

NEWS RELEASE NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

PYLON RACING → FORMULA I → FAI → QUARTER MIDGET

MAY 1975 *June*

AMA AFFILIATED

Business Address

Secretary: Bud Anders 16509 Satcoy 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:

Racing is going full blast now, and I'll be the first to tell you that it's greater than ever. This season offers exciting new developments in engines, planes, and equipment. I hear K & B should be out with their engine by the end of June. I understand there are new Quarter Midget 15's coming out this year also, so things are looking up. I saw a beautiful new ship by Bob Violett at Bakersfield, and I've seen some new Quarter Midget ships at the MAC's show in Anaheim, California.

I'm going to keep this short since the second big benefit is the fact that so many of you have been just great in sending Contest reports and photos. Thanks for the help and keep them coming.

NOTICE:

RACING INTERNATIONAL

From: Olle Bergquist, Sweden

Editor's Note: Received an announcement from Olle of an up-coming Swedish International FAI Pylon Race. His announcement indicates this race is classified next to the world championship by the FAI. For anyone interested, the following information is provided.

SWEDISH INTERNATIONAL FAI PYLON RACE 1975 FOR SOPWITH TROPHY

Racing Site: Barkarby Airfield, outside Stockholm

Date & Time: August 9 & 10, 8:30 A.M. to 4:30 P.M. and 9:30 A.M. to 3:00 P.M.

Registration: Name, Nationality, Address, Place, Date of Birth, Passport No., Racing/Lic. No. and frequencies, Photo, Passport Size for Registration List, FAI Sporting Code License No.

To be sent to: Sveriges Modellflygförbund, Box 10022, 600 10 Norrköping, Sweden

Entry Fee: 250 Swedish Crowns - Pay by Postal Cheque to address below before June 15

Olle Bergquist, Ängsullsvägen 4, 163 52 Spanga, Sweden

Phone Number: Stockholm 760 10 85 (evenings) Rules: 1974, F30-Pylon FAI

Frequencies allowed for R/C in Sweden: 26.885, 26.935, 26.995, 27.045, 27.095, 27.145, 27.195, and 27.225 mc.

FROM THE PRESIDENT, GLEN SPICKLER:

I talked with Don Downing last night regarding the 1975 Championship Race and can only say this should be the best yet. Don is one of the quiet ones who knows how to get the work done. I shudder to think of the work load he is putting on himself in order to promote this event. Space does not permit all the details, but take it from me, everyone who qualifies should try to make this one.

I received a letter from Jan Sakert regarding the 1975 Nationals. It seems the AMA is unwilling to transport Jack Fabri and his work crew from California this year (they couldn't even get out of California on the amount offered). This leaves us in need of everything from an Event Director on down. I have written a letter to Ed Rankin asking if he could find a crew to take over the NATS (Texas has the largest contingent of racers within reasonable distance of Lake Charles). I know if anyone can put this thing together Ed can. The NATS is the only contest the AMA runs each year, and it would seem if they can fly VP's back and forth cross country, finance a commercial magazine, consider buying a large chunk of real estate, there should be enough money to put on one good contest a year. It seems as if the AMA is becoming similar to the Government, organization for the organization with too little thought given to the individual. I have always believed that the AMA was set up as an organization by and for the modeler - current trends dispute this. In truth, the basic problem lies in apathy by the majority of flyers. How many of you have considered running for office? How many even bothered to vote last time? This apathy by us has led to a power structure within AMA that is self-perpetuating. They have a new rule, voted on by the executive committee, that only allows current or past officers to run for President. The reason given is that the President should have prior knowledge of inner AMA workings. The falacy of this concept is that a person who was an officer 20 or 30 years ago qualifies to run for President even though he no longer flies models and the organization is completely different than when he was active, yet an active modeler who has not held office is disqualified. The net effect of this new rule is that only the people who voted for it are in position to run for President. With a membership of over 50,000 modelers there must be at least one person qualified to run, who is not a current officer, and if that's the case we need a change. As I have said before, racing should be governed by racers, and this also applies to modeling in general, modeling by and for the modeler.

