



NEWS RELEASE

NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

PYLON RACING → FORMULA I → FAI → QUARTER MIDGET

NOVEMBER 1974

AMA AFFILIATED

Business Address

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

Treasurer: Ron Schorr, 5224 Teesdale Ave
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

I will keep this short this month as we need the space to print ballots and membership renewal forms. It was intended to include season point standings this month but they have been slow coming in and they will have to be printed in the next issue.

Jim Maki has done a fantastic job of putting together the Championship Race for this year and I hope all that are eligible will make it. Just had a letter from Ed Rankin and the Texas crew are all ready working on the race for 1975.

We had a request to include Quarter Midget at the Championship race next year and I would like some feedback from both QM and other members regarding this. Don't wait for the other fellow to make your decisions for you, get out a pencil and drop us a line.

I have not received nominations for Quarter Midget Associate V.P. or District V.P.'s and as it's getting late, the ballot for Quarter Midget will have to be included next month.

A large portion of the V.P. positions have only one candidate. (Write in votes are permitted). Even if there is only one candidate in your district please vote; show these people that you support them. The V.P.s give up a lot of building and racing time to work for you so VOTE TODAY!

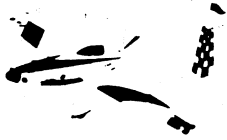
* * * * *

FROM THE EDITOR, Loretta Hall

Page Three of this Newsletter is where you will find your ballot and instructions. Please remove that page immediately so that there will be no possibility of losing it or throwing it away when you are through reading the letter. It is very important that you vote, so why not do it now before you forget? My personal opinion is that we have had one helluva good Board of Directors this year. They have all worked there little fingers to the bone so show them you care enough to vote!

***** VOTE NOW ***** VOTE NOW ***** VOTE NOW ***** VOTE NOW ***** VOTE NOW *****

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 **\$89.95**

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. **\$59.95**

DEALER INQUIRIES INVITED

A & L MANUFACTURING

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

Available At Your Local Dealer

- World Record Design Little Toni \$99.95
- Little Toni Wing Kit 34.95
- Joined Epoxy Wheel Pants 9.95
- Aluminum Racing Wheels 5.95
- New Type Axle Retainers 1.98
- Heavy Duty Dural Gear 5.95

Available Direct Only

- Customized Terry Tigre STX40 \$125.00
- STX40 Rear Exhaust Extension 4.00
- STX40 Exhaust Adapter "O" Rings - Pkg. 3 1.50



PRATHER PRODUCTS

1660 Ravenna Ave., Wilmington, Ca. 90744

(213) 835-4764

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

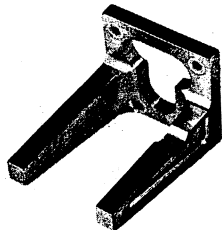
5224 Teesdale Avenue, No. Hollywood, Calif. 91607

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

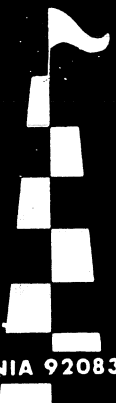


KRAFT SYSTEMS, INC.

THE LEADER IN RADIO CONTROL

WRITE FOR FREE CATALOG

450 WEST CALIFORNIA AVE. VISTA, CALIFORNIA 92083



FROM THE SECRETARY, Bud Anders

There are several new things to tell you about for 1975:

1. 1975 membership will still be \$10.00 including newsletter, race number, plane decals and cloth patch.
2. We have a new Junior membership program. If you are, or become, a NMPRA member, and have a junior (18 and under) in the family who wants to join, then the junior member would be \$6.00. Only one newsletter will be mailed to your family.
3. We are also offering a new five year plan: You pay in advance for four years and receive five. You will also receive a special membership card and guarantee your race number for the full five years.
4. We will also have extra colth patches available at \$1.50 each and extra decal sheets at \$1.00 each. Also there will be a large 4½" cloth jacket of shoulder patch available at \$2.50 each. We are also planning a T-shirt and tie tac or lapel pin for 1975. A new Vol. II NMPRA Pylon Race book is also in the works. If you have any suggestions or ideas on this, please let me know.
5. IMPORTANT -- PLEASE READ CAREFULLY:

IF YOU WISH TO RETAIN YOUR CURRENT RACING NUMBER FOR 1975, YOUR 1975 DUES MUST BE IN OUR HANDS BY MARCH 1ST, 1975. AFTER THAT DATE ALL RACING NUMBERS NOT CLAIMED BY A PAID MEMBERSHIP, WILL BE UP FOR GRABS. NO EXCEPTIONS!! IF YOU DECIDE TO JOIN AFTER MARCH 1ST, AND YOUR OLD NUMBER IS STILL AVAILABLE, THERE WILL BE A \$2.00 ADDITIONAL LATE FEE. THIS DOES NOT APPLY TO NEW MEMBERS SEEKING A NUMBER FOR THE FIRST TIME.

6. Please mail all 1975 applications and checks directly to me and not to your local VP.

We are looking forward to a bigger and better year in 1975 and this cannot be accomplished without the full cooperation of each and every member -- Namely You.

REPORT FROM SCE DISTRICT, Jim Maki

SCE Season closed November 3, 1974. Following are the final point standings:

** 1.	Jim Maki	22T	562.0	29.	Jim Nickles	03R	117.9
2.	Irwin Funderburk	48Q	541.7	30.	Norm Holland	06T	117.7
** 3.	Bill Williamson	21T	504.5	31.	C. D. Collins		103.6
4.	Dalton May	11S	500.6	32.	Bruce Richmond	86S	96.2
5.	Bob Brogdon	78S	484.0	33.	Harvey Varnett	20T	91.5
6.	Tom Baker	23Q	460.7	34.	Arrick Meyers		87.4
7.	Dallas Buck	27Q	433.8	35.	John McDermott		73.4
8.	Greg Doe	07S	395.5	36.	Luke Potter	12T	60.8
9.	Jack Fehling	23T	371.7	37.	Scott Bingham		59.7
** 10.	Harold Coleson	69T	370.2	38.	Terry Prather	93B	57.8
11.	Tom Pownall	35T	323.6	39.	M. Bodenheimer		54.0
12.	Jim Katz	04Z	282.5	40.	Bill Stewart		50.5
13.	Cliff Telford	01Q	280.4	41.	Charlie Krueger	44T	46.4
14.	Jim Moorehead	56T	279.7	42.	Dave Brown		42.7
** 15.	Bob Violett	01R	272.1	43.	Don Lowe	31.4	
** 16.	Bill Preis	23P	247.5	44.	Clyde Yarbrough		29.5
17.	Bob Silwanicz	39S	243.3	45.	Ed Weitock	67S	28.7
18.	Jim Stegall	31Q	212.4	46.	S. Darlington	11V	23.8
19.	Steve Kovach	24T	192.5	47.	Marvin Howell	18R	23.0
** 20.	Charlie Brunner	09U	189.0	48.	Chuck Nickles		20.7
21.	Dave Pearce	04R	179.8	49.	Brian Richmond	85S	20.1
22.	Art Chambers		162.4	50.	Dave Thomas	26T	18.3
23.	Buck Jones	80S	154.5	51.	Buddy Blackwell		17.3
24.	Dennis O'Brien	87S	153.3	52.	Perry Mishoe		15.1
25.	Chuck Baucom	22Q	150.5	53.	Pete Rourk		13.3
* 26.	Ralph Leidner	28T	149.0	54.	Ed Izzo		12.5
27.	John Ford		148.6	55.	Dave Donat		8.1
28.	Mike Grady	04Q	134.6	56.	Jim Vail		7.3
				57.	Jim Grier		1.2

REPORT FROM NORTH EAST DISTRICT, Adam Sattler

Northeast season closed November 5, 1974. Following are the final point standings:

<u>Formula One</u>			<u>FAI</u>		
1.	Al Sager	536.8	1.	Adam Sattler	492.0
2.	Bob Barkowski	531.6	2.	Bob Barkowski	466.8
3.	Adam Sattler	482.8	3.	Mike Helsel	423.7
4.	Butch Schroder	462.6	4.	Hal De Bolt	374.1
5.	Peter Reed	459.6	5.	Pete Reed	373.2
6.	Kent Landefeld	451.5	6.	Bill Zautner	350.2
7.	Mike Kelsel	439.7	7.	Kent Landefeld	327.7
8.	Bill Fautner	430.6	8.	Saul Green	256.3
9.	Dick Smith	295.0	9.	Tiny Rich	244.2
10.	Hal DeBolt	289.7	10.	Bill Landry	223.5
11.	Fink/Barry	285.9	11.	Bob Noll	148.9
12.	Ed Weitock	164.5	12.	Dick Smith	142.4
13.	Paul Senyk	156.2	13.	Kirk Cirillo	142.0
14.	Bob Noll	152.9	14.	Dave Gierka	138.0
15.	Saul Green	147.8	15.	Dave Fifield	133.7
16.	Bill Hager	142.1			
17.	Bill Landry	140.6			
18.	Scott McAfee	133.6			
19.	Bob Swigar	96.0			
20.	Al Heminger	84.9			

REPORT FROM NORTHERN CONN., Bernice Williams - 347 Southwick Rd. Westfield, Mass.

The following schedule of events for 1975 were set by the NCRCC (Northern Conn.), the HCRC (Hampshire County R/C), the Thundervolts (New York) and the PGRC (Maryland). The calender of events was set forth to avoid conflicts with other events put on by these clubs. Any other club that would like to cooperate in this effort, please heed the schedule and plan accordingly. NCRCC is scheduling only four events for 1975 in order to allow other clubs in this area time for their contests without conflict. Our aim is to have fewer but bigger and better meets with more clubs participating. Any club interested in joining in this effort is urged to send me your contest schedule at the above listed address so that it can be included in the NCRCC Newsletter. Lets get together and plan for a better 1975.

- May 4 - HCRC - Form. 1 - FAI
- June 1 - HCRC - Sport Scale - Fun Fly
- June 15 - NCRCC - Form. 1 - FAI
- June 29 - Thundervolts - Form 1 - FAI
- Aug. 3 HCRC - Glider
- Aug 31 - HCRC - Sport Scale - Fun Fly
- Sept. 13-14 - NCRCC - Form 1 - FAI

- May 11 - NCRCC - QM - Sport Pylon
- June 7-8 - PGRC - QM - Form 1
- June 22 - HCRC - Glider
- July 13 - HCRC - Form 1. - FAI
- Aug. 16-17 - NCRCC Pattern - Sport Scale
- Sept. 6-7 - Thundervolts - Form. 1 - FAI

REPORT FROM THE OHIO PYLON RACING ASSOC., Bill Hager

On October 13, 1974 the Ohio Pylon Racing Association wound up their 1974 season with the second annual OPRA Championship race. Trophys were awarded to the person who had the most points in each category of racing. Besides the category awards, a Grand Champion is also named, this is the flyer who has the most points overall for all events. This years Grand Champion is Ed Nobara. First place trophy for Quarter Midget went to Ed Nobara, First Place for Formula One was taken home by Bill Hager and Gary Villard won the Sport Pylon award.



