

 **NEWS** **NMPRA**
RELEASE **NATIONAL MINATURE PYLON RACING ASSOCIATION**
PYLON RACING → *FORMULA I* → *FAI* → *QUARTER MIDGET*

APRIL 1975

AMA AFFILIATED

Business Address

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

Editor: Jay M. Replogle
13939 Burton St.
Panorama City, Calif. 91402

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

FROM THE EDITOR'S TABLE.

It's undoubtedly going to quite raining out here, and I'm sure the snow will begin to melt before too long in the mid-west and east, and then we'll all be back into racing hot and heavy. With the activity soon to get rolling, I wonder how much thought has been given to making sure good help is available to run our races this year. I'd probably make a pretty good bet that the same people who did so much of the hard work last year will be the ones who will be stuck with it this year also. Well, with that thought in mind, I believe that now is the time to start to reckon with that very real problem. I believe we must start to apply some good management practices and start to plan for the inevitable time when some of those hard-working people are going to leave us. For some we did not do enough to repay the debt we owe them. For others, circumstances will arise that will prevent them from participating any more and suddenly we'll be left wondering what to do. If we get organized right now, and we start soliciting the help we'll need in the future, we will still have the time to allow people to learn how to set up heats, manage frequency control, flag and time races, etc . . . but as I said before, the time is now!!!

To change the subject, I'd like to touch on some bits of discussion I've heard on the need for still another class of Formula I racing just as some food for thought. It seems there are those who would like to keep racing in Formula I, and others who would like to get started and are quite capable of handling Formula I but just can't dedicate the time the "Experts and Standard Class" flyers put into this sport. In areas such as the FMPRA in the South East and Southern California it seems to me that it might be feasible to promote an entry level of Formula I based on one day events and where certain things might be done to cut down on the speed and expense of Formula I racing. Formula I aircraft meeting all the NMPRA specs would still be required. The same engines now used would still be eligible, but a standard length prop and low nitro fuel would be used for all flyers. I'm not talking about big changes, but enough that it wouldn't be necessary to have to put in the time that the Experts must put in to be competitive. It's just possible that by creating this class of racing we might get some people to join the ranks of the Standard and Expert class and keep our racing alive, and also find some people who would be willing to work at our two-day events if we in turn supported their one-day events. In my mind it's worth considering.

If you want to beat the best, you have to beat these guys!!!



1973 NATIONAL NMPRA CHAMPION BOB SMITH (RT) PRESENTS THE 1974 CHAMPION TERRY PRATHER WITH THE NO. 1 FLYER TROPHY IN U.S.A. IN FORMULA ONE

SOUTHERN CALIFORNIA'S FINEST FORMULA ONE PILOTS HONORED AT ANNUAL AWARDS BANQUET

Below are the 1974 top nine Formula 1 pilots in Southern Calif. plus Frank Seczula, 1975 So. Calif. Vice President, and Glen Spickler, 1974, 1975 NMPRA President. (L to R, Front to Back) Terry Prather, Kent Nogy, Bob Smith, Ed Hoteling, Jeff Bertken, Larry Leonard, Jim Jensen, F. Seczula and Glen Spickler in back row, Charlie Shaw, Dan McCan, and Lee Frey not present.

PHOTOS BY: Dick Tichenor
Courtesy RC Modeler
Magazine



FROM RON SCHORR, NMPRA TREASURER
WRITTEN FOR AMERICAN AIRCRAFT MODELER MAGAZINE, NOW DEFUNCT

Here it is the beginning of February, and I have been asked to write a column on pylon racing. What do you write about at this time of the year? Well, I thought I would write about a little bit of this and a little bit of that.

Let's look back on 1974. I think '74 was a good year. We had competition all across the country. Had championships in Florida this year and Jim Maki and his fellow workers did a fantastic job. We had the Nationals at Lake Charles, Louisiana where Jack Fabbri and his workers gave us some very good racing, although I think it is obvious that we have to go away from straight heat racing and come up with something entirely new.

Speaking of the Nationals and with all due respect to the AMA, I think major changes are needed in processing. Processing has become a hassle for both the processors and the contestants. Standing in long lines for several hours is not necessary; if some thought were given to this problem, a better time could be had by all.

It is easy to criticize and one might say, "Schorr, could you do a better job?" - the answer is "yes". Before you write me a poison pen letter for criticizing the AMA, unless you have been there and been through the hassle, don't. As John Worth might say, "Smart guy, let's hear some suggestions or don't criticize."

For starters: Each event should have its own area for processing, cordoned off from other activities, separated as far as physically possible. Another thing that would help immensely is to have the pre-entry forms complete and precise so that when you go to the Nationals there would be no more paper work to do. It could be done quite easily and efficiently. Enough of this. If the people in Washington are interested and the event directors are willing to try something new rather than the same old way, they know who the leaders are in each event, and they most certainly can contact them and get some ideas.