CONTEST REPORT - BAKERSFIELD

The Bakersfield Air Races May 17-18 sponsored by Model Airplane News and the BARKS were host to 100 entries (48 Expert and 52 Standard) with flyers from as far away as Japan and Mexico City. We also had entries from nine different states. The weather was warm and humid so times were not up to our normal standards. The race ran off well with seven rounds and 178 heat races flown in the two days. This averaged out at slightly less than 5 1/2 minutes per race. Needless to say it takes cooperation from both workers and flyers to keep things running at this rate. As usual Jerry Boyce with help from Clarence Newfeld provided a super communication set up between all pylons, the starting line and the desk. It was possible for the announcer to listen in and hear all the cuts called. Bob Bleardon backed up by Dick Sonheim did a great job of keeping the public informed of what was going on during the heats. Both of these fellows traveled a considerable distance to help out, this is true dedication. Work crews (over 60 workers) were organized by BARKS President Dick Mason, and I'm very proud of my fellow club members who turned out in mass to produce this event.

I wish that space permitted me to give individual credit to each and every one of them. The top ten in each class were :

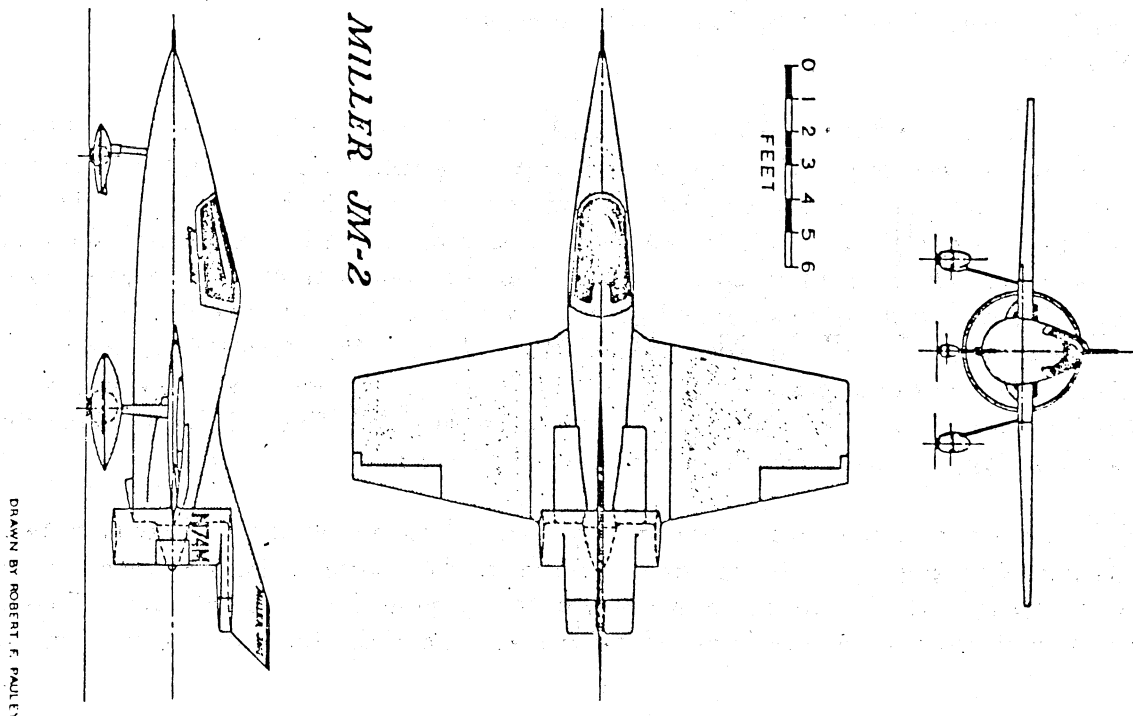
EXPERT

1. Jim Jensen
2. Bill Preis
3. Joe Foster
4. Terry Prather
5. Ed Hotelling
6. Kent Nagy
7. Jeff Bertken
8. Ed Allen
9. Charlie Shaw
10. Bobby Johannes

