



NEWS RELEASE

NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

PYLON RACING → FORMULA I → FAI → QUARTER MIDGET

AUGUST, 1974

AMA AFFILIATED

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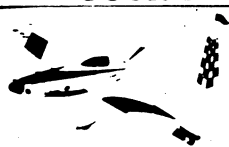
Editor: Loretta Hall, 7546 Balboa Blvd., Van Nuys California, 91406 (213) 786-0701

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

This month I would like to clear the air a little and give some thoughts on increasing interest in pylon racing. We read quite a bit about how Formula I is dying and in some areas it is, yet on an overall national basis the number of participating Formula I flyers has risen. Thinking back over the years and remembering what I have seen and read about racing, one thing stands out as having been a constant and continuing source of problems to our sport. This is a negative press. How often have you read that Form I is too fast, too expensive, unsafe, dying, etc., etc., when you tell someone something often enough they eventually start to believe it and these things have been said over and over again by people both in and out of racing. There are no statistics to back up any of them. When we were flying in the 1:50s there was an outcry of "too fast", seems kind of foolish now but there was talk that if NMPRA didn't slow them down the contest board would. The same thing happened when we went to 1:40s and 1:30s. It's a proven fact that as the speeds have increased so have the safety measures and we have had one of the best safety records in R. C. flying but you don't hear about that. We read about Thousand Dollar racers. I haven't seen one, yet many have been brainwashed into believing that this is what they cost. I can build a competitive racer cheaper than I can build a competitive pattern ship and yet you never hear about thousand dollar pattern airplanes. There are many who may doubt this statement on costs but I can prove it. We all, and by all I mean everyone in racing, need to take a positive approach and try to get information to the press that will improve our image and tell it like it is. Another problem we need to overcome is the tendency to judge the success of a race by the number of entries. Success should be based on quality not quantity. What does it matter if there are 15 entries instead of 50? If the race is well run, it's good, if it is poorly run, it's bad, regardless of size. The name of the game is competition so get out there and compete. I once had a one design race where only six people showed up, we still raced, we still had fun, and the next race we had more entries. If you can show people racing is fun they will become involved. I am a strong believer in fun type racing to build interest. It may be difficult to get someone started in Formula One, especially after all the bad things that have been written about it, but it's easy to

Continued

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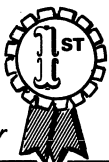
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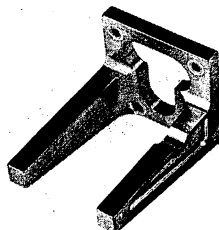
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Jeff Bertken 1st Place. R.N.S. Mount, K&B by Lee. 1:18
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generate interest in $\frac{1}{2}$ A or one design racing. Once a modeler learns to fly around the poles he will frequently try to move up into other classes. Racing breeds racing, the more races we have the more racers we will have and we need both. Here in Southern California we have a very active group of Quarter Midget racers. I have seen several of these fellows move into Formula One. I have also seen several Formula One flyers move into Quarter Midget. This has increased the number of contestants in both events. This is the kind of thing we need. If you want to race, look around, try to promote an event that will spark some interest in any type of racing. If you can get them started, show them it's fun, develop some competitive spirit, you will eventually hook them on the national events. Pylon racing is the most demanding yet satisfying part of R. C. Flying, if we are willing to work for it, it will continue to grow. Let's go race.

* * * * *

FROM THE EDITOR, Loretta Hall

Cliff's column unfortunately arrived after we had already gone to press last month so we had to wait until this issue to get it in the Newsletter. Perhaps it is coincidental that it deals with the same subject as the Presidents column this month and also with the same subject that I had planned to write about, namely, a third class or event for the rank beginner (or rank flyer if you prefer).

Speaking from a purely personal point of view and not being the world's greatest racing pilot -- YET--it has seemed to me lately that the slower flyers and the beginners to Formula One have been trying for some time to run up the down escalator or vice versa.

