



# NEWS RELEASE

# NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

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

\*\*\*\*\* APRIL 1976 \*\*\*\*\* AMA AFFILIATED \*\*\*\*\*

President: RON SCHORR  
5224 Teesdale Ave  
North Hollywood, Calif, 91607.

Secretary: BUD ANDERS  
16509 Saticoy St  
Van Nuys, Calif, 91406.

\*\*\*\*\* Editor: Maurice Franklin. 3530 Santa Maria, Oceanside, Calif, 92054. \*\*\*\*\*

## President's Page

Sometimes I wonder why I take the time to write this page. Last month we offered districts money to buy some new equipment. So far California bought a new public address system, the N.E. Vice President could not think of anything, one V.P. called me and said he would let me know what they needed, silence from the rest of the country. Unless I am greatly mistaken every district needs something, maybe stop watches, new pylons, so if you are a district V.P. get off the dime and let me know what your district needs and claim your money before I decide to have a party and spend it all.

Now for happy thoughts. Bakersfield is around the corner. Hope to see many of you there. The AMA I hope has seen the light and is inviting special interest groups to an executive council meeting. Although we will not have any vote or be allowed to speak unless asked it is a step in the right direction.

Received a letter from George Zink, Quarter Midget President stating that the NMPRA Quarter Midget Championships will be held in Kentucky and he didn't think he could demand membership in the NMPRA. How about some of you Quarter Midget people who do belong let George know what you think about free-loaders. He also informed me that there is talk about putting a \$60.00 price limit on engines to be used in Quarter Midget. I think you guys are kidding yourselves as the new AMA Rule Book will not be out until 1978 and by then \$60.00 will probably be the equivalent to \$50.00 or less. I have not seen anyone putting limits on their salary or unions telling their members not to ask for a raise so how can you ask a manufacturer to give you a quality engine and dictate his profit or loss.

The biggest problem facing Formula 1 procedure guide is scale judging. It looks like it is going to take Einstein and three Philadelphia lawyers to get this one down on paper. For openers it looks like it is going to be necessary to have official NMPRA three views and we will all build to these three views. Please let me know what you think of this idea. You will probably not get an answer back but your thoughts are appreciated.

I hope someone has taken the time to read this even if it is only the lonely writer of "Pylon Pit Patter". He always has something to say.

With regards,

Ron Schorr.

From Jim Buchmann, NCE VP, NMPRA.

Fellow Racers:

As you know its almost race time again. For the third time around I am your NMPRA Vice President for the NCE District. Inasmuch as there are no rewards, praise and or glory, etc, connected with this office I dont want to splash a lot of promises around and act like a politician giving hoorah pep talks. Ive learned in the past it does little good. What I have found out is you are a racer because you want to be, because it offers something a little more than any other phase of RC. You belong to NMPRA or to CPC to lend your support to sustain what you like to do best. A chance to give a little instead of taking. I chose to again take the office of vice president for these reasons. One, I do have a deep interest in racing and do think our area NCE should have at least a representative who reports to NMPRA News the happenings and results of our races. Even though in the past all the things I have written, along with other past vice presidents like Frank Morosky and Bill Wessner were seldom seen in that formidable publication. However, Ron Schorr has said (via telephone) that we will at least get more space.

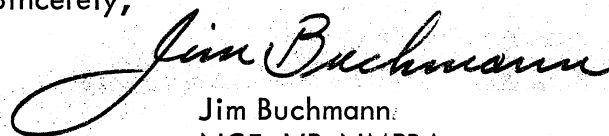
My second reason for being vice president is my association with CPC (Chicago Pylon Club) which has spearheaded racing events in this area for the past ten years. This association allows me to get your comments and gripes to a group of flyers much faster so problems can be solved quickly and our events kept as trouble free and competitive as possible. Many of CPC's actions have been the result of feedback, not only from its own flyers, but from flyers not even associated with CPC or NMPRA. So being an NCE vice president and a CPC member cuts down the communication time greatly and lets a greater number of racers be better informed.

The communication process also works in reverse. Because CPC is a race oriented organization, its members are flying in races other than those scheduled on its own itinerary. From these events the feedback gets to me by word of mouth of improved or better ways of flagging or judging, or whatever it takes to run a better event. These suggestions along with the complaints and gripes are duly noted and submitted to NMPRA President, Ron Schorr. Most procedures, however, are geared to our own particular situations, such as locations, number of flyers, equipment, working personnel, etc. Notwithstanding all of the above, without CPC I dare say, we as racers would not enjoy racing at all in this area and would have few races, far between and seldom. Certainly NMPRA would not benefit from that situation either.

I mentioned my phone call from