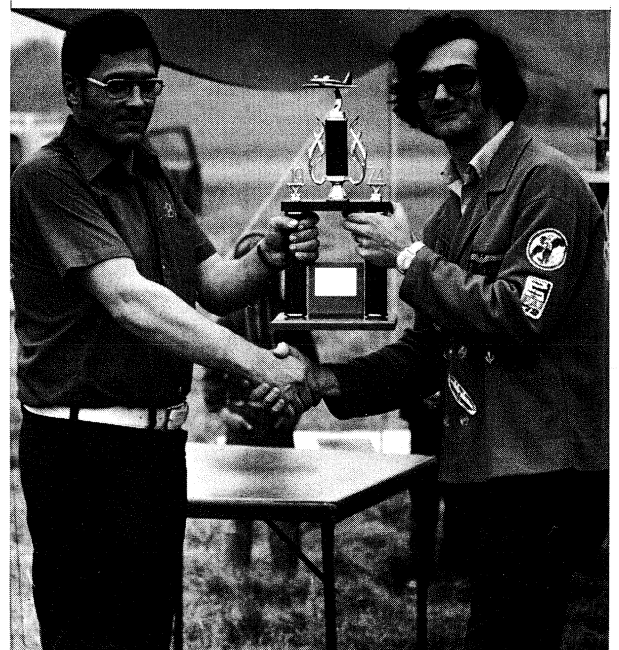
← ED NOBARA on the left, proudly accepts Grand Champion Trophy. Ed also took home the award for Quarter Midget Champ.

Below:

BILL HAGER on the left accepting the big one for Formula One Champion.



Above:
GARY VILLARD, left, goes home with a big smile and a big trophy for Sport Pylon Champ.



REPORT FROM CALIFORNIA, Ed Hotelling (Expert) - Jay Replogle (Standard)

On October 12 and 13th, Camarillo Flying Circus hosted and American Aircraft Modeler sponsored the Western States Pylon Championships at Oxnard Air Force Base. In addition to the gigantic perpetual NMPRA trophy dating back to 1965 and the three foot high fast time perpetual trophy, each contestant received a handsomely embossed souvenir metal plate and the top fifteen winners in each class received large wooden plaques with engraved NMPRA emblems and pertinent data - a refreshing change from some gaudy trophies.

Contest Director Nate Rambo and his crew got processing and handicap judging for all 70 pilots (43 in Standard and 27 in Expert) completed in time to flag off the first heat about 9:20 Saturday morning. Unfortunately, several hours were then lost while the pylon course layout was twice reversed when unusual desert winds swept the area and then gave way to the normal ocean breeze. These high winds also caused a lot of aircraft damage to those flying at the time. Finally, the weather cooperated and a total of five rounds were flown before measuring winners and presenting awards Sunday afternoon.

Although the top Expert flyers were evenly divided in numbers using K&B's and Supertigers, Terry Prathers' fast time with the ST was slightly bettered by three K&B flyers, including ever fast Bob Smith who won the Fast Time trophy by doing 1:17.4 in a tight race against Tom Tusing. However, after five rounds, only Terry Prather and Kent Nogy had perfect scores. In their flyoff for first place, Terry's cut gave first place to Kent Nogy.

In Standard class young Mike Atzeii with his immaculate "lil Toni" turned the fast time of 1:25.6 but fell short of the top 15. The week belonged to John Roose also flying a "Lil Toni" X40 powered. John collected 19 of 20 points with a fast time of 1:34.2. to take home the first place trophy. Second, was Keith Davidson with 18 points and a blazing fast time of 1:28.3 flying a Rickey Rat also X40 powered.

The success of the Western States Pylon Championships, marred only by a period of windy weather, was capped by a raffle of merchandise for the workers. Encouragement of workers certainly makes sense, because building a plane to race is pointless without them.

<u>EXPERT</u>				<u>STANDARD</u>			
1.	Kent Nogy	1:18.0	20	1.	John Rouse	1:36.1	19
2.	Terry Prather	1:18.2	20	2.	Keith Davidson	1:28.3	18
3.	Ed Hotelling	1:18.0	17	3.	Dennis Osborn	1:33.8	17
4.	Jim Jensen	1:19.2	16	4.	Jerry Boyce	1:34.8	17
5.	Jim Witt	1:22.3	15	5.	Ron Hadaway	1:37.8	17
6.	Ed Foster	1:23.0	14	6.	Ron Gilman	1:28.0	16
7.	Lou Governale	1:24.6	14	7.	Rusty Van Baren	1:30.0	16
8.	Bob Smith	1:17.4	13	8.	Lou Stanley	1:28.1	15
9.	George Flynn	1:30.0	13	9.	Jerry Silverman	1:31.0	15
10.	Ron Sheldon	1:23.0	13	10.	Bob Wilde	1:33.3	14
11.	Dan McCan	1:25.5	12	11.	Steve Kirschner	1:33.0	14
12.	Ed Allen	1:29.5	12	12.	Joe Howard	1:34.5	14
13.	Larry Leonard	1:21.5	12	13.	Scott Johnson	1:35.0	13
14.	Wes Morris	1:19.5	11	14.	Tony Amezcua	1:36.6	13
15.	Lee Frey	1:30.2	11	15.	Bobby Baker	1:40.3	13