When I first started racing there was only one event and I was being lapped three and four times by such as Larry and Kent and Bob. Then they broke it into two events, standard and expert and for a little while it was fun and no one lapped me more than once in each race and occasionally not at all. The standard flyers were turning in the 1:40s and 1:50s and everything was great. Now, again we have the slow flyers and the fast flyers and the in-between flyers and the slow flyers (me) are again being lapped three times per heat and the fast standard flyers are turning in the low 1:30s and high 1:20s.

There is now talk of a third class of racing and, again from a personal point of view, I think maybe that here at last is the answer. If this third class of racing would really fulfill its promises and intents perhaps once and for all there would be a place for a person who loves racing but is not an expert and not a super engine man and not a super builder to go and have some fun with other people like him. Your comment here may be why not fly quarter midget or $\frac{1}{2}$ A racing? Maybe these two events are not what he wants to fly and why can't there be an event for all types of people to enjoy? I think that an event where the top speeds remained fairly constant and the fuel and engine restrictions were really enforced would probably double the national interest in Formula One racing in a very short time. A beginner then would have a place to go and learn to race and take as long as necessary to do it without the event passing him up almost before he got started. It is my concerted opinion that no one is ever going to learn to be a good Formula One flyer unless there is someone in the race to really race with. Absolutely nothing is learned about the techniques of good pylon racing when the only time you see another plane in a heat is when it goes by you like you were standing still. I did not agree with Cliff's original policy of slow them all down because it would have deprived some extremely talented, dedicated and hard working guys of an event in which they can realize something in return for the full use of all of these capabilities. I do, however agree wholeheartedly with Cliff's new idea. Hey Cliff--How about Standard, Intermediate and Expert and leave out that terrible word Novice?

* * * * *

PYLON PIT PATTERN, Cliff Weirick (Reprint from Model Airplane News)

On May 18th and 19th I attended the Formula I races that were held in Bakersfield California. While there, I talked to a number of people from the NMPRA and in talking with them formulated some idea as to how we can help Formula I remain the event that it is and should be. Incorporated in this idea is also a method of slowing down the Formula I ships for the person who obviously is not yet capable of flying airplanes at the speeds that we are achieving now. I quite obviously don't have it all worked out as yet but I think what I am about to put on paper here is a step in the right direction and it would appear that the fellows within the NMPRA agree with me. First of all maybe I had better explain my position. I personally think that they are going too fast. However, in fairness to the Bob Smiths, Kent Nogys, Bob Violetts, Terry Prathers, Joe Fosters and the other fellows who are capable for flying the airplanes at the speeds that we are now going, I believe that there should be a spot for them so let's call these guys the experts. We all know who they are. Then, lets have our standard catagory that we have here in Southern California. Then lets have one more, a novice catagory. Now, the novice catagory and the standard and expert will all use the same airframe. I think they are great so I don't want to mess with the little airplanes. But, lets put a front rotor 40 in the little airplanes for the guys flying in the novice catagory and maybe even in the standard catagory. Now, how do we determine who goes into the novice, standard and expert catagories. Well first of all it is going to take one very important ingredient and that is called honesty on the part of the pilots themselves. They will have to admit to themselves what catagory they really belong in. Are they truly an expert, or standard or novice. Then I feel a committee should be from within the NMPRA in each district to determine that fact. Lets not leave it up to the times or the speeds that a guy runs. Lets have someone at each and every race. Three or four people maybe, to watch the flying of the different guys as they are competing at the event and let them determine whether or not the guy should be moved from novice into standard or standard into expert as the case may be. All of you have stood and watched guys fly time after time, you see them all over the sky. Is this the man you want in the standard or the expert catagory? I don't think so. He should compete in the novice catagory until he is capable of flying the course like the guy in the standard catagory or the guy in the expert catagory. Once in a while you have someone like Kent Nogy come along and he does the whole thing in less than a year. Bet your bippy that he is the exception and not the rule. I speak from experience. I have been around this thing for a long time. In other words, what I am saying is like a new born babe, you crawl first, you walk second and you run third. It would appear to me that it makes a great deal of sense. What about the guys that are already out there racing. Here is where the honesty comes into the game. All of them are now in either expert or standard catagory in Southern California and some of them would have to go back to novice, some would stay in standard, some would stay in expert. I personally feel that the greatest departure would have to be from the expert catagory. Ok, now how do I split up the airplanes? Like I initaly said, the novice would be stock Formula I aircraft with a front rotor 40 that should idle. They have to use a maximum of 15% fuel, no pressure. That would pretty well cover that. In the standard catagory, let them use a rear rotor 40. We restrict them fuel wise and no pressure so now they must have an engine that is capable of drawing its own fuel, which means a small carburetor and with low nitro fuel which should keep the speeds down considerably. Expert catagory, leave it alone. That basically is my proposal of what to do with Formula I. That will in some ways help to make it interesting to the newcomer, keep it interesting for the guy that is in there now and not doing too well and still allow the expert to do his thing.

