



NEWS NMPRA

RELEASE NATIONAL MINATURE PYLON RACING ASSOCIATION

PYLON RACING → *FORMULA I* → *FAI* → *QUARTER MIDGET*

JUNE, 1974

AMA AFFILIATED

Business Address

Secretary: Bud Anders, 16509 Saticoy St.,
Van Nuys Calif. 91406

Treasurer: Ron Schorr, 5224 Teesdale Avenue,
North Hollywood, Calif. 91607

Editor: Loretta Hall - 7546 Balboa Blvd., Van Nuys California, 91406 (213)786-0701

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

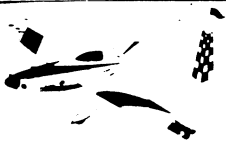
The mailbag has been full this month, mostly regarding Formula 1. (Bill Cooper gets the heat in Quarter Midget). The comments on Cliff Weiricks "Slow Them Down" proposal have been interesting. Quite a few fellows would like to see Form I slowed up a bit, but only about half of these are in favor of an idle rule (especially on landing). Whatever the outcome on this is, one thing to remember is that no matter what we do it will still be the fellows that put the most cubic feet of effort into the sport that take home the brass. You can not legislate success, it takes a lot of dedication in any type of racing to win.

I asked Adam Sattler to take on the thankless job of deciding who is to be on the F. A. I. team this year. At the time I didn't know how many we could have on it. Adam jumped in with both feet and using the Nats, Championship Race and past performances as a criteria, did his usual bang up job. I will leave it up to him to publish the final team after he has confirmation from the flyers. Thanks Adam.

After talking to some of the best engine men in the business I have just about decided that there is no good way to solve the "mini-pipe" problem. There seems to be only three possible basic solutions: (1) make a rule so restrictive that we would in effect kill the rear exhaust engines, (2) allow pipes on the rear exhausts, thus giving them a possible RPM advantage, (3) establish maximum length and diameters for extensions and let anybody use them. The latter seems to be the fairest for everyone, though I can't say that I like it. It would require a change in the exhaust extension rule, as it is not reasonable to expect the side exhausts to be inside of the cowl. I contacted AMA headquarters and was told that a ruling of this type by NMPRA has to conform to AMA rules in sanctioned open contests. The only way we could use it is in Class "B" contests, limited to NMPRA members with the pipe rule advertised ahead of time. This might work in some areas but certainly is not workable on a national level.

The Bakersfield Air Race (May 18 & 19) was large, with a record number of heats being flown in two days. The speeds were fast but the most gratifying aspects were the number of new faces and the low number of crashes. This had to be the safest race I have ever worked. Lets all strive to improve constantly on safety. It's the name of the game.

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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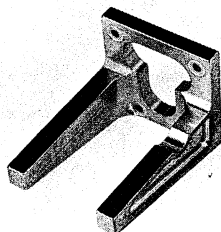
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FROM THE EDITOR, Loretta Hall

How about our spiffy looking new Masthead? Thanks to Bud Anders, our hard working new Secretary, we are really looking super professional these days.

Don Powell, our publisher, informs me that we now have in excess of 450 members with more coming in every day. This would indicate to me that the NMPRA and Formula One racing are in great shape!

One of the many nice things about the Bakersfield Biggy is that it gives us a chance to see people that we like but don't get to see too often. It was a real pleasure to talk to the Racers from Mexico City again, they are a really fine group of people and we thoroughly enjoy having them around.

I found at the Bakersfield race that if you crash early (which I did) it gives you more of a chance to look around and enjoy the festivities. Two of these that were particularly noteworthy were Bob Bleaden taking people for rides all day Saturday and all day Sunday in his P-51. Everyone who went up got a takeoff, slow roll, loop, four point roll, immelman and a low pass. It was fantastic to watch and puts Bob Bleaden in the category of one of the worlds nicest guys. Secondly, Paul White flew up in his Midget Mustang and this has to be the most beautiful little jewel I have ever seen. Picture a real Formula One plane that looks exactly like the model. Paul painted it with K&B Super Pox, has his AMA number and an AMA decal, has the K&B decal and the Kraft Radio decal along with the product decals usually found on the models (same size). His numbers were cut from Monokote Trim, his racing number is on the wing tip and the whole effect is like someone poured magic powder on a model and it grew. If you have never been to the Bakersfield Air Races and you ever have a chance to get there by all means go. It has to be the most interesting, well run, most exciting race anywhere.

I talked briefly with Cliff Weirick while I was there and Cliff says that he is sending me another one of his Model Airplane News columns in advance of publication in the magazine. He did not tell me what is in it, but we discussed the possibility of a third class of racing and I suspect that this is what he will be writing about. In any event we'll all have to wait until next month to find out.

