



# NEWS RELEASE NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

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

MARCH 1975

AMA AFFILIATED

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FROM THE PRESIDENT: GLEN SPICKLER 4208 Santa Cruz St.  
Bakersfield, California 93307

The race season is almost here for a large percentage of our membership and I find that there is more still to be done in preparation than time remaining. I'm sure many of you are blessed with the same problem. I am busy preparing for the Bakersfield Air Races which is co-sponsored by the B.A.R.K.S. and Model Airplane News. We have received word that a group from Japan plan to attend and with our usual entries from Mexico, this is turning into an international bash. The date is May 17th, 18th with pre-entry by May 12th. For the past four years this has been the largest Formula I race in the world. We welcome out of state entries, so please contact me if you wish to enter our race.

I would like to bring up an issue that has been bothering me for some time which relates to the A.M.A. Over the years I have heard constant complaints regarding the A.M.A., the majority of which were unjustified. I do feel that it's time to make a change in rule making policy so that the people involved in an event are more responsible for rule changes. There were two rule change proposals made this year that affect racing, and while the pro's and con's of the changes will not be discussed, the method them will. These proposals were submitted by individuals direct to the A.M.A. The N.M.P.R.A. was not consulted as to the desirability of the changes and then these proposals were passed by the R.C. contest board. If this policy continues, it's that someone not even involved in racing could submit a haywire rule change which might be passed by a board. The board may have little or no knowledge of the problems involved and we would be stuck with the rule. I don't mean to imply anything derogatory towards the contest board, as their work is voluntary and thankless to say the least. I do think that all rule changes should be cleared through the organization directly involved with the event. It's of interest to note at this point that the only no vote on either of the proposals submitted was by the only man on the board that flies pylon. I have always been and still am a strong supporter for the A.M.A. but I feel now that almost all of the competitive events are represented by national groups, the rule making procedures should be changed to more truly represent the flyers involved. If you agree with me that a change is needed, contact your district V.P. and A.M.A. headquarters and let them know how you feel. Let's try to make sure that racing is controlled by the racers. You don't have to look too far back in time to remember what happened when a man not involved with racing, who was representing the U.S.A., submitted a proposal that started F.A.I. on the tract that has led to an almost complete lack of interest here. Let's not let that happen to Quarter Midgets and Formula I.

## FROM THE EDITORS TABLE: I DON'T HAVE A DESK !?

I hope you notice in this issue that the NMPRA has popped for a typewriter for me. I needed it, as if you couldn't tell from our first letter this year. I hope as we go along this year that I can improve with issue and with your help I'm confident I can. I'd like to solicit your help with issue by asking you to let me know of anybody you know of who hasn't gotten a copy of the newsletter last month who should have. We got quite a few copies back that were mailed to the last known address of past NMPRA members. Next I'd like to encourage you to send in any thoughts you have on racing that would be of general interest to our membership at large. This might be in the form of a construction tip or it might be a concern you have for the safety involved in our sport. What ever, how about giving it a try at least one time this year so that our paper isn't just a big contest report each month. I keep hearing that K&B is just about to come out with a new version of the 40S with a rear exhaust. I've been seeing ads for the O.S. 40 but I don't see anyone using them out here on the west coast. How about some of you guys who've been working with them letting the rest of the world know you're doing. I personally like to see a variety of engines in Formula One racing and the interest it creates when there is more than one way to go .

Last, I'd like to encourage you to send photos of your events to help keep our newsletter interesting. BE SURE that you carefully spell out what each photo is about and who the people are.

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### FROM THE SAN FERNANDO VALLEY FLYERS CONTEST CALENDAR - CALIF.

DATE	CONTEST	LOCATION
MAY 25	SPEED TRIALS	SEPULVEDA DAM VAN NUYS
JUNE 21, 22	FORM. I	" "
AUGUST 24	QUICKIE 500	" "
SEPTEMBER 13,14	FORM. I	" "
OCTOBER 19	QUICKIE 500	" "

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### OTHER CALIFORNIA RACING EVENTS, PROVIDED BY BETTY STREAM OF THE B.I.R.D.S.