continued

Now, how would this apply to our National event? For the actual AMA Nationals I think that the expert category should prevail there and the guys who can enter it are truly the experts from the NMPRA. You will note that I said the experts from the NMPRA. By this I mean you must belong to the NMPRA to compete at the National event. I realize that this goes against the AMA rule book, however, the NMPRA is an affiliate of the AMA and as such is kind of the governing body of racing with Model aircraft and therefore should be able to spell out how this will be done. I think this is a necessary thing. The NMPRA will be keeping the raps on the racing rules and classes the different people compete in. How can you have an outsider come in at the National event and say "I am an expert" when in truth he does not belong to the NMPRA and there would be no way to determine what particular category a pilot would fall in. Why not allow the vice-presidents in the different districts be the committee? Maybe they will need an associate VP in order to do this and then the two guys must concur on their decision and stick to it. Sure it is going to rub some people the hard way. Who knows, they might kick me back from expert to standard and sometimes being honest with myself, maybe that is where I belong. What it is going to take is some guys who love the event being honest with themselves and then this thing will work. Well, that's my basic idea, I am going to be working on it some more between now and the next article. I will be in touch with Glen Spickler of the NMPRA and probably in touch with a number of other people, at least here in the Southern California area, in regards to these ideas so that they can be formulated and worked out and then I fully propose to put it before the NMPRA and hopefully with their blessing get it cranked into the AMA rule book. Admittedly this is going to take a year or so but as I said before if we don't do something now, a couple of years in the future Formula I will exist in Southern California, period. Who wants to compete only in one district? Not I.

* * * * *

REPORT FROM SOUTHERN CALIFORNIA, Bob Stockwell

Terry Prather in Expert Class and Keith Davidson in Standard Class, both with Supertigre X-40s, took home the two first-place trophies. Keith had a perfect 28 points for 7 rounds: so did Lou Governale, but Keith won the fly-off. Both planes had turned consistently around 1:35, and the fly-off was close and exciting. Terry Prather also had a perfect 28 points, two better than his closest competition. Terry had a 1:20 once; all six other times were 1:19 or better, with his fastest a 1:16 flat. The promise that Terry's speed showed earlier in the season, when he was fast but inconsistent, is now certainly fulfilled: the only time he was really pushed to win was in a race with Joe Vartanian, flying one of Terry's own Li'l Tonis (now available in superb kits from Prather Products) with an X-40 that is as fast as Terry's own. Unfortunately Joe pulled too tight between pylons two and three for one of the saddest crashes I have seen -- a really gorgeous airplane and engine totalled. To give you some idea of how fast the races were, Prather in one heat turned 1:18.0, with Larry Leonard taking second with a 1:19.8 and Bob Smith third with a 1:20.3. When you can get only two points for a 1:20, the speeds are something else. On another occasion, when Terry turned a 1:16, he actually lapped Larry Leonard while Larry turned a 1:22.

Kent Nogy leading in the Southern California point standings until this race, ran into hard luck. In a race against Whit Stockwell, he was leading by about one second when he crashed short of the finish line on the 10th lap, Whit winning with a 1:21.2. Kent was back on Sunday with his other Lr 1-A going just as fast, turning a 1:22.4 in his first race of that day.