* * * * *

FROM THE SECRETARY, Bud Anders

Racing is in full swing and so are your officers. I'm sure that you noticed the New Newsletter format. I hope you like it. We are also working on a new water transfer decal, cloth patch and membership pin. I hope to have more info on these items next month.

The Western States Formula I Pylon Championships have been confirmed and will be held at Oxnard Air Force Base, Oxnard, California, one of the finest sites to be had. If you are planning a western vacation, this may be the time. American Aircraft Modeler will co-sponsor the contest and furnish all trophies for both classes (Expert and Standard). Date: October 12 and 13. How about 8,000 feet of runway!

We are also working on a Las Vegas Formula One contest September 21-22. This has not yet been confirmed but is in the works, and we should know by next Newsletter time. This could be another great vacation trip. Model Airplane News will co-sponsor this contest and furnish all trophies for both classes if this becomes a confirmed event. See you at the races.



PB PRODUCTS MISS DARA II

From Left to Right are:
Chuck Shaw, Jeff Bertken (winner expert)
and owner of PB, Bob Smith

A&L LR1A

From Left:
Kent Nogy and Larry Leonard



PRATHER LITTLE TONI MINNOW

From Left to Right are:
Joe Vartanian, Owner of Prather Produc
Terry Prather and Jim Jenson

REPORT FROM BAKERSFIELD, Ed and Carol Hoteling

Glen Spickler (CD) and the BARKS did it again! On a cold and windy weekend at Famosa air strip they once again hosted the biggest and fastest Formula I pylon races ever held for 103 pilots. Since 60% were entered in Standard Class, Joe Howard had to overcome a lot of competition to win that class with a sizzling 1:27.2 in the flyoff against Jerry Silverman and Robert Johannes. In expert class, Terry Prather took home the gigantic Fast Time Trophy by flying his Little Toni to a 1:15.7! Jeff Bertken and Kent Nogy once again flew off for a first place, but this time Jeff won the big one by flying his Miss Dara II to a 1:18.4 ahead of Kents LR1A. Final results were:

STANDARD CLASS

EXPERT CLASS

1	Joe Howard	23	1:27.2
2	Jerry Silverman	23	1:34.5
3	Robert Johannes	23	1:34.5
4	Merle Hoem	22	1:31.7
5	Frank Szekula	22	1:32.0
6	Steve Sica	21	1:32.4
7	Richard Governale	21	1:38.6
8	Bobby Johannes, Jr	20	1:26.3
9	Howard Reed	19	1:31.7
10	Robert Emery	19	1:34.1

1	Jeff Bertken	23	1:18.4
2	Kent Nogy	23	1:20.2
3	Bob Smith	22	1:16.4
4	Ron Neff	22	1:16.5
5	John Broadbeck	21	1:23.7
6	Dan McCan	20	1:22.0
7	Terry Prather	19	1:15.7
8	Chuck Shaw	19	1:23.3
9	Joe Foster	19	1:23.3
10	Loren McCray	19	1:28.6

In the first round, Kent Nogy nosed out Terry Prather with a 1:21.5, with Joe Vartanian coming in third with a 1:22.4. Terry put a different prop on his Supertigre X-40 for the second round and did a 1:15.7. Then Jim Jenson, like Vartanian and Prather, flying his X-40 powered Little Toni did a 1:19.5. None of the K&B planes had broken 1:20, although Bob Violett came close with a 1:20.2 taking off second. Then Jeff Bertken did a 1:19.5 (Lee K&B) and finally big Ron Neff surprised everyone with a 1:16.5 in his K&B powered minnow designed by Spickler. The K&B's power became more evident as Bob Smith did 1:25 for 11 laps, then 1:19.5 and 1:17.4. Then in the flyoff for third place, Bob Smith did 1:16.4 with the help of his wife, Cathy, calling a perfect race. Since both Prather and Bertken turned about 1:18 in their flyoff races, it looks like either engine is capable of breaking 1:20 with the right pilot, caller, prop and airplane.

