



NEWS RELEASE NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

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

SEPTEMBER, 1974

AMA AFFILIATED

Business Address

Secretary: Bud Anders, 16509 Saticoy Street
Van Nuys California 91406

Treasurer: Ron Schorr, 5224 Teesdale Ave.,
North Hollywood California 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

Just returned from the NATS where we had our second annual NATS N.M.P.R.A. meeting. The attendance was down from last year due primarily to the fact that this old man was late getting to Lake Charles, (Poor flying weather), and information on time and location did not get to everyone though we did try. Some of the topics that were discussed that will need acting on are a set of rules to be adopted by A.M.A. to standardize judging procedure and standards. This will be done, hopefully, by the start of the '75" racing season. There was a lot of discussion on changing to the 1, 2, 3, 4 judging system now used in Southern California. I have hesitated to suggest this on a National basis because it did originate in Southern California but most of the people I talked with who were in favor of the change were from other parts of the country. This will be put to a membership vote later on this year. Considerable discussion took place on $\frac{1}{4}$ midget idle rules (by $\frac{1}{4}$ M Flyers). As any changes in the rules will have to wait until after '75 to be included in the rule book I think its best to use this time to experiment with various changes and try to build our QM membership to provide a better cross section of flyers. The AMA prefers to deal through NMPRA for all Pylon racing proposals, we have tried to keep $\frac{1}{4}$ midget separated within our organization and yet there is some reluctance to join. The two things I hear most often are "what is NMPRA doing for me" and "I don't want the Formula One flyers running QM". In answer to these I say that NMPRA was helpful in getting $\frac{1}{4}$ Midget recognized as a provisional event with AMA and responsible for getting this event into the Nationals. All things pertaining to QM have been handled through Bill Cooper the QM Associate Vice President and his various District V.P.s. There is no question that Quarter Midget is going to have growing pains as did Formula One. The only solution as I see it is for all QM flyers to come aboard and help be a part of this growth. QM is a terrific event but only through consolidated effort by the flyers involved can its true potential be realized.

The time is drawing near for next years elections and the candidates should start coming forward. A letter to me stating that you are willing to run for a given office will suffice to put you on the ballot. I would appreciate it if all existing V.P.s who do not wish to serve again would make sure that qualified candidates from their districts come forward. NMPRA is run by the members for the members and it is important that all districts be well represented. Bill Cooper has declined to run again to head up $\frac{1}{4}$ M, due to business. This is a very important job and I hope we get several names of willing people for this position, (Quarter Midget Associate Vice President).

Continued

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.



NEW MISS DARA

Newly developed for 1974, the Miss DARA features dural gear, super-thin wheel pants, and a newly shaped fuselage for that extra speed. A PROVEN WINNER in 1973, and an even better racer in 1974.

KIT PRICE **\$89⁹⁵**

Designed and manufactured by **PB PRODUCTS**

16443 Vanowen Street · Van Nuys, California 91406

* K & B MANUFACTURING *
Division of Aurora Products.

- K&B 40S R/C ENGINES
- Consistently in the winners circle
- Flown by the Champions
- See your local dealer or write:
K & B Manufacturing Company
Downey, California

A&L's LR-1A takes in Formula I Contest at Whittier Narrows

Designed by Joe Foster



Kent Nagy says, "The best all around Formula I I have ever flown. Exceptionally good for beginner." At Whittier: 7-1st's, 1-3rd. My best time 1.21.



Fiberglass and Foam Aeroplanes are Fast, Competitive, Quick and Easy to build!