MARCH 2	1/4 MIDGET	CHULA VISTA
MARCH 9	QUICKIE 500	WHITTIER NARROWS
MARCH 16	1/2 A PYLON	SEPULVEDA DAM
APRIL 6	QUICKIE 500	CHULA VISTA
APRIL 20	QUICKIE 500	CARSON BIRD FIELD
APRIL 27	1/4 MIDGET	WHITTIER NARROWS
MAY 11	1/4 MIDGET	MILE SQUARE
MAY 17, 18	FORMULA I	BAKERSFIELD
MAY 25	SPEED TRIALS	SEPULVEDA DAM
MAY 25	QUICKIE 500	WHITTIER NARROWS
JUNE 7, 8	FORMULA I	WHITTIER NARROWS
JUNE 21, 22	FORMULA I	SEPULVEDA DAM
JUNE 29	1/4 MIDGET	CHULA VISTA
JULY 20	QUICKIE 500	YORBA LINDA
JULY 27	1/4 MIDGET	MILE SQUARE
AUGUST 3	QUICKIE 500	WHITTIER NARROW

OTHER CAL. RACING EVENTS CONTINUED.....

AUGUST 10	1/4 MIDGET	WHITTIER NARROWS
AUGUST 16, 17	FORMULA I	CHULA VISTA
SEPTEMBER 13, 14	FORMULA I	SEPULVEDA BASIN
SEPTEMBER 12, 13, 14	RENO AIR RACES tentative	RENO, NEVADA
SEPTEMBER 27, 28	FORM I WEST STATES CHAMPS	OXNARD AFB
OCTOBER 5	QUICKIE 500	YORBA LINDA
OCTOBER 12	1/4 MIDGET	MILE SQUARE
OCTOBER 19	QUICKIE 500	SEPULVEDA BASIN
OCTOBER 26	QUICKIE 500	WHITTIER NARROWS
NOVEMBER 16	QUICKIE 500	CARSON BIRD FIELD
NOVEMBER 28, 29, 30	1/4 MID. WINTER NATS.	CHULA VISTA

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NOTE!!! OCTOBER 25, 26 NMPRA NATIONAL CHAMPIONSHIPS  
MESQUITE, TEXAS

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FROM THE CENTRAL PENNSYLVANIA PYLON RACING ASSOCIATION.....  
RON BRESSLER, EDITOR 802 N. MOUNTAIN RD. LINGLESTOWN 17112

I notice Ron is deeply involved in getting racing going in my ole stomping grounds, Pennsylvania. The CPPRA has got an extremely heavy racing schedule set up for this year, and we look forward to hearing from Ron on how things work out. Ron, I'd like to point out that if any of your friends and racing associates out there in Pa. want to join the NMPRA (and I highly recommend it), they should send their 10.00 to Bud Anders, Secretary of the NMPRA. Bud's address is on the front of this newsletter. The CPPRA was set up to promote and advance pylon racing in the central Pennsylvania area. If any one is interested in finding out more about the CPPRA, they can contact Ron at the above address or write to Len Wiederhoeft at 27 Creek Rd., Camp Hill, Pa. 17011. Once there were only a hand full of racers all over the country, and now there more and more groups like CPPRA starting up. Who said RACING is dying? Guys and Girls, Good luck to you and as I said before, join NMPRA to keep national racing strong and rules consistent and safe!

FROM BERNICE WILLIAMS OF THE NORTHERN CONN. R/C CLUB

Racing activity is already planned and scheduled for the following dates:

APRIL 27	QUARTER MIDGET RACING
MAY 4	FORMULA I AND FAI
MAY 11	QUARTER MIDGET AND SPORT PYLON

From Bernices' newsletter it looks like the Bakersfield Quickie 500 rules so popular in these parts are being considered for their sport pylon racing events. For those of you not aware of it, our own loyal and devoted NMPRA president is largely responsible for those rules. We've used them in our local club many times and find them very satisfactory. Good luck in your Quickie racing. You'll like it....Like it!

DALLAS E. BUCK, President of the Southeastern Miniature Pylon Racing Association passes along the following words for the new racing season. Racing looks like it's off to a good start in the Charlotte, North Carolina area. The Charlotte Aero Modelers club held a Quickie 500 type race January 19 and drew 15 entries. Everyone had a blast including Dallas. Dallas indicates that many more Quickie races are set for the rest of the year. C.A.M. will host three Quickies per SEMBRA rules. Monroe will host four. Valkari also has one scheduled. Point standings will be kept and trophies will be awarded through fifth place by SEMBRA at the end of the racing season. The race at Valkari is scheduled for March 2.