Charlie Shaw came in second in Expert: he and Jeff Bertken tied with 26 points, but Charlie had a 1:19 against Bertken's 1:21.8 and they are on the same frequency. Shaw's fast time was earned in a magnificent race against Kent Nogy and Wes Morris cont'd.

Nogy had a cut, but Morris pushed Shaw all the way into his best heat ever. Morris is flying Aldrich-customized X-40s and all he needs, to be near the top of the heap in any contest, is a little more consistency in his flying. He has plenty of speed. There were some new faces and a couple of old-timers who haven't raced much in recent years. Steve Ellison, one of the best of the younger pattern fliers, was there with a Li'l Toni and X-40 customized by Prather: he had a radio failure take him out of the race fairly early, but he is sure to be a top contender soon. Jack Hertenstein, who was turning 1:40 when the rest of us thought 1:50 was a fantastic time, but who hasn't raced now for two years, was back to tune up his thumgs on his old airplane in preparation for a comeback with an LR 1-A and an X-40. Like Prather, Vartanian, Jim Jensen and Lou/Tom Tusing, he knows how to make a Supertigre purr and we're really glad to see him back in the races. Another old timer, George Kileen who has had a couple of unsuccessful races with the K&B this year, decided to try the X-40 but without much success. We expect him to get the bugs out and be competitive again: three years ago he was rarely out of the money. Jimmy Witt is also flying an X-40 in his Thunderchiken now and he was moving extremely well on Sunday though he started slower in the three rounds on Saturday. His boy Ricky is a comer in Standard Class with the great coaching of his Dad. He ended up a very creditable 7th.

Those youngsters, Steve Sica and Mike Atzei, continue to be impressive. Steve ended up 4th after winning a fly-off with Steve Krishner.

Among the experts, except for Prather, the top of the heap was still dominated by K&B: Vartanian had only to take a second in the race when he crashed in order to have ended up tied for 2nd for such is racing.

I don't know how they do it, but somehow the workers, the R/C Bees, managed two days in the sun and dirt on the line and at the pylons. For my money, they did a fine job. Most of the fliers tend to forget how difficult and tiring this job can be. Most of the workers are not themselves competition fliers: their labor is pure generosity, and we appreciate it.

RESULTS

Expert

1.	Terry Prather	Li'l Toni	Prather ST	1:16.0	28 pts.
2.	Charlie Shaw	Miss Dara	Lee K&B	1:19.0	26
3.	Jeff Bertken	Miss Dara	Lee K&B	1:21.8	26
4.	Larry Leonard	LR 1A	Lee K&B	1:19.8	24
5.	Bob Smith	Miss Dara II	Lee K&B	1:20.3	21
6.	Ed Hotelling	El Bandito	Lee K&B	1:21.5	21
7.	Jim Jensen	Li'L Toni	Jensen ST	1:21.6	21
8.	Jack Lee	Miss Dara	Lee K&B	1:24.0	19
9.	Dan McCan	Miss Dara	K&B	1:29.1	19
10.	Lee Frey	Ricky Rat	K&B	1:29.1	19

Standard

1.	Keith Davidson	Ricky Rat	Aldrich ST	1:32.7	28
2.	Lou Governale	Thunderchicken	K&B	1:34.4	28
3.	Jerry Silverman	Minnow	Lee K&B	1:35.7	25
4.	Steve Sica	Ricky Rat	Lee K&B	1:26.7	23
5.	Steve Krishner	Miss Dara	Lee K&B	1:43.2	23