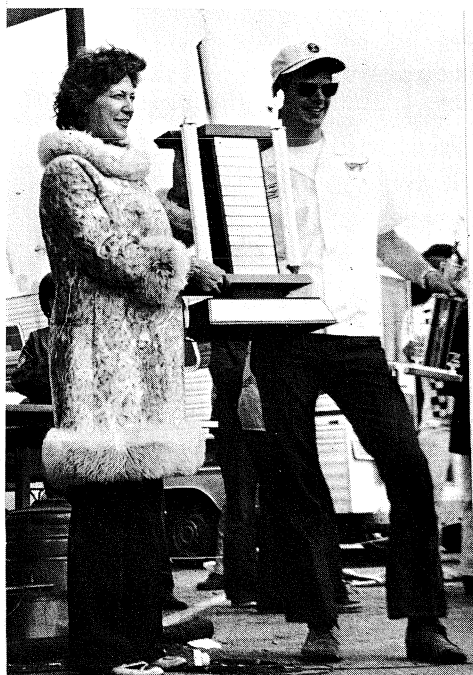
A variety of airplane models proved competitive. See the accompanying pictures for a few of the pilots who raced some of the new models. The Prather Little Toni Minnow was flown by Prather, Jensen, Vartanian and Tusing. The Stafford Rickey Rat was flown by Stafford, Weirick and Frank Szekula in Standard Class. Frank won #1 handicap judging, as did Prather in Expert. LR1A's were flown by Nogy, Leonard, Anders and Myers. The Miss Dara II (new skinny fuselage) was flown by Bob Smith, Jeff Bertken, Charlie Shaw, and Don Powell with the new long wing and by Dan McCan. Chuck Smith, Jack Lee and Silverman with the standard wing. Since both Dan McCan and Chuck Smith did 1:22 with the standard wing, the long wing may not make as much difference as other aspects of a particular flight. Evidently, any of the top models are competitive if built light and true, so races are determined by other variables like callers, flying skill, engines, props and needle valve settings. Besides cuts, lean runs probably knocked more people out of contention than any other cause.

Continued

A tribute to the BARKS is the fact that six complete rounds were flown plus flyoffs, with the first heat being flagged off the starting line at 9:15 a.m. Saturday and the last trophy being given out at 4:30 pm Sunday. The rotating shifts of efficient workers, led by Jerry Christensen on the starting line and his wife, Jean, at the desk had few complaints. Also helping was their complete communications system between all pylons, all lap counters, and the desk.

Although it might complicate the heat make up, perhaps a third class (like novice) could be run when sufficient pre-entries warrant. At this race with 67 pre-entries in Standard (and 47 in expert), breaking the Standard into two groups should be no problem. Examination of Standard Class results shows several flyers in the 1:20's and most top people in the 1:30's. Obviously, a real novice will be lapped many times in this competition. Erratic flying and different aircraft speeds seem to account for most midairs, so a Novice Class might prevent midairs as well as encourage newcomers. The recent division of racing from one to two classes has sparked tremendous new interest in this area, so a further division to three classes is not illogical.

Whatever the BARKS do next year, I'm looking forward to it.



Above: Terry Prather accepting Fast Time trophy from Ann Redwine. If this keeps up we'll have to start calling him the Streaker!



Below: Jeff Bertken receiving First Place Trophy for Expert Class from Pretty Jean Christensen while husband Jerry, (far right) and Glen Spickler keep an eye on him.



Above: Joe Howard happily taking home the first place trophy for Standard. Presenting award is Vicki Boyce.

REPORT FROM FLORIDA, Jim Maki

SCE /J MAKI / Pics. BUCK & WILLIAMSON/CD HELMS/MONROE, N. C. /MONROE RC/
MAY 18-19, '74/F-1/20/10/95°/99.64%HUM. /

Twenty of the 30 entries rained out in the May 5th Formula 1 event, returned last week end for two days of racing. Tortuous heat and humidity kept times high and ice was rushed in for the contestants to cool down their soft and melting servo gears between heats. After a year's absence, Harold Coleson made an impressive season debut by taking FIRST PLACE. All the way from the Everglades, the Florida "Flash" Jim Maki came up and exported the SECOND PLACE trophy. Evidently, Tommy Baker has kept one of the many super engines he has worked, helping him win THIRD PLACE and the days BEST TIME. Also returning after too long an absence from racing is Steve Kovach, flying consistently well to earn him fourth place points. Irwin Funderburk was doing well until the fourth round when someone blocked his view as his El Bandito was rounding the scatter pylon. He never rolled out of the turn. D.C.MAY lost his plane going into #2 due to stab failure. Cliff Telford was having some problems not having the benefit of Bob Violett as caller. Cliff mentioned that it took him several rounds to figure out what "ready-turn!" meant, being used to hearing "push the right stick to the left, and pull the other one towards you."