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FROM THE SECRETARY, Bud Anders

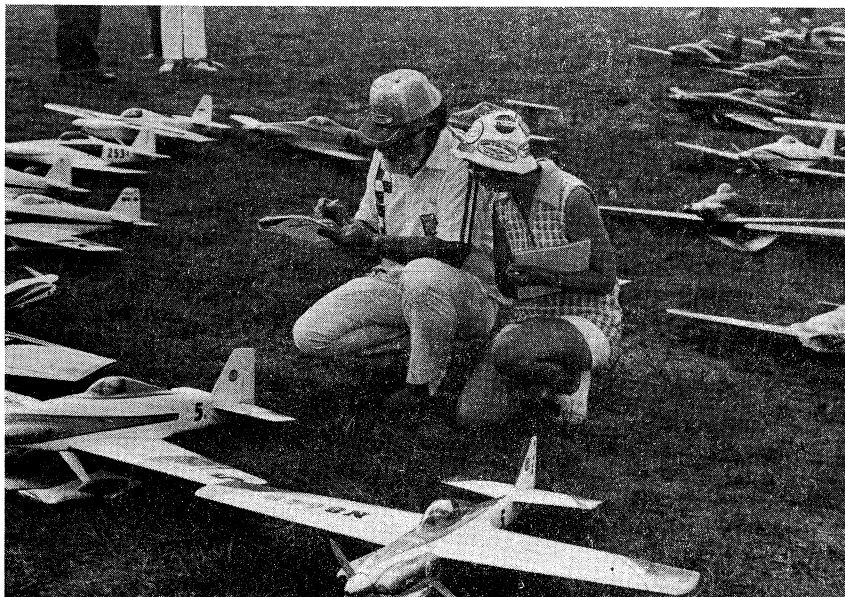
IMPORTANT - PLEASE READ CAREFULLY!!

IF YOU WISH TO RETAIN YOUR CURRENT RACING NUMBER FOR 1975, YOUR 1975 DUES MUST BE IN OUR HANDS BY MARCH 31, 1975. AFTER THAT DATE ALL RACING NUMBERS NOT CLAIMED BY A PAID MEMBERSHIP, WILL BE UP FOR GRABS; WHICH MEANS YOUR OLD NUMBER WILL BE GIVEN TO ANYONE ON A FIRST COME FIRST SERVED BASIS - NO EXCEPTIONS!!. IF YOU DECIDE TO JOIN AFTER MARCH 31, 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.

\* \* \* \*

Don't sweat your new memberships, as we are mailing them now. If you don't receive yours by April 1, write me direct. You will receive a decal sheet and shirt patch with your membership. Extra decal sheets are \$1.00/ea and shirt patches \$1.50/ea. We also have a new 4 1/2 " jacket patch @\$2.50/ea, and the Pylon Race Book @\$3.95 plus \$1.00 postage.

IMPORTANT - The decal sheets are pressure-sensitive, fuel-proof mylar. Cut out with scissors or X-Acto knife. Take off backing and press on anything. Make sure you are exact in placing them as they are very hard to take off for replacement.



President Glen Spickler actually working - For more info, read Jim "The Flash" Maki's article

## THE 1974 NMPRA NATIONAL CHAMPIONSHIPS

By: J. "FLORIDA FLASH"

As the unknowing author of much of the last issue of the NMPRA News Release, I feel compelled to apologize for the reprinted local newsletter material which was never intended for the national readership. I imagine that reading about our SCE District qualification and standing information, was on a par of national interest with watching paint dry or hearing about one of Ron Schorr's latest speed tricks.

This in no way is meant to demean the very fine efforts of our new Editor, Jay Replogle, as I strongly suspect that the entire maneuver was at the direction of sneaky Glen Spickler in an attempt to let me know that the Championship Race report I promised to write several months ago was now long overdue.

For those of you who remember the old FAI event, we ran it on the first day of the three day event in Miami over the Thanksgiving holidays. World and National FAI Champs, Telford/Violett, set up the heated pace early in the first round with a sizzling 1:39.3 . . . triggering rumors that the time must have been for only 14 laps. However, they solidly backed up that time in successive rounds with a 1:38.5 and a 1:49.7. The embarrassed Violett kept mumbling something about giving away their "super" engine last year at the Internats when he got drunk . . . and Telford kept mumbling something about teaming up with someone who doesn't drink.

Fastest time of the FAI event was to be Greg Doe's 1:35.0. Although speed was not over abundant, there were many close and exciting heats. In Round Two, Point Champ Adam Sattler was going pretty good and promised to do well until Tommy Pownall came along and ground off Sattler's tailfeathers. The Zautner-Schorr-Telford/Violett heat was quite an exciting and important heat. Both T/V and Zautner double cut, earning Schorr a prestigious first. The importance of the heat is that T/V's zero ruined their otherwise perfect score, and Ron Schorr became even harder to get along with than normal.

Into the final round, Tommy Baker and Jack Fehling were tied for First, with Schorr trailing by one point. Ron took a damaging third in his last flight behind Greg Doe and Tom Pownall. Fehling dropped a point at the hands of T/V, but Baker preserved his lead to finish the race as the new FAI National Champion. Finishing order: Baker, Fehling, Telford/Violett.

Eighty-some Formula I aircraft were handicap judged and processed during Fai racing. Starter for all three days, Jim Schweitzer, flagged off the first heat in Formula I at 2:30 PM. Jim did a fantastic job out on the line, even though we had to send him to night school on Friday for a "How to Count to Ten" Course. One complete round was finished by the afternoon of the first day, and despite the high winds the times settled right in around the mid and low 1:20's. By the end of racing on the 2nd day, things began taking shape and Violett was in the lead with Prather trailing by one point.

On the last day of racing, Bob Smith looked to be an important factor on the outcome, being scheduled to race both Prather and Violett. However, Smith was plagued with engine problems, and flamed-out in both critical heats. Violett then took an unexpected and devastating third in Round Eight, being beat by his own cut at the #1 pylon. This now left Terry one point in the lead.

In his last flight, Terry was given a good chase by D.C. May for quite a few tense laps, but D.C. finally cut out and Prather opened up for a safe win and the Formula I National Championship. Final finishing order: Prather, Violett, Funderburk. There was a three-way tie for Fourth Place which was resolved: Chuck Smith, Dallas Buck, and Ed Rankin. Dave Pearce won his flyoff for 7th place against Art Chambers. Ron Schorr locked in 9th place, and Doe and Witt flew off for tenth. Witt demolished his LR-1A in the last round, and had to use his Thunderchicken for the fly-off. Doe was about half a lap ahead of Witt, when Greg learned the hard way why most of us are using spars in skinny minnow wings.

The Annual NMPRA Awards Banquet was held Saturday night at the headquarters Marriott Hotel. Over 100 people attended and a really impressive array of prizes, awards, trophies, and merchandise was awarded and given away by free raffle. Three radios; Pro-Line, Kraft, and EK Logictrol were given out in addition to engines, kits, and accessories. National Point Champions were awarded plaques by President Glen Spickler. Top honors in FAL/F-II went to Adam Sattler, Bob Barkowski, and Mike Helsel. The three first positions in Formula I were occupied by Terry Prather, Kent Nogy, and The Flash himself.

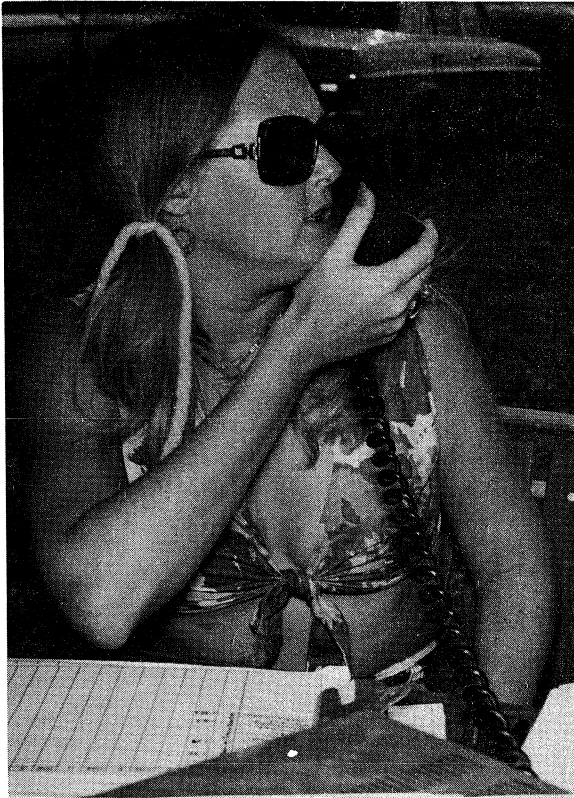
It's a slight bit awkward to qualify the success of the Championships, since this author was in part responsible for most of the organizing . . . however, I'll try to overcome the awkwardness. The National Championships in Miami will possibly go down in aeromodeling history as the best race ever.

Proper thanks to all that made the Fly-Offs possible would take more space than the report itself. Just let me say that the bulk of the thanks goes to the hard-working, hosting Miami Tropic Aeros RC Club and the thirty-some hobby industries that eagerly provided and donated literally thousands of dollars of support.

Since none of the District qualifying lists were saturated, those who missed the Fly-Offs did so by choice. If you were not at the '74 National Championships, you missed out on not only a great race, but a good time as well. Despite the important stakes at hand, the true spirit of fun and sportsmanship was maintained throughout the entire event . . . this is a real standard to be proud of and a key ingredient to a truly successful meet. For this, the hosting SCE District thanks the contestants.

\* \* \* \* \*

NOTE FROM THE EDITOR: Jim Maki has asked me to let you know that he will be doing the "Pylon Pit Patter" column and would appreciate input from all races and district V.P.'s. You can mail information to Jim at 5241 S.W. 29th Street, Fort Lauderdale, Florida 33314



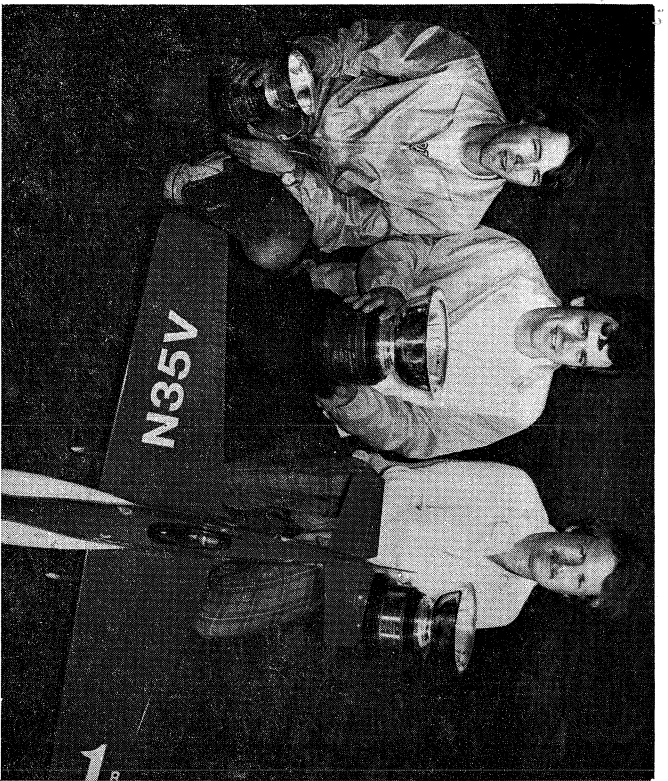
WELCOME YA'ALL TO  
SUNNY FLORIDA AND THE  
1974 NMPRA CHAMPIONSHIP  
RACES

THE "FLASH", PRATHER, SCHORR  
AND REED . . . FINISHED IN THAT  
ORDER.



"HELLO . . . PEARL HARBOR  
TOWER"





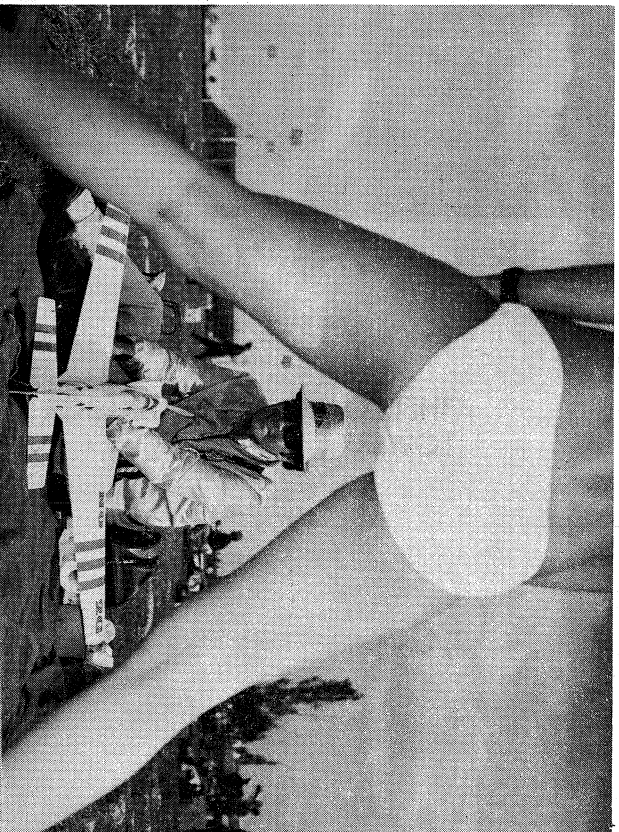
1974 FORM I CHAMPIONS . . . LEFT TO RIGHT,  
FUNDERBURK 3RD, PRATHER 1ST, VIOLETT 2ND.



FAI WINNERS . . . L TO R, BAKER, FEHLING, VIOLETT,  
FUNDERBURK, SCHORR



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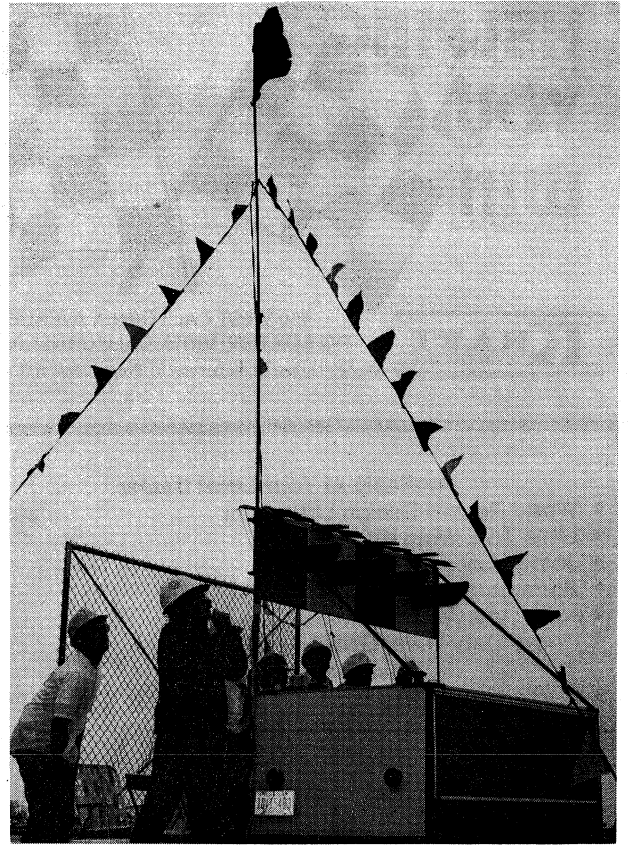


VISTA, CALIF'S LOU GOVERNALE TAKING IN  
BEAUTIFUL FLORIDA SCENERY : : :

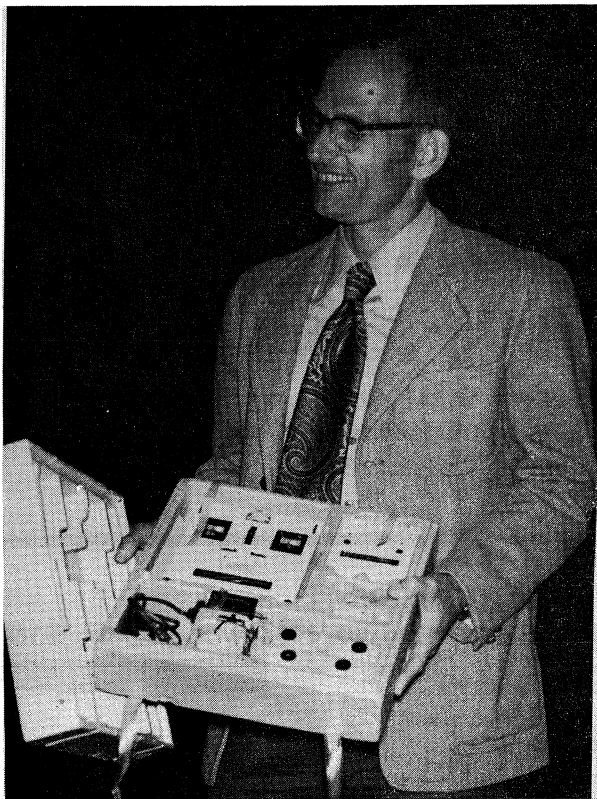




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time 1.21.*



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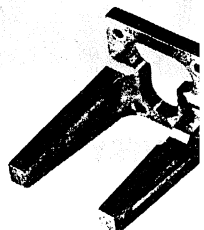
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