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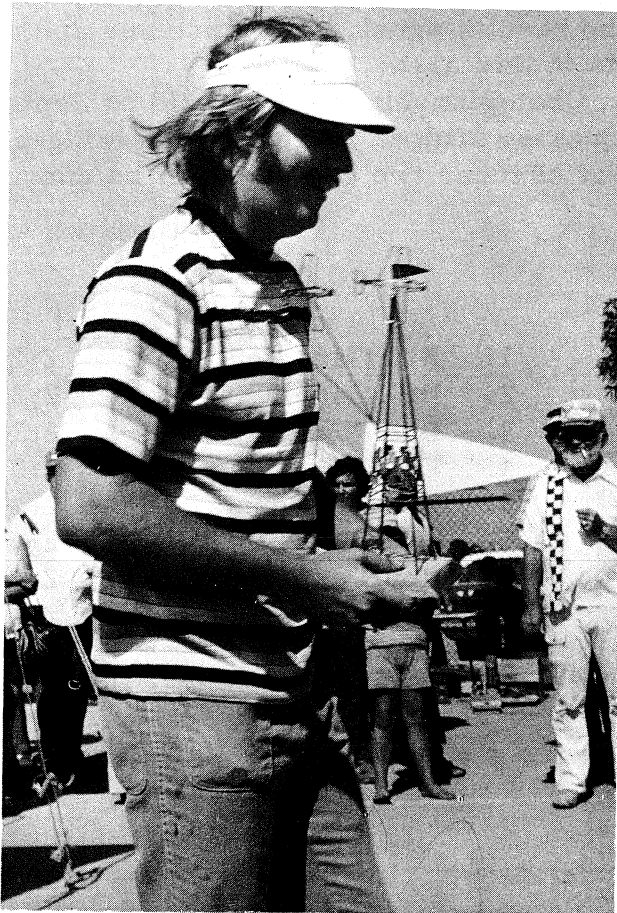
PICTURES FROM SOUTHERN CALIFORNIA RACE, Bob Stockwell



The Teacher told me to write:
"Prather Wins First in Expert!"
500 times. If this keeps up it
won't be long until I'm finished.



Keith Davidson proudly holding
beautiful Rickey Rat that won him
a First Place in Standard



Happiness is winning second place
in Expert and breaking 1:20 for the
first time all in the same day.
That's Charlie Shaw carrying away
the hardware.

REPORT FROM KANSAS, Don Moden

NCW/CD DON MODEN/SALINA, KS. /S. A. F. E. /6-9-74/FORM. I, OPEN/10/5/

Don Moden directed the NCW SAFE Championship meet with the SAFE Club and Sig Manufacturing as Co-sponsors. Sig went all out and furnished prizes for the first five places in each event which was greatly appreciated by everyone. Trophies were awarded to third place. These were furnished by the SAFE Club.

Mr. Pat Jones put it all together, for a day that had winds gusting to 45 mph. He made that #1 spot but to top it off he took 2nd place in the open event as well. Mr. Jim Bertaglio had the fast time of the day with a 1:41. Jim came in 4th in Form one and our young friend Mark Harter came in 5th. So for a miserably windy day we had a pretty good meet.

RESULTS

1. Pat Jones	1:47	20 Pts
2. Terry Rollins	1:43	18
3. Deeds Begelow	1:53	16
4. Jim Bertaglio	1:41	15
5. Mark Harter	2:09	13

* * * * *

REPORT FROM OHIO, Bill Hager

We had good weather for the July 7 Formula I, Sport and Quarter Midget races held in Mentor Ohio. The temperature was 90° with about 85% humidity! Instead of going into details on this race I'll let the results speak for themselves and use the space to remind you of some up coming events in this area:

The Ohio Pylon Racing Association Championships will be held on September 22 for Formula One and Sport Pylon and Quarter Midget. The Quarter Midget Championships will be held on September 29. Locations of these two contests will be announced later.

RESULTS

<u>Form. I</u>		<u>Quarter Midget</u>	
1. Gary Villard	1:36.7	1. Bill Gadamer	2:19.0
2. Bill Hager	1:43.0	2. Bill Hager	2:14.0
3. Fred Johanson	1:47.2	3. Bob Jones	2:33.0
4. Art Arro	2:13.1	4. Ed Nobora	2:27.0
5. Marv. Kowalewski	2:09.2	5. Bernie Oldenburg	2:44.0
6. Bill Gadamer	2:17.0	6. Al Kinder	2:41.0
7. Bob Singer	No time	7. Bob Penko	2:57.8
8. Bob Buzash	No time	8. Marv Kowalewski	2:45.0
		9. Fred Johanson	2:40/0
		10. John Fotiu	2:41.6