After finishing the raincheck event on Saturday, late arrivals were worked into a new matrix and a second race was run on Sunday. The already sunburned help was somehow talked into going back out to man the pylons, as the weather was a brutal copy of the day before. Award winning journalist Jim Maki took FIRST PLACE with a perfect score and the day's best time. Harold Coleson cut a pylon in the heat with Maki, putting him one point down for second place for the day. THIRD PLACE went to Irwin Funderburk, who brought a box to stand on out to the flight line, so no one could get in his way. Greg Doe won honors for burning up the most engines in one weekend. Credit and thanks go to Bill Helms and his crew for as always good racing and that great "Southern Hospitality" that make the Monroe Races a pleasure every time

Results:

MAY 18				MAY 19			
1	Harold Coleson	1:27.7	19	1	Jim Maki	1:24.9*	
2	Jim Maki	1:29.0	18	2	Harold Coleson	1:25.6	
3	Tom Baker	1:27.0*	17	3	Irwin Funderburk	1:25.5	
4	Steve Kovach	1:40.4	16	4	Dalton May	1:26.4	
5	I. Funderburk	1:27.4	15	5	Dallas Buck	1:39.2	
6	B. Williamson	1:27.1	11	6	Tom Baker	1:31.8	
7	Greg Doe	1:29.7	11	7	Bill Pries	1:31.8	
8	Jim Moorehead	1:36.3	11	8	Jim Stegall	1:34.0	
9	S. Louisians	1:43.5	11	9	Steve Kovach	1:38.2	
10	Jim Stegall	1:29.1	10	10	J. Moorehead	1:38.9	

Note from Maki: November 29 thru December 1st are FIRM on the Championship Race. We are still working on sites and will report further next month.

Photos on next page

FLORIDA REPORT PICTURES



MAY 18 FORM 1
WINNERS CIRCLE
Left to Right:
3rd Place Tom Baker
CD Bill Helms
2nd Place Jim Maki
1st Place Harold Coleson

Line up at Monroe Formula 1
May 18 and 19



MAY 19 FORM 1
WINNERS CIRCLE
Left to Right
3rd Place Irwin Funderburk
CD Bill Helms
2nd Place Harold Coleson
1st Place Jim Maki
(Editors note: Is this game
called musical trophies?)

REPORT FROM WICHITA, Joan Jones

NMPRA/J JONES/RODGER SMITH/WICHITA, KANSAS/WRCC/5-4 & 5/ FORM1/18/8/

Rodger Smith directed the NCW Districts first meet of the season with the Wichita R/C Club as hosts. The weather can be described in two words; HOT and WINDY!!

Jim Bertoglio took home another First Place trophy plus a nice new ice chest furnished by the Coleman Company here in Wichita. A flyoff was required to determine the 2nd 3rd and 4th place since there was a three way tie for 2nd. H. L. Baker, Deeds Bigelow and Gale Helms were in the flyoff with Deeds winning it easily when it turned out that he was the only one to complete his ten laps. Third place went to Gale Helms due to fastest time and 4th to Harold Baker. Mark Harter our 13 year old was with us flying a Mustang and compiling 9 points. We would like to give a special award to the new Mrs. Terry Rollins. Dianne and Terry were married on May 3rd and Terry flew in the contest on the 4th and 5th. He had explained to Dianne that this is where everyone goes for a honeymoon.

Results:

1	Jim Bertoglio	1:32.6	Rickey Rat	K&B
2	Deeds Bigelow	1:44.6	Miss Dara	-
3	Gale Helms	1:32.6	Miss Dara	K&B
4	H. L. Baker	1:43.2	Miss Dara	
5	Loren Tregellas	1:39.5	Miss Dara	K&B
6	Terry Rollins	1:36	Ballerina	
7	Glenn Zellner	1:41	Minnow	K&B
8	Charlie Swain	1:49.9	Ballerina	HP

REPORT FROM FAI R/C PYLON COMMITTEE, Cliff Telford

A proposal is under study in the FAI R/C Pylon Sub-committee to revise the rules pertaining to scale appearance of the models.

The basic concept would require the FAI Pylon models to resemble full scale 190 Cu. in. (Formula 1) racers just as AMA Formula 1 rules require now. This would enable the flyers to use the same airplane in both the FAI and Formula 1 events. The FAI event would retain the "effective silencer" requirement along with using 80-20 alcohol fuel (no nitro). It is felt that by doing this the FAI event would become more popular since only one type of model would be required instead of two. In addition, the models would be somewhat slower than present FAI models because of the additional drag of the "cheek cowls" and a fixed landing gear, which are not required under present FAI rules. The models thus would be considerably slower than AMA Formula 1.

Interested modelers are invited to send comments (Pro or Con) to Cliff Telford 8612 Rayburn Road, Bethesda, Maryland, 20034 before June 30, 1974.