KIT CONTAINS: Gel-coated Glass Fuselage Cheek Cowl, Foam Cores - 1/4 Ply. w/skins, Wheel Pants, Ply. Firewall & all Ply. Parts, Dural Landing Gear, all wood parts pre-cut, Plans, Building and Flying Instructions. **\$59⁹⁵**

DEALER INQUIRIES INVITED

A&L MANUFACTURING 16509 SATICOY ST. P. O. BOX 7144
VAN NUYS, CA. 91406 (213) 988-1159

* CLARENCE LEE *

- Custom K&B 40 Engines for Formula I and F. A. I.
- For the very best in racing engines it's:

C. F. LEE MANUFACTURING COMPANY
7215 Foothill Blvd.
Tujunga, California 91042

Terry Prather's World Record Design Little Toni	\$ 99.95
Joined Epoxy Wheel Pants with Axle Retainers	\$ 9.95
Aluminum Racing Wheels	\$ 5.95
Axle Retainers	\$ 1.98



PRATHER PRODUCTS
1660 RAVENNA AVE., WILMINGTON, CA 90744

FLASH! FLASH! FLASH! FLASH!

R.N.S. Mounts dominate clean sweep at Bakersfield.
Jeff Bertken 1st Place. R.N.S. Mount, K&B by Lee. 1:18
Terry Prather New World Record 1:15.6. Terry Tiger X-40 R.N.S. Mount.
Bob Smith 1:16. K & B by Lee. R.N.S. Mount.
R.N.S. R/C Products made for champions.

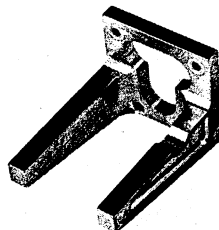
R.N.S. R/C PRODUCTS

5224 Teesdale Avenue, No. Hollywood, Calif. 91607

K & B .40 Motor Mounts
Pre-Drilled, Fully Machined
Bar Stock Aluminum
Lightweight
Undrilled For All Other
.40 Racing Engines

Used by Bob Smith, 1973 NMPRA Champion, and chosen by Terry Prather, World Record Holder. See Clarence Lee's article — April 1974 RCM.
Priced at \$14.50

Dealer Inquiries Invited



KRAFT
SYSTEMS, INC.

THE LEADER IN RADIO CONTROL

WRITE FOR FREE CATALOG

450 WEST CALIFORNIA AVE. VISTA, CALIFORNIA 92083



President - continued

I have been asked to run again but at this time have not made a decision whether or not to do so. Don't sit back and say "let Joe do it" come forward and help provide the leadership that is so important for our continued success.

FROM THE EDITOR, Loretta Hall

Well, it's all over but the rehashing. The Lake Charles Nats is now history and it was an unusual one to say the least. Some of the more outstanding differences from any other Nats I have been to were: The lack of spectators at any of the R/C sights. Normally when Formula One racing is going on the crowds at the Nats are very large but this year we saw very few people that were not involved in the event. We chalked this up in part to the fact that Lake Charles is not the big city that Chicago is so there would naturally not be the spectator interest, but in great part to the fact that the base was so huge that from the main entrance to the flying site was about two miles and no one posted any signs anywhere which would have directed people to the sites. It was too bad because we were very well treated by the citizens of Lake Charles and the Newspaper coverage was front page every day and I'm sure that had they known where we were flying they would have come and watched.

From the Lap Counting Board, which is where I sat most of the time, this was a Nats that was filled with frustrations. Terry Prather getting zeros because of a hole in his fuel line. Expert flyers like Kent Nogy and Charlie Shaw nosing up on take off. Racers crashing right and left on the Six Meter frequencies for some mysterious reason, and most frustrating of all were Larry Leonard and Kent Nogy tied for first place until their last heats then both getting back to back zeros.

The biggest thrill for me was getting a flight line view of Terry Prather turning a 1:14.9. If times like these ever become common I would suggest buying swivel stools for the lap counters because you just can't turn around that fast in an ordinary chair.

The week, as frustrating as it was, had it's lighter moments too like when Jim Maki gave us an imitation of a man dying of thirst in the desert by crawling on his belly to the flight line. Jim was not only racing but also calling for about three other guys and he had made the long walk to and from the pits so many times that maybe he wasn't kidding. Then there was the clown, Jeff Bertken, who brought his plane out to the line and set it down as usual and pretended to start the engine and ran back with his transmitter and when the flag dropped his caller gave it a push and the wing fell off. Jeff had no intention of racing in the heat so did not even turn on the transmitter and the whole thing was a big put on for Ron Schorr, but it was so funny that it took the lap counters about a half a lap to find the airplane they were counting for. Believe me, it's nice to laugh once in a while after you have put in a couple of 12 hour days working in the hot sun.