STANDARD

1. Scott Johnson
2. Gary Hawk
3. Dennis Osborn
4. Rudy Formanek
5. Angelo Sanchez
6. Keith Davidson
7. Doug Ruble
8. Jay Replogle
9. Jesse Coffman
10. Steve Sica

There was a three-way flyoff for first in Expert, each had perfect scores. Quiet, unassuming Bill Preis, all the way from Illinois, almost put it to the West Coast flyers but was nosed out by Jim Jensen. Joe Foster was fast but decided to give the course some variety and flew inside a couple of pylons. While most of the interest may lie with the Experts, I am somewhat partial to the Standard Class. It's a joy to see how some of the newer racers manage to work up through the ranks. Two fellows to watch out for (this was their second race) are Rudy Formanek (Fourth Place) and Doug Ruble (Seventh Place). Rudy couldn't find the poles at the start of the Valley Flyers Race but has really improved. Doug, who just turned 17, had a best time for Standard Class of 1:21.4; not too bad for a Novice (ah Youth). Terry Prather retained the Fast Time trophy for a second year with a 1:17.1. Terry flew very fast both days but had one bad run which put him down to Fourth. The banquet held outdoors around the swimming pool at the Hilton Inn attracted over 200 people. Jim Make (MAN, Pylon Pit Patter), the Florida Flash, was good enough to keep his speech short and a good time was had by all. Kenji Makamura from Japan turned a 1:22.4. This is the fastest time ever for this group. The team from Japan is learning fast and will be tough to beat in the years to come. All in all, it was a good race, good weather, good help and fine contestants.



CONTEST REPORT

Hawaii

From: Barry Reade

The Hawaii Miniature Pylon Racing Association had its second race of the season on April 6. It was quite a day for us as one of our guys broke into the 1:30's. Henry Pasquet had one heat at 1:39.0 and one at 1:36.3. Watch out 1:20's!! The results are as follows.

1. Lou Cislo	1:48.8	Shark	G-40
2. Bob Barnes	1:52.0	Minnow	Lee Custom
3. B. Onaga	1:40.2	DARA I	Lee Custom
4. H. Pasquet	*1:36.3	LR-1A	K & B
5. R. Cislo	1:49.3	Shark	G-40
6. J. Wine	1:59.5	Mustang	K & B
7. T. Weldon	2:09.0	Minnow	Lee Custom
8. B. Reade	2:02.5	Rickyrat	K & B

In Quarter Midget there were too many crashes to make it a really good day. The results are as follows.

1. B. Reade	Miss R.S.	K & B
2. H. Pasquet	Miss R.S.	K & B
3. L. Wysaki	P-51?	K & B

The next race will be on June 1.

CONTEST REPORT

First NW race

April 26-27, Tacoma, Washington, Contest Director, Bruce Gale

From: Nelson Eddy

The first NW race included four events, 1/2A, 1/4 M, FAI, and Formula I, with 15, 8, 6, and 5 entries respectively. The turnout for FAI and Formula I was especially disappointing as there are several flyers in the area who just didn't show. On the brighter side, the 1/2A turnout was typical and Quarter Midget was very good considering it was our first Quarter Midget race ever. We use a three-pylon course, 330 feet long with 60 feet between #2 and #3 pylons for 1/2A, with a simultaneous hand launch. We have also experimented with a flying start. The competition is keen, and the times are getting very fast. How about some standardization of rules and course? For Quarter Midget we extended the 1/2 A course 100 feet and used no callers or flagmen which seemed to work out fine. 1/2A and Quarter Midget was Saturday under overcast skies and threats of rain.

Sunday proved to be the worst conditions for racing I have ever seen. Twenty to twenty-five mph winds with gusts to forty mph at 90 degrees to the course. Limited space prevented orienting the course with the wind. Starting was from outside the course at about 45 degrees to the course and about 45 degrees cross wind. This caused about ten nose-overs on takeoff.