REPORT FROM CONN., Bernice Williams

John Worth has asked Burt and I to be co-event directors for FAI Pylon at the Aero Olympics July 1st thru 7th. If you plan to attend and are willing to help please let us know by phone 1-413-562-5391, or mail B. Williams, 347 Southwick Rd., Westfield Mass. 01085.

QUARTER MIDGET REPORT, Bill Cooper

Quarter Midget activity is in full swing throughout the country now and it looks like it is the coming event.

By and large, the rules are being adhered to, and there are very few gripes. The rules are not perfect but I would hate to see any changes now, they work and they are fair. Part of the key to keeping our event popular is to leave the rules alone right now. To change course, the scoring system, anything, would only jeopardize the confidence of those newcomers to our event.

I have received a copy of Radio Shacks Affidavit stating that 1000 taipan-15 R/C Engines have been manufactured and are available. That makes them legal. I understand that some Rossi-15s have shown up here and there with a variety of carburetors. It is my understanding that there are no R/C Rossi's made and are therefore illegal. Same for the Super Tigre X-15. I spoke with Paul Bendner of World Engines who told me that the X-15 RC is not yet available and probably won't be for a while yet. Several guys are pushing to put carbs on the X15 but it "just ain't kosher" guys.

The Quarter Midget National Championship Race will be held at Rough River State Park in Kentucky the weekend of September 27 thru 29. More details in the next Newsletter.

Please send all race results to your area V. Ps so that the point system nationally can be completed.

QM REPORT, NASHVILLE TENN., G E Jacobson

27-28 April Nashville Tenn. Percy Warner Park. 45 contestants 5 plane heats, 9 heats to a round, 8 rounds. Prizes thru 5th place.

1st Place went to Austin Leftwich with Bill Cooper taking 2nd and Bob Williams 3rd. 4th Place was won by Steve Darlington with 5th going to D. B. Stewart. Best finish award went to Steve Darlington with a Miss Dara.

QM REPORT, MONROE N.C., G E Jacobson

4 - 5 May, Monroe N. C. 12 Contestants, 3 plane heats 5 rounds.

1st Place went to Tom Atkins, 2nd to G. Jacobson 3rd Bob Williams. 2 mile course. Fast times for 10 laps 1:51 1:55, 1:57, 1:58. ST-15, 1-3 Austin Leftwich with a perfect score and fastest airplane leading in the last race and on the 10th lap half way to the number 2 had his carb stolen (?) Austins' comment: "That 3 year old epoxy let go. Monroe is a great racing site as the best in Form I and FAI have found out. Violett, Telford, May, Maki, etc were there. You all come next Monroe Races QM on June 8.

REPORT FROM MARA, JAMAICA NEW YORK, George Zink

Wind and Wind and more Wind. Thats how it was at the opening race. Almost two complete rounds were flown before it got worse; bad enough to call the meet. All was not in vain though since with the race called because of wind the gang sat down and worked out a few new rules to fit the occasion; some of which are listed below:

1. For a race to count for seasonal MARA Points, it must have a minimum of 3 rounds completed.
2. Disposition of Trophies and Entry Fees shall be the responsibility of the host club. cont'd.

3. Each round in a contest shall count for trophies and prizes in that race.
4. Points towards the year end MARA Championship shall be the same as total points from each race with the exception of rule 5.
5. Points for one race each year will not be counted, if the contestant enters all races. The points recorder will automatically discard the race with the lowest points. A missed race will count 0 points and can be discarded as the lowest point race.

NEW PRODUCTS REPORT, Editor

From, Prather Products	Racing Wheels, Wheel Pants, Axles
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From, Rev Up	Series B Racing Props

REPRINT FROM AMA MONTHLY MAILING

Now available at AMA Headquarters are beautiful cloth patches for the following: Quarter Midget Pilot, Formula 1 Pilot. These Red, White, Blue and Gold patches are of the highest quality and sell for only 50¢ each. Available now, minimum order \$1.00. Order from AMA Supply and Service.

Nats worker volunteers are needed for the 1974 Lake Charles, La., Nationals. Dates are August 5 thru 15. Those who work three days or more will receive free AMA membership for 1975. If you are interested in working write for forms directly to the Nats Manpower Coordinator: Ned Barnes, 523, N. Lebanon, Sulphur, La. 70663

Aerolympics volunteers are also needed for a number of odd and special jobs which need doing at Lakehurst during the first week in July. The same free AMA membership will be available for three or more days of work. For some special positions of responsibility free lodging on the air station may also be available. Those interested should write AMA HQ, noting which days (July 1-7) they can be available.



Ed. Rankin
6072 Wonder Dr.
Ft. Worth Texas 76133