Someday I would like to put together a portfolio of how all of you guys look while you are flying a race. I was watching faces while I wasn't counting laps and it's really something else. Some of you bite your lip, fly the ship with your tongue, squint, sneer, grimace and just generally look funny as heck. The only reason I don't take pictures is cause I may look the same way when I fly and if I do I don't want to know about it!

Since no one turned in an official Nats report with all the scores etc., I will pass on that phase of it and let the magazines handle it. (Which they will do repeatedly I'm sure). I do however have an article which I will include at least in part by Mike Keville. He is the free flighter turning Formula One Racer who wrote us the dandy article on how to lap count some months back. Its kind of a lines eye view of the whole thing and funny as hell.

PYLON AT THE NATS, Mike Keville

Thanks to Howard Nupen and Jack Fabbri I was able to attend the '74 Nats as a Pylon Official. Let me state right here and now that it was the most exciting week I've ever spent.

We flew in on Texas International on Monday and spent the day getting moved into to dorms at McNeese University and renewing acquaintances with people not seen in years. Tuesday we laid out the courses, both FAI and Formula One. Many excellent helpful hands were available from the local LARKS club and the job was complete in a short time. From the way he directed this portion of pre-racing activities, I could tell that Jack Fabbri "don't take no (deleted) from nobody!....and that his would be a hell of an awakening for me.

Wednesday saw us at the site at 7:00 AM, setting up tents, stringing wire, and generally trying to stay awake from the long evening before of processing models until 1:00 AM. There was no qualifying - thus everybody was scale judged and safety inspected.

After spending the morning working the number one pylon for FAI and the number three pylon for a while in the early afternoon for an hour I was sent to my real love, Lap counting. Where did they assign me? Position number one! Who was up? McCan, Prather, Leonard and Maki! (The names may be wrong but it seemed like every good flyer in the country was there and here was a Free Flighter counting on the number one position.) Anyway all went smoothly for the remainder of the hour and then Ken and Loretta came back and I went back to the number 4 position (the Welfare slot). I think I spent more time watching the pilots thumbs on the sticks than I did watching the airplanes (in the three plane heats that is). Interesting sidelight was watching the Japanese and Mexican guys with their callers yelling things like "Listo - Yah!" and "???? - Hai", for the old "Ready-Turn" signals. One Japanese team would have a caller who'd go clear around the course in Japanese and then at the number one turn would calmly switch to english for the "Ready-Turn", then back to Japanese. I cannot overemphasize the absolute sportsmanship displayed by both the Mexican and Japanese contestants. They're beautiful competitors.

Wednesdays finish at the prescribed time was an indication of things to come. Fabbri seemed to have picked his crew with care.

Thursday saw the exciting finish of FAI with Kent Nogy winning with a 1:36.7, and after lunch we got on to Formula One and it was anybody's race. Although it was very hot and humid, we saw some good times. Hottest performer besides the So. Cal. guys seemed to me to be Irwin Funderburk, but alas, something failed and he went in full bore about $\frac{1}{4}$ mile out into the swamp. A couple of crop-dusters found the remains, and are now (at this writing) trying to contact him. Uh-oh look out: Jimmy Witt is really smokin' with his "Rat". He's lookin real good until he bumps another pilot with his Xmtr antenna and stuffs it at number 3. Whatta mess! Does he give up? Does he figure "that's the breaks?" - well listen up buddies. Jimmy Witt goes back to the motel room, stays up all night and completely rebuilds that model! Built it so good in fact, that it passed safety inspection and flight test the next morning and finished 7th overall with 23 points and a best time of 1:21.4! Now that's a model builder.