Bob Mikko had little trouble taking FAI with his HP powered Phony Folkert. It was very fast, but the conditions prevented any good times. We followed all new FAI rules.

In Formula I Darrel Cheshire proved once again that getting in the air every time can overcome horsepower. Darrel's series 70 K & B and Loving's Love was consistent and fast enough to win. An interesting match-up occurred in the first heat - Bob Hunt's OS-powered Rickey Rat, Dick Freeson's Lee K & B S. Midget, and my X-40 Powered Toni. Hunt won the heat over Freeson as I nosed-over on takeoff. Even though contestant turnout was light, spectators were plentiful, and from the comments I heard, people like fast planes - Formula I.

Complete results of the contest are as follows.

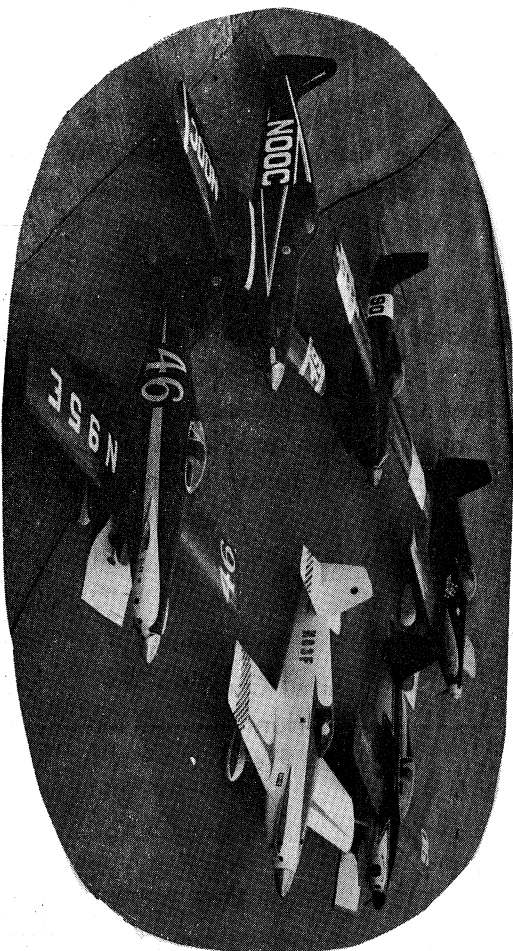
<u>FORMULA I</u>				
<u>PLACE</u>	<u>NAME</u>	<u>TIME</u>	<u>AIRCRAFT</u>	<u>ENGINE</u>
1	Darrel Cheshire	2:02.7	Loving's Love	K & B
2	Bob Hunt	1:54.2	Stafford Rickey Rat	OS S
3	Dick Freeson	1:56.0	Stafford Mustang	K & B

<u>F A I</u>				
1	Bob Mikko	2:10.0	Phony Folkert	HP
2	Stu Arestad	2:43.6	Howard Mustang	K & B
3	Craig Simpson	2:35.0	Howard Mustang	ST

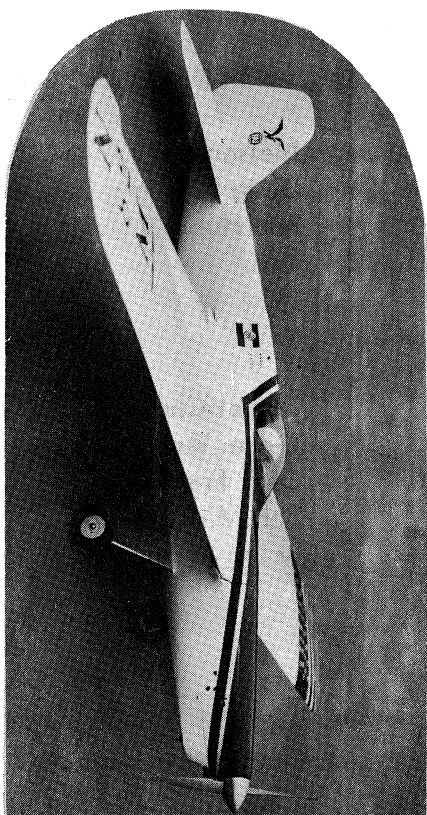
<u>QUARTER MIDGET</u>				
1	Nelson Eddy	2:04.3	Original El Bandito	ST
2	Doug Rankin	2:05.0	Shoestring	K & B
3	Bob Hunt	2:16.8	Original Rickey Rat	OS