* * * * *

REPORT FROM FORT WORTH, TEXAS, Ed Rankin

The Forth Worth Thunderbirds held their first race of the season in the usual hot 90° F Fort Worth weather and 15 MPH wind. The Thunderbirds extended their hospitality to the contestants with a banquet Saturday night. This was the fourth race in the district and competition was strong as evidenced by times in the 1:20's: Downing turned in a a:25, Rankin 1:28.4 and Bertoglio a 1:29.3. That's very good for this type of weather.

Because of many "double cuts" and "no starts" there was a two way tie for first place (Bertoglio, Downing) and a three way tie for third (Rankin, Moncrief, Baker). Bertoglio won the flyoff for first place in a close race with Downing "blowing" a turn on the number one pylon. The tie for third was determined by best time due to frequency conflict.

Monty Moncrief, who had previously retired from racing, entered the contest only after some gentle persuasion late Saturday night. Rankin loaned him an airplane and radio ready to fly and he couldn't pass it up and won fourth place.

Jim Lumley won the Thunderbirds trophy for best novice performance with some fine flying of his Midget Mustang with an ST X-40.

John Hancock undoubtedly had the fastest airplane at the race with an El Bandito and ST-X40. John posted a 1:52 for eleven laps. When he tightens up the course a little we can expect to see him in the winners circle.

Mark Harter, who is 13 years old, posted a 1:48 and was high in the point standings until radio trouble crashed his Minnow. Congratulations to Mark for a fine performance.

RESULTS

1.	Jim Bertoglio	1:29.3	Ricky Rat	K&B	20 pts
2.	Don Downing	1:25.0	Dara	K&B	20
3.	Ed Rankin	1:28.4	Dara	K&B	17
4.	Monty Moncrief	1:34.6	Dara	K&B	17
5.	Harold Baker	1:43.9	Dara	K&B	17
6.	Glenn Zellner	1:46.0	Minnow	HP	16
7.	Charles Monnet	1:48.7	Minnow	K&B	13
8.	Maurice Woods	1:47.3	Minnow	K&B	11
9.	Jim Lumley	2:00.5	Mustang	X-40	11



Winners circle at Thunderbird's race of June 23:

Front row; L-R Jim Lumley -High pt Nov.
Don Downing - Second Place
Jim Bertoglio- First Place
Standing; Harold Baker 5th
Monty Moncrief 4th and Ed Rankin 3rd.

REPORT FROM OKLAHOMA CITY, Don Downing

Seven Rounds of Formula I racing was flow at the Oklahoma City Torks field on June 2. The weather was nearly perfect with light southerly winds and temperatures of 90 to 95 degrees. This great flying site was designed for Formula One racing with such fantastic things as a built-in PA system, pylons, light system and underground sprinklers. Contest Director Curtis Brownlee ran a faultless race that saw Ed Rankin turning in the best time of the race with a hot 1:31.5. Final results saw Don Downing taking first place with a two way tie for second between Maurice Woods and Jim Bertoglio. Jim cut once and turned in a 1:41 for 11 laps while Maurice got the Second place trophy. Ed Rankin and Deeds Bigelow flew off for fourth place with Ed winning handily.

RESULTS

1.	Don Downing	1:39.0	Dara	K&B	20 pts
2.	Maurice Woods	1:42.0	Minnow	K&B	18
3.	Jim Bertoglio	1:35.0	Ricky Rat	K&B	18
4.	Ed Rankin	1:31.5	Dara	K&B	17
5.	Deeds Bigelow	1:37.0	Dara	K&B	17
6.	Gale Helms	1:36	Dara	K&B	16
7.	Wayne Browning	1:36	Dara	K&B	15
8.	Terry Rollins	1:38	Ballerina	K&B	15
9.	Harold Baker	1:39	Dara	K&B	14
10.	Robert Barrett	1:56	El Bandito	K&B	13

REPORT FROM NORTHERN CONN., Bernice Williams

Just returned from the June 23rd race at Hadley where the racing gets better all the time. Pete Reed tied with Butch Schroder for the best time of the day 1:35.0 and he came in fourth. They both did their tying time in the same heat. That was a really close one! Bill Landry shared his canopy with a young newcomer named Brazazzee. (Sorry I don't know his first name but will call him "Buzz"). Bill and Buzz mid-aired, and to make things worse for Buzz part of his fuselage landed in the road where it was promptly run over by a car. Scratch one good airborne. Hope this doesn't discourage what looks like a promising newcomer.