Friday: Formula One all day. "Where do I work Jack?" "Right now I want you to pound in some tent stakes." "Right Jack."

Guys tightening up: Leonard, Nogy, Helms, Martin with perfect scores so far, maybe others too. Temperature going up, humidity going up, tempers going up. More volunteers than ever on the line, plenty of ice water, efficient card runners, great mike work for the spectators by Stockwell and Bleadon. Comin down on it now. Early in that day, a pro's heat: Leonard leading the pack until he cuts at number 3. Probably still won, (I couldn't tell....I was on three!) - HEADS UP! Look out, somebody dove for the deck

cont'd.

and almost got Bleadon and his camera (he never saw it coming only heard it going). More. More: here comes White and Red he's in too tight around Three... My God, he's going for the deck. Hey! he went right in between Upton and some other dude and pulled out - half finch above the deck.... (deleted!)

It's over? It's over? No! - Flyoffs! OK Guys, here we go: Several guys have perfect scores; now we're going to settle this thing. Airplanes come out to the line. Yellow & Blue; White & Purple. Green, each bringing with them their Masters straining to be cool, praying that their callers are alert and their radios work. Will the engine start? No names yet, ladies and gentlemen, because I was Lap Counting and wasn't aware who was there; only "would I do the job right?" Earlier in the day, several guys had stuffed it; Bobby Johannes and young Davidson. My only concern was doing the job and not screwing anybody up because this was the end of the show.

I've lost track of the heats; there're four planes and they all look good. Screamin' ready. It's "Now or Never". Off they go, - several turns later, all are hauling bananas, but it looks like Larry Leonard has bagged em -- wait a minute... what's that glitch at turn three? Whew! Oh my God!.... there he goes, up, up, up, - half roll - spinning, down, down, down.... spinner first into the swamp. musta been goin 200 when he hit Oh, Man! Leonards out!

Suspected radio failure - maybe, and maybe not - but the monitor showed he'd lost the signal. Takes it philosophically; like a Champion that he is. Goes to help and call for his buddy Kent, who now has a clear shot at For. 1 as well as FAI. Others are up too Gail Helms, Bill Pries and others who have worked and sweated to get this far. One more heat.... God, my knees are shaking! In this heat Bertken pulled his now famous wing separation trick providing us all with some much needed comic relief.

We're comin down on it: Kent against the best that the rest of the country has to offer. Everybody is nervous as hell.... everybody, that is, except Kent - who has to be one of the coolest customers I've ever seen in a contest. Kent's the favortie to win in the lineup.

"Ninety seconds to start em." HERE WE GO! Who wins this will win Formula One! Never saw so many watches waiting to be punched! Very little sandbagging: everybody fires up; Pretzer checks communications, all ready to go. Nupen checks his lap counters for Zero time watches and cards up. This is it!.... Starter looks 'em over; Ready? Ready? Ready? Ready? - all nod with jaws set... let'er rip. Whap! Off goes the flag! Jeezis! What's that screaming? Sounded like a shaftrunandmygodit'sNogy! Nogy! He's got the prop and eaten it! (Deleted) look outtherecomes YelloandWhampastOne.... screamin' caller with a raw throat yelling "out, out, out, out dammit! - TURN!" "Bringitin, bringitin OhGodnotthatmuchOhNogoOutOutOutNowTURN, Beautiful! OKThat'sCookin'EasyOutalittle NowbenditHeytheycutthreesoLightenuponthatMuthahWeain'tgotnocutsJustkeeppluggin'... OhGodIthinkWeWonKeepItComin'.... OmManThere'stheFlag, GoagainJustinCaseGO-AROUND AGAIN UNTILI TELL YA TO QUIT!"

.....and he did go around again and he did win, and his name is Gale Helms, and he's from TEXAS!

REPORT FROM HAWAII, Barry and Brenda Reade

The HMPRA held their fourth race of the season in the normal 15-25mph gusty winds that always make landings a pleasure.