<u>1/2 A</u>				
1	Darrel Cheshire	1:49.1	TD 051 - What Else?	
2	Gene Weaver	1:49.5	"	"
3	Dick Freeson	1:46.4	"	"
4	Bob Mikko	1:36.3	"	"
5	Brian Dickerson	1:52.0	"	"

TACOMA RACING PHOTOS



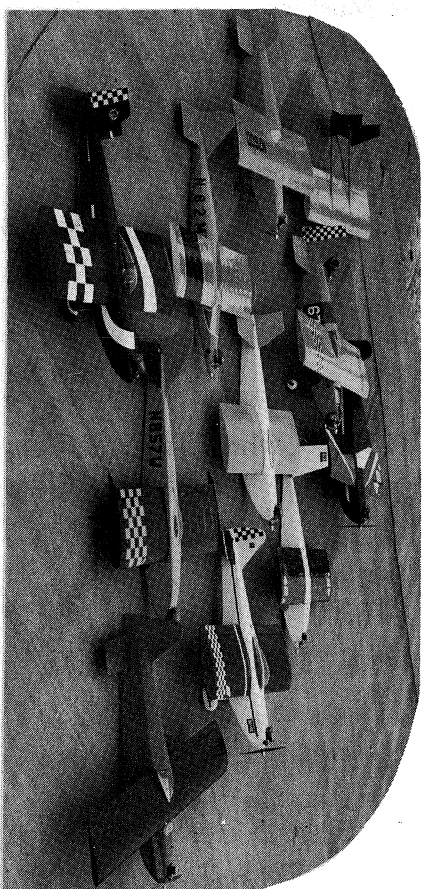
#46 N. Eddy's Toni
#NOOC D. Cheshire's Loving's Love
#N83F D. Freeson's Mustang
#90 B. Hunt's Rickey Rat & Shark
No Number, C. Simpson's Mustanga



Bob Mikko's winning FAI Phony Folkert



Quarter Midget Entries



Some of the fifteen 1/2 A entries.
Notice the engine heat sinks!

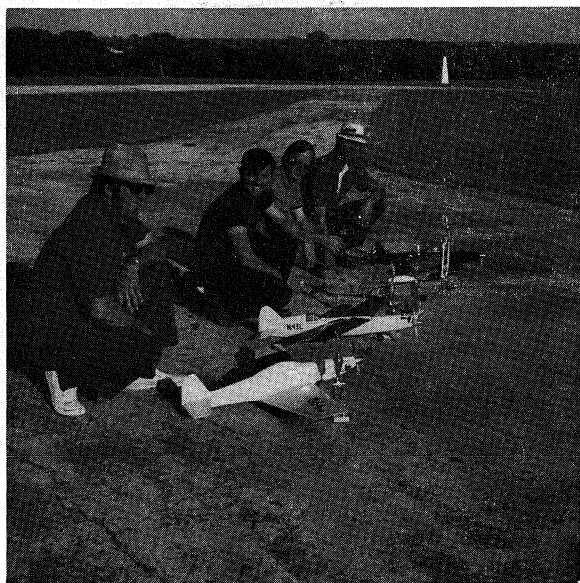
CONTEST REPORT

May 3 & 4, South Central West District

Don Downing, SCE, Vice President, 3200 W. Pioneer Dr., #118, Irving, Texas 75061

Hard-working Dave Harter directed Quarter Midget racing for 22 flyers on Saturday, May 3. Five rounds were flown in beautiful 80-degree weather. Flying was at the TORKS Field in Oklahoma City, Oklahoma. Below is a rundown on the finish and photos of the winners.