REPORT FROM THE UNITED PYLON RACING CIRCUIT, Kent Landefeld

The UPRC Championship awards for 1974 were presented recently and as you can see by the pictures below our Canadian friends imported some of the brass. Rick Paine of Waterford, Ontario Canada and his caller Terry Cottrell took home the big one for Formula II and FAI Overall Grand Champion. The Formula One Championship was won by Kent E. and E. Kent Landefeld of Buffalo New York.



Above:

That's Terry Cottrell on the left and Rick Paine, of Canada looking mighty pleased with their UPRC Championship Trophy for Form. II and FAI - 1974.

Right:

E. Kent and Kent E. Landefeld (E. Kent in on the right) posing with the beautiful bird that helped them win Formula I Championship in the UPRC '74 season.



REPORT FROM THE NORTHWEST DISTRICT, Bob Root

The racing season in the Northwest is over for 1974 and since we have been trying the new idle rule since early this spring I thought I should report on the results.

There have been three Formula One races using this rule and each race drew approximately 5 to 7 entries (typical of this area). After three races and one practise session the group voted to drop the idle rule. The guys have had a lot of trouble adjusting engines to idle as they continually try to improve the top end. The idle rule brought in a new bunch of people to Formula One racing, but once they had raced a bit they all wanted to go faster. The new Form. I competitors are all people that were previously flying FAI with the result that there will probably not be any FAI racing in this area next year. The general feeling is that the Cliff Weirick proposal for three Formula One classes is a good one. The new guys can start out with an engine which idles and go to the faster class as they become more proficient. Safety doesn't seem to be a problem at the relatively slow speeds they are flying locally. Almost all of the experienced flyers who were racing last year have dropped out this year for various reasons, so the new racers are all relatively competitive between themselves.

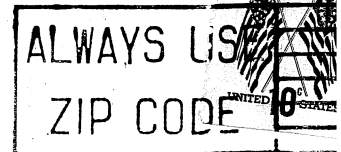
My impressions are that it looks like the idle rule has not worked out as a single class. It seems okay for the new guys, but they soon want to go faster with less engine tinkering. The typical Form. I airplane seems to be easier to land with the engine at a good idle, but everyone is soon improving the top end (as expected) to the point where the idle is degraded such that it takes a large runway and a strong wind to allow consistently safe landings. The group initially jumped on the idle rule idea but after a few races they decided to drop it.

The Pylon Racers of Puget Sound (PROPS) have decided to include Quarter Midget racing with their winter $\frac{1}{2}$ A racing series. I hope that the $\frac{1}{2}$ A and $\frac{1}{4}$ M racing brings in new people. I am not too optimistic though, there is such a limited number of people interested in racing in the Northwest that I hope they can settle on a single racing class enjoyable to everyone.

Editors note:

The above article by Bob Root the District VP for the Northwest District was not originally intended as such. Bob was writing a letter to Glen Spickler reporting on the status of things in his district. I printed it as an article so that you could all get a chance to see how the experiment came out. You may remember that shortly after we printed Cliff Weiricks first MAN article in the newsletter, Bob wrote an article saying that they intended to try out Cliffs idea for an idle rule. It was nice of Mr. Root to send me a copy of this letter so that others might profit from their experiences.

NMPRA NEWSLETTER
7546 Balboa Blvd.
Van Nuys California 91406



FIRST CLASS MAIL

TO:

ED RANKIN
6072 Wonder Dr.
Ft. Worth Texas 76133