In Quarter Midget George Duerksen triple cut to a zero in the first heat but came back and took first in the last three heats to take the overall win for the day. During the second heat Henry Pasquet and Barry Reade had a mid-air around #3 pylon which put Barry out for the rest of the day. Henry had a backup ship which he put to good use ending up second for the day.

Cont'd.

Hawaii, continued

In Formula One there was quit a bit of commotion over George Duerksen's new Dara II. The plane is the first of the new ultra slims here in Hawaii. As the days racing proceeded it was also apparant that George had the fastest ship on the course, posting a 1:43 for fast time of the day. But, and there are always butts in racing, Robert Barnes put it all together to take the number 1 spot with his Super Minnow. George took 2nd place. Henry Pasquet lost his number one Minnow during the 2nd heat while chasing young Randy Cislo around the scatter pylon. Henry tied Randy for third place as far as points but Henry had a faster time. Henry had a back up ship to make this possible.

Formula One is growing here in Hawaii. I wish I could say the same for Quarter Midget but I can't. I am afraid it is on its death bed due to the popularity that our one of a kind event has been gaining. The next Formula One event will be held in conjunction with our 50th State Championships on October 6, 1974.

RESULTS

FORMULA ONE

- 1. Robert Barnes 1:48
- 2. George Duerkson 1:43
- 3. Henry Pasquet 1:45
- 4. Randy Cislo 2:07
- 5. Loo Cislo
- 6. Terry Weldon
- 7. Barry Reade

QUARTER MIDGET

- George Duerkson
- Henry Pasquet
- Barry Reade

REPORT FROM QUARTER MIDGET, Bill Cooper

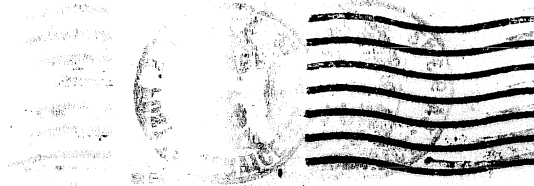
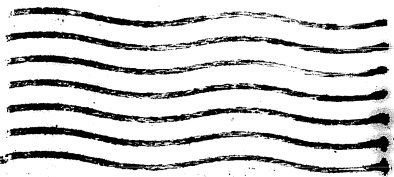
The AMA Nats have ended and I would like to congratulate those contestants and winners who made it to Lake Charles. Because of my pressing business commitments, I was unable to make it but my phone has already started ringing and my mail box is full.

Let me reflect here on some comments I have heard: 1. The idle rule has come under fire, with flyers complaining that it was an idling contest, not a race where the fastest pilot won. I understand that there were some extremely low times (1:45), but these engines wouldn't idle. I can only say that this somehow functions as an equalizer, and that typically, a re-worked or "super-hot" engine does have trouble idling. We must look to the manufacturers for a solution to this problem. I spoke with Austin Leftwich, whom everyone knows as a stiff competitor, (that's not a slur, A.) and he attributed his "once in four years engine quitting" to a faulty plug. He changes plugs after every race and he finally got a bad one.

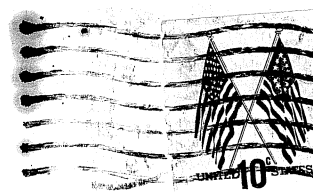
This rule must be retained if we are to perpetuate the event and the spirit of intent under which it was written. Every rule is going to make somebody mad, sometime, but this rule is less burdensome on the TYPICAL Quarter Midget pilot. To change this rule would run him off. Ideally, the fastest pilot could solve this idle problem and still retain his speed.

2. There has been some discussion about the scale rule being abused by people flying "thingy" airplanes which resemble FAI birds. I can only say that this violation must be halted by C.D.'s starting at the local level--if the plane is illegal--don't let them fly it. You might make one individual mad, and hear it, but to let him fly causes rough

Continued



NMPRA NEWSLETTER
 7546 Balboa Blvd.
 Van Nuys California 91406



FIRST CLASS MAIL

TO:

ED RANKIN
 6072 Wonder Dr.
 Ft. Worth Texas 76133