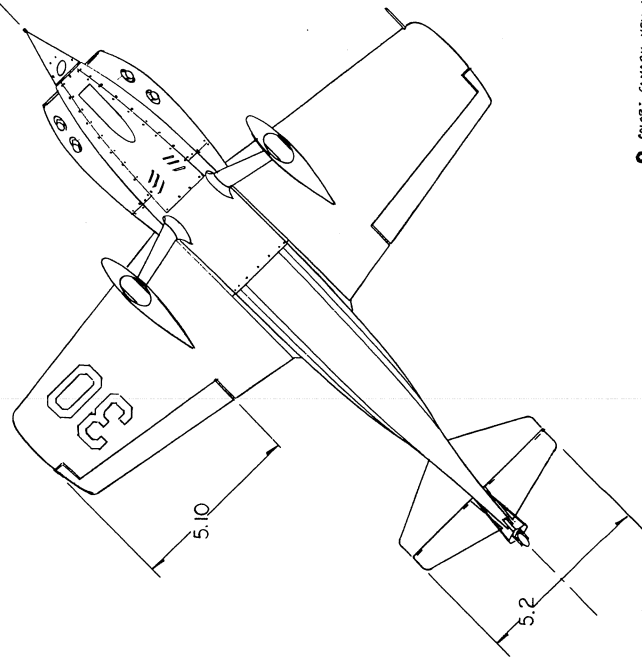
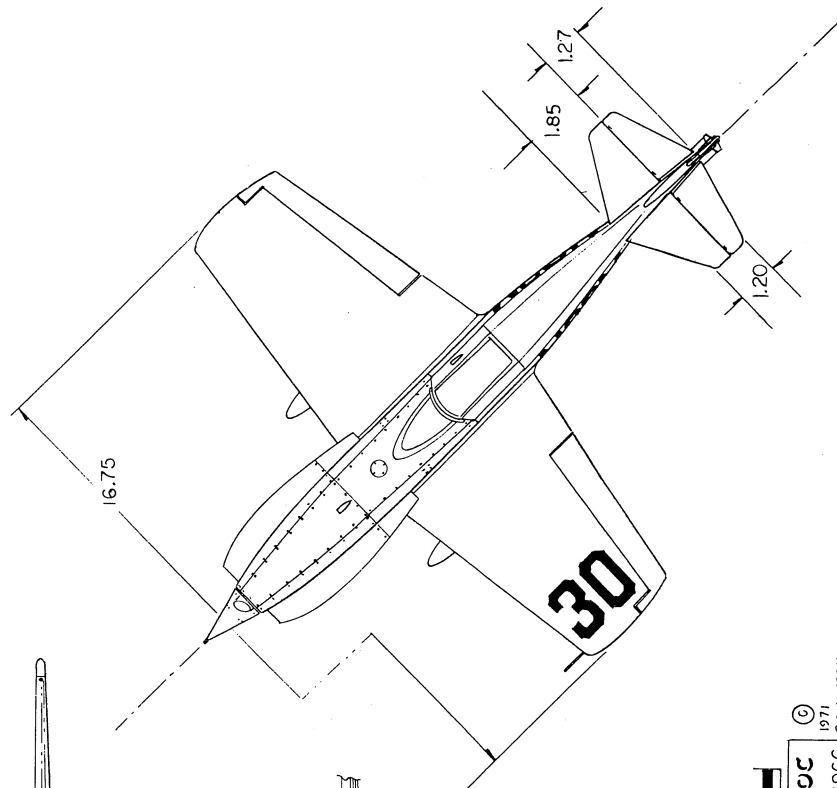
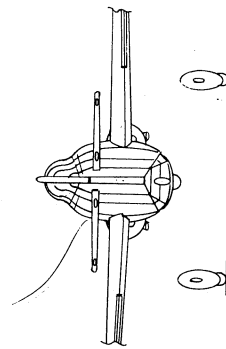
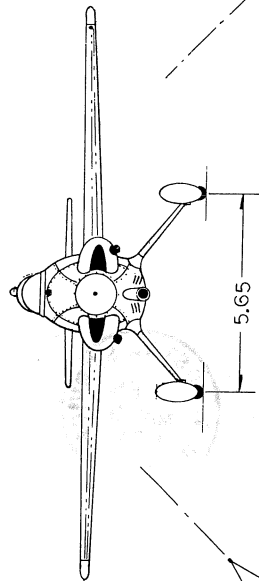
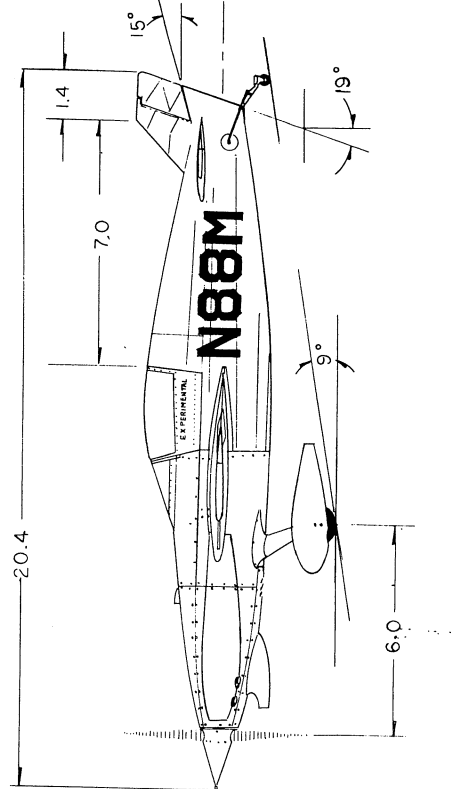
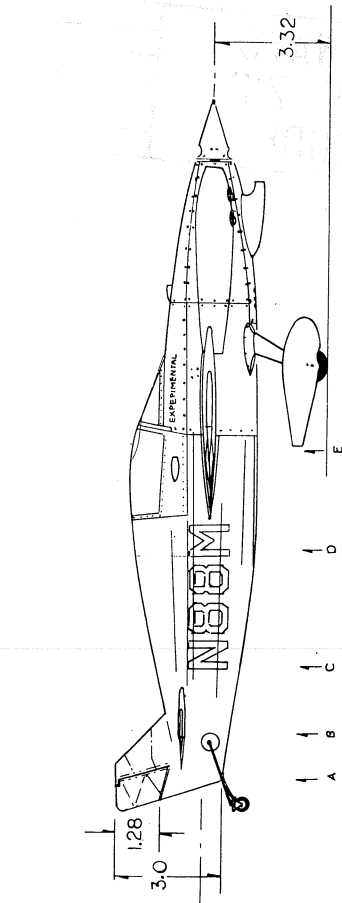
Right: Terry Prather and Father holding the sizzler.



Below: The starting line ballet as performed by Bob Smith and Larry Leonard.



Right: Bob Bleaden holding first place trophy. When not holding trophy Bob spent the day on the PA do a commentary on the racing. He's so good at it that we're thinking of renting him out.



DAYTON AIR RACING ASSOC
MISS DARA

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○/DARK BLUE LINES

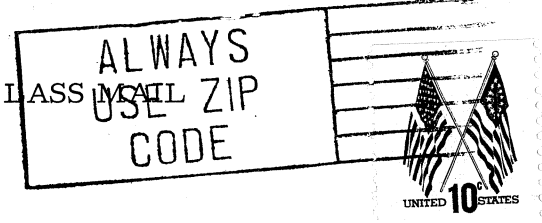
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