<u>PLACE</u>	<u>NAME</u>	<u>STATE</u>	<u>TIME</u>	<u>AIRCRAFT</u>	<u>ENGINE</u>
1	Charles Monnet	Ok.	None recorded	Shoestring	K & B
2	Jerry Small	Tx.	" "	LR I-A	Taipan
3	Wayne Lawrence	Ks.	" "	Schoefield	S.T.
4.	Bob Barrett	Tx.	" "	Minnow	K & B
5.	Lee Hudson	Ok.	" "	Lil Rebel	K & B
6.	Dennis Brown	Ks.	" "	Cauldren	S.T.
7.	Bob Hall	Ar.	" "	Minnow	K & B
8.	Gale Helms	Tx.	" "	Minnow	K & B
9.	Melvin Gassert	Ks.	" "	Schoefield	S.T.
10.	Charlie Swain	Ks.	" "	DARA	S.T.



Right to left -
Charles Monnet, Ok. - 1st
Jerry Small, Texas - 2nd
Wayne Lawrence, Ks. - 3rd
Bob Barrett, Texas - 4th



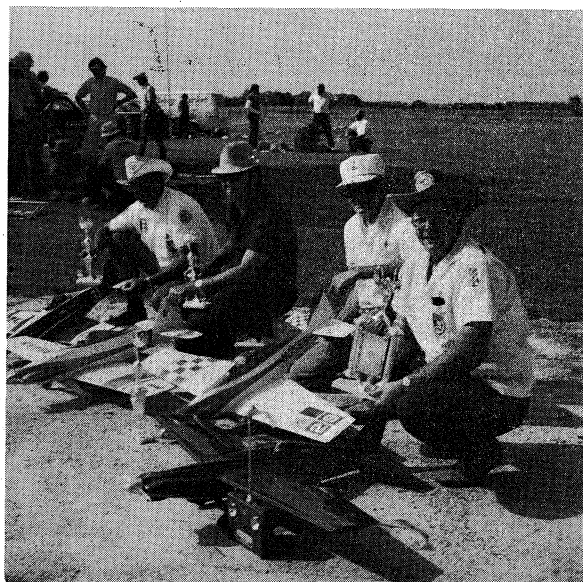
Editor's Note: I wish we could print these pictures in color. The beautiful grass between the runways makes Oklahoma's site look like a picnic ground!

Pictures by Don Downing

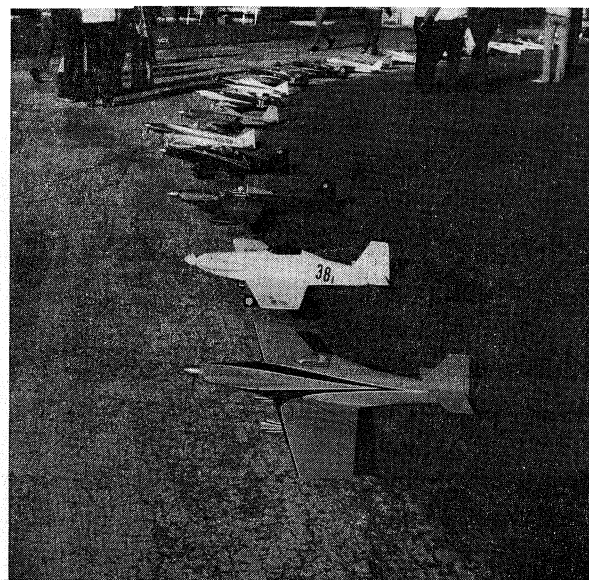
Continued - Next page

May 4 saw 19 flyers do battle for the silver in Formula I. Dave Harter arranged for 80-degree to 85-degree weather and 15 to 18 mph winds. When the seven rounds were over, Ed Rankin, past NMPRA President, had done it to the good ole boys.