For 1975, K & B Manufacturing Company is coming out with a new trick Schneurle, rear exhaust, ABC piston and sleeve. It should be a super goer. It should bring times down to the one minute, ten second area. Maybe even faster. Oops, I forgot. Some of you guys don't want to go too fast. Well, let's talk about this for a moment. What works in Southern California and Florida and certain other parts of this country doesn't seem to work in Puget Sound or maybe Kansas or some other place, so why not have different strokes for different folks.

I have been reading some of my favorite pylon columnists lately, and they are suggesting two, three or four different classes of racing. This is great when you have one hundred contestants or more, but what about the poor people who are only getting seven to twelve people to a contest. They most certainly can't divide up into three and four classes. So if the leaders in these areas believe that speed is the primary reason for no participation, why not run special rules for your area. Use the Formula One aircraft, go to front rotor forties or F.A.I. fuel. Whatever you think it takes for your area. Don't force your problems on the rest of the nation.

Another thought that has crossed my mind recently is: Certain areas that were quite active in pylon racing, all of a sudden have become very stagnant. Why? The racers are

still there. In San Francisco there are plenty of racers, but there are no races, so all these racers come down to Southern California to have a good time. They are all too lazy to hold a race in their own area. This is not to say that we don't enjoy having them, but we would certainly like to go up there for a race or two during the year. It seems as though since Gary Korpi, San Francisco's spark plug retired for a short time, we hope, nobody has had the initiative to do the work and prod other people into doing the work. I think each and every district is guilty of one thing, they have depended on the same couple of people year after year, and when they get tired, there is nobody to take their place.

Recently, a friend of mine said "Hey Ron, how come you keep racing? You never win." Well, is winning everything? I don't think so. I think it is more important to have a little fun and to get some recognition. How about it, columnists and photographers? Let's start recognizing some of our competitors. After all, there are more people competing than Bob Smith and Larry Leonard and Terry Prather and the chosen few. Let's give some credit to the guys like George Flynn and Sonny Myers and people like them, so that they too can have a little recognition for a change.

It would also be good if we had a revolving columnist. I think Model Airplane News is going to try this for three or four months, and I sure hope it works out. That way people from each area will get a chance to speak their piece and show off their competitors and tell their story. Here's hoping that every competitor gets in a few licks in '75, that's what it's all about. Happy racing.

CURRENT SOUTHERN CALIF. DIST. RACING SCHEDULE

DATE	CLUB	LOCATION
April 19-20	Valley Flyers (NMPRA Sponsored)	Sepulveda Basin
May 17-18	B.A.R.K.S.	Bakersfield
June 7 - 8	"Pop White Memorial"	Whittier Narrows
June 21-22	Valley Flyers	Sepulveda Basin
August 16-17	Chula Vista	Chula Vista
Sept. 13-14	Valley Flyers	Sepulveda Basin
Sept. 27-28	"Western States Championships" Conejo Valley RC	Oxnard AFB

FROM THE KANSAS CITY R.C. "CONTACTS"
C. W. REED III - EDITOR - 5408 WOODSON RD, RAYTOWN, MO. 64133

"MIDWEST HUMOR"

Steve Engleman was over the other evening as I was working on my Scale project (yeah the Behemoth), and he was as usual laying on his collection of "groaner jokes" and puns. Well, it happened that I needed to spray some Hobby Pox late that evening and as I went to mix the hardner with colored paint I found that all I had in the way of hardner was a little of the regular and a little of the fast dry. I decided to mix the two fifty-fifty and then add the color pigment to that, and as I did so I remarked to Steve, "Well, I wonder how this is going to turn out?" Steve's reply . . . 'Oh, kinda Half-Fast!!!"

Fred Hulén

FROM CONN.
BERNICE WILLIAMS, NCRCC NEWS

ATTENTION FAI PILOTS

A brief meeting was held, Sunday, at the WRAMS Show, to settle on rules for FAI racing in this area. Adam Sattler called the meeting so he could be sure all area C/Ds would follow the same rules. There are eight FAI races scheduled in this area, and the rules will be the same as in 1974 except for the muffler rule which will be 1975. It boils down to following the rules in your AMA rule book.

FAI will not be flown at the Nats this year. There also will not be an FAI NMPRA Championship race. Come compete for the Hamshire County Radio controllers FAI Season trophy.

It looks like the proposal will be to race Formula I planes with FAI engine and muffler rules in the FAI event next year. If this proposal is not accepted in Europe, it looks like the U.S. will drop the event.

FROM THE SECRETARY, BUD ANDERS

Memberships are rolling in and it looks like another big year of racing. However there are some original members since the beginning of the NMPRA who have not yet renewed for 1975. If you know of anyone in this category, please mention to same as he is no longer getting the Newsletter and stands a good chance of losing that number. Remember, we have pylon books, extra decal sheets, shirt and jacket patches for sale. If any manufacturer wishes to help support our organization through advertising, write to me for rates.

There is still the possibility of the Western States Pylon Championships being held in Reno this year. We are working on this with Ed Sweeney and hope to have some information for you soon.

FROM METROPOLITAN AIR RACING ASSOC.

EDITOR: George Zink
80 - 28 222 Street
Jamaica, N.Y. 11427

EDITOR'S NOTE: To follow up R. Schorr's article we have a reprint from the MARA, which is doing one of the things Ron mentions in his article, that is adapting your racing to your area's racing needs.

Jay R.

* * * * *

Here we are again, back for another great racing season. A hearty welcome back to all the original MARA members and friends. Welcome aboard to our new members. To everyone, our wishes for the very best this next season.

I understand that there are a few people left out there who still either haven't heard of us or don't know what we are. A brief list of our goals may be the best way to acquaint them with MARA.

1. Promote Pylon Racing in the Metropolitan Area.
2. Establish a Racing Circuit within easy driving distance.
3. Establish 2 racing classes to encourage newcomers.
4. Raise the level of pylon racing competition in our area.
5. Ensure fair and impartial racing.

After our initial year, we are well on the way to achieving most of those goals and have the others in sight. But, we still have room for newcomers. With this in mind, we'll devote some space to goal #3.

NOTE: We have what is called the "Standard Class" of racing which we gear to the advanced Sunday Flier, the beginning racer or the guy who wants to race, but not with the all out types. Since this is a big drawing card for MARA and you may not be familiar with it, let me elaborate.

At the start of your racing with us, you decide which class to compete in. Unless you have a lot of experience at racing or at least one year of QM, I'd advise you to stay away from the Experts. We have a board of referees that will move you up to the Expert Class if you turn out to be too good for Standard.

In the Standard Class, we stretch the AMA rules a bit to allow Mini-Sticks and other sport type aircraft to compete as long as all the other AMA rules are met (Fuse. height and width and wing thickness and area etc.). We have some pretty good fliers in our Standard Class. On a good day some of them are down around 2:20 for the 2 mile course.

ALSO FROM MARA - QUARTER MIDGET EDITORIAL THE IDLE RULE

The original intent of the idle rule in QM was to provide some tangeable proof that the engine used was indeed stock. The question is, does the idle really indicate a stock engine. Perhaps, if we asked the question the way an amoral racer would ask it, it might make more sense. What can I do to my engine that will improve it's performance without

effecting the idle.

We made a partial list of modifications which do just that.

1. Balancing the crank shaft with the spinner and drive washer on.
2. Truing the prop drive washer.
3. Changing the ball bearings and fitting them to shaft and case.
4. Freeing all moving parts.
5. Reshaping the piston for less friction in the sleeve.
6. Reducing the weight of reciprocating parts.

There are other engine modifications which tend to increase the idle which include the following:

1. Change intake, scavaging and exhaust timing and port size.
2. Packing the crank case.
3. Increasing the compression ratio.
4. Opening the throat of the carburetor.

The last set of changes effect the top end to a greater extent. If they can be compensated for by a method not effecting top end performance, the racer willing to do these things will have a superior engine which can meet the idle requirement.

While doing some experimental work on what everyone agrees is a very high performance engine, the Rossi .15, we came upon something very interesting. Adapting an exhaust baffle, similar to the K & B or ST, we obtained an idle of 3,500 rpm without half trying. The top end was not effected at all. The acceleration of the engine from idle was almost unreal, it was faster than the average servo can drive it.

Clearly then, the rework artists can modify the engines now prevalent in QM and with a little work on the exhaust restrictor, get it to idle well too. What this means to the average guy in QM is that he is bound by the rules and the engine expert is not. It becomes very unfair to have the rules abet the expert and limit the novice who is already handicapped by lack of experience and flying ability.

We invite your comments about the idle rule, pro or con. If you feel strongly about either side, stand up and be counted. The idle rule as applied at the Nats is up for AMA conformation to become the law of the land in August with the idle being set at 4,000 instead of the 5,000 rpm which disqualified 60% of the entrants before they could get off the ground. I'll bet a lot of those who couldn't meet the idle had stock, out of the box, engines while a few who rllk home prizes didn't. We could have known for sure if they examined the engines.

FROM DAN DOWNING, IRVING, TEXAS
3200 W. Pioneer Dr. #118, 75601

QUARTER MIDGET RACING GETS STARTED EARLY IN FORT WORTH!