RESULTS

	FAI		Form I
1.	Bill Zautner	1.	Bob Barkowski
2.	Adam Sattler	2.	Butch Schroder
3.	Tiny Rich	3.	Adam Sattler

Editors Note: Bernice also reported in her newsletter that Al Sager and Karen Schroder (Walt's daughter) were to be married on June 30th. Who says that Formula I racing kills romance? They picked a weekend when there was no race!

REPORT FROM MARA, JAMAICA NEW YORK, George Zink

In the face of a stiff souther breeze and a continuing threat of rain, the Long Island Drone Society held it's third annual pylon racing event.

Eleven Formula I entries treated the crowd to some fast racing thrills in the morning. Times were good considering the wind and heavy air. The best I recall was a 1:34 turned in by Paul Zink and George Barry. Several well known fliers competed., among them were Butch Schroder, Al Sager, Mike Helsel, Pete Reed and Ray Gallo.

A great big Thanks to all of LIDS workers from all of the MARA members. It was a well run contest with 45 heats run, all before five o'clock. A special thanks to the LIDS wives who ran the sign in booth.

Nineteen pilots entered the Standard Class with Paul Stenberg taking all the marbles with 4 wins. Paul made the trip up from Virginia where he is a member of the DCRC. Ron Spieler flew like an expert in his first QM try, missing a tie for first place by only one point. Bob Larson took three firsts in his heats and had he completed his second race who knows. Mark Weinstein and Mel Carver were tied for fourth with Weinstein winning it.

The Experts included Pete Reed and Mike Helsel who were both entering a QM race for there first time. Mike had a touch of bad luck. Pete was just getting competitive with a nice tight 2:07 when he met Mike in the air after his 10th lap.

Bill Fouri took 1st place with his usually competant competitive flying beating Jay Sternberg in the very last heat of the day. Jay had won them all up to then. Bert Dees was back in the swing again dropping his times with every heat.

RESULTS

Standard

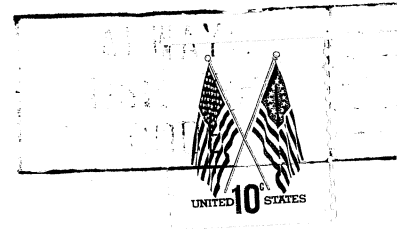
1.	P Stenberg	2:25	Shoestring	K&B	16 pts
2.	R. Spieler	2:23	P-51	ST	15
3.	R. Larson	2:52	Spirit of S. L.	K&B	11 $\frac{1}{2}$
4.	M. Weinstein	3:06	Cosmic Wind	K&B	10
5.	M. Carver	3:10	Ole Tiger	K&B	10

Expert

1.	W. Fouri	2:04	Miss Dara	K&B	15
2.	J. Sternberg	2:02	Ricky Rat	K&B	13 $\frac{1}{2}$
3.	B. Dees	2:03	Ricky Rat	K&B	12 $\frac{1}{2}$
4.	R. Ferris	2:09	Miss Dara	K&B	9 $\frac{1}{2}$
5.	Zink/Barry	2:05	Miss Dara	K&B	8 $\frac{1}{2}$
6.	P. Reed	2:07	Ole Tiger	K&B	8 $\frac{1}{2}$
7.	T. Feicco	2:13	Miss Dara	K&B	7
8.	M. Helsel	2:56	Miss Dara	ST	1 $\frac{1}{2}$
9.	M. Fogelman	NT	Miss Dara	K&B	--

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