<u>PLACE</u>	<u>NAME</u>	<u>TIME</u>	<u>AIRCRAFT</u>	<u>ENGINE</u>
1	Ed Rankin (Tx.)	1:30.0	DARA	K & B
2	Jim Bertoglio (Ks.)		Lil Tony	S.T.
3	Bob Barrett (Tx.)		Minnow	S.T.
4	Gale Helms (Tx.)	1:31	Lil Tony	S.T.
5	Gary Heithold (Ar.)	1:40	Minnow	K & B
6	Larry Baggot (Ks.)	1:44	Minnow	K & B
7	Pat Jones (Ks.)	1:39		
8	Charlie Swain (KS.)	1:41	El Bandito	K & B
9	Mark Karter (Ok.)	1:50	DARA	K & B
10	Glenn Zellner (Ok.)		Lil Toni	K & B



Right to Left
 Ed Rankin - Texas
 Jim Bertoglio - Kansas
 Bob Barrett - Texas
 Gale Helms - Texas



Judging the Formula I's, May 4,
 Oklahoma City

Pictures from Don Downing

CONTEST REPORT

Beaumont, Texas
April 19, 1975
From: Don Downing

Quarter Midget Racing got started in Beaumont in comfortable 75-degree weather. Don still got off five rounds for the nine flyers. Don did a fine job directing his first racing event. When the racing was over, Don Downing and John Emry were tied, and Don came out number one by a toss of a coin. Don was flying a S.T. powered Shoestring, and John was flying a K & B powered Minnow. Bob Sellers came in third flying a Shoestring, also Super Tiger powered. No times were recorded.



Left to Right
Don Downing, John Emry, Bobby Sellers



Well-known team, George Parks and caller,
and his beautiful Minnows. George is one
of the fastest competitors in the South
Central District.

CONTEST REPORT

From: Simon Dreese, Helena, Montana - District 9

On May 18, Mel Blanchard directed five rounds of Formula I and Quarter Midget Racing. There were 12 entries, some who competed in both Formula I and Quarter Midget. Formula I was broken up into Expert and Standard Class. The flying site was in flat, wide-open territory on excellently packed dirt. Telephone communications were used. Everything was great except for gusty 20 to 30 mph winds which made flying a bit hazardous at times. In Expert Class, C. Blanchard was No.1 with his Miss DARA, K & B powered. His best time was 1:40. Dale Cowger was Second flying a Cosmic Wind, also K & B powered and a top time of 1:47. Below are the rest of the placings in Formula I and Quarter Midget.

EXPERT CLASS

<u>PLACE</u>	<u>NAME</u>	<u>TIME</u>	<u>AIRCRAFT</u>	<u>ENGINE</u>
3	Darly Cady	1:37	El Bandito	K & B
4	Simon Dreese	1:42	Miss DARA	K & B
5	Leckie	1:52	Minnow	MAC's

STANDARD CLASS

1	Mel Reed	1:56	El Bandito	K & B
2	Hans Algard	2:14	Mustang	K & B
3	Dan Powell	1:50	El Bandito	K & B
4	John Pitalack		Mustang	K & B
5	Wynan			K & B

QUARTER MIDGET

1	Glen Hertz
2	C. Blanchard
3	Speed Leckie
4	Pitalack

**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 1213/988-1159

BOB REUTHER



HOBBY WORLD

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 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 OF THE NMPRA.

R.N.S. R/C PRODUCTS

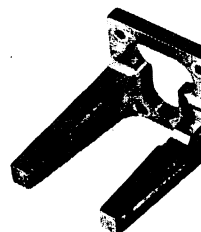
5224 Teesdale Avenue, No. Hollywood, Calif. 9160

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

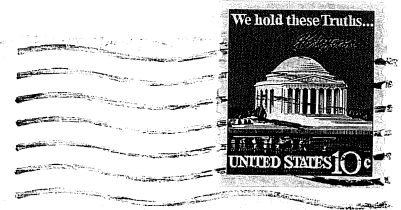
Used by Bob Smith, 1973 NMPRA Champion, and chosen by Terry Prather, World Record Holder. See Clarence Lee's article — April 1974 RCM.

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