Quarter Midget Racing at the Fort Worth "Thunderbirds" field got started early this year with ex-NMPRA President Ed Rankin, and Oscar Slaughter, heading up the event as Contest Directors. Twenty-seven entrants showed up to do battle in windy 35 to 45 degree weather. After seven rounds of racing, well-known Gale Helms came out on top, flying a K & B -powered Minnow. Gale had a fast time of 1:54.5 and ended up with 27 points. Charles Monnet closely followed Gale with 26 points and a fast time of 1:57.0. Third place went to James White flying a K & B urged Mustang (midget or P-51, type unknown). Jim's fast time was 2:03.8, and he had 25 points. That's the run down in Expert class; and in Novice class, Dennis Drysdale and his Rickey Rat did a job on the rest of the gang. Dennis' K & B turned a top time of 2:03.4. Chasing Dennis was Bill Akin flying a K & B -powered Miss DARA. His top time was 2:07.3, and he was followed by Mike Hoffer flying a Shoestring motivated by a K & B .

Don Downing, South Central West V.P., also sent along the following racing schedule for the 1975 season.

✓ APRIL 12	1/4 MIDGET	DALLAS, TX.
APRIL 19, 20	1/4 MIDGET - PATTERN	NEW ORLEANS, LA.
✓ MAY 3, 4	1/4 MIDGET - FORMULA I	OKLAHOMA CITY, OKLA.
✓ MAY 10, 11	1/4 MIDGET- FORM. I, SPORTSMAN	FORT WORTH, TX.
MAY 24, 25	FORMULA I - PATTERN	DODGE CITY, KS.
✓ JUNE 7, 8	1/4 MIDGET - FORMULA I	WHICHITA, KS.
✓ JUNE 22	FORMULA I	DALLAS, TX.
JULY 13	1/4 MIDGET	WACO, TX.
JULY 19, 20	1/4 MIDGET - PATTERN	HOUSTON, TX.
JULY 26, 27	FORMULA I - PATTERN	TULSA, OKLA.
AUG 2, 3	FORMULA I - PATTERN	SALINA, KS.
SEPT 6, 7	1/4 MIDGET - FORMULA I	WHICHITA, KS.
SEPT 20, 21	1/4 MIDGET - FORM. I, SPORTSMAN	FT. WORTH, TX.
SEPT 27, 28	1/4 MIDGET - FORMULA I	OKLAHOMA CITY, OKLA.
OCT 25, 26	NMPRA FORM I CHAMPIONSHIPS	DALLAS, TX.

FROM FORT WAYNE FLYING CIRCUITS, INC.

City of Fort Wayne's Annual Three Rivers Festival Week 1975 Presents The Third Annual 1/4 Midget and Formula I Pylon Races July 12 & 13 -- \$500 Prize Money. First Place each event, \$100, Second \$60, Third \$40, Fourth \$30, Fifth \$20, AMA sanctioned.

Pre-registration only, deadline May 30, 1975 - limited to 40 entrants each event. Entry Fee one event \$10, second event \$5. Send entry to James Gager, CD, 3727 Sheperd Lane, Fort Wayne, Indiana 46815, phone 219-485-3467. Send name, address, phone number, event entered, radio frequency, and entry fee.

SCHEDULE: Saturday - 1/4 Midget 8:00 A.M. Processing, 9:00 A.M. First Race
Form. I 9:00 A.M. Handicapping, 1:00 P.M. First Race

Sunday - Same

HEADQUARTERS: Holiday Inn, 3730 E. Washington Blvd, Fort Wayne, Ind. 46801
Phone 219-742-7311

EDITOR'S NOTE: Jim would like to see some East and West Coast boys at this event, any takers?

**HELPING
YOU
WIN**



KRAFT
SYSTEMS, INC.

450 WEST CALIFORNIA AVENUE
P.O. BOX 1268 - VISTA, CALIFORNIA 92083
World's Largest Manufacturer of Proportional R/C Equipment

* **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

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

**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 - \$79.95
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.

DEALER
INQUIRIES
INVITED

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

BOB REUTHER



HOBBY WORLD Inc.

Quality R. C. Products

6602 Hwy. 100 • Nashville, Tenn. 37205
356-1225 Call Day or Night 352-1450

* **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

THE ADVERTISING ON THIS PAGE WAS SOLICITED BY THE NMPRA TO HELP DEFRAY 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 OF THE NMPRA.

R.N.S. R/C PRODUCTS

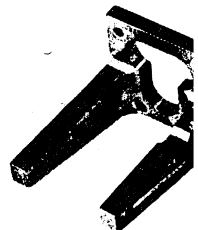
5224 Teesdale Avenue, No. Hollywood, Calif. 91606

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



NMPRA NEWSLETTER
JAY REPLOGLE, EDITOR
13939 BURTON STREET
PANORAMA CITY, CALIF.
91402



FIRST CLASS MAIL

TO:

ED E. RANKIN
6072 WONDER DR.
FT. WORTH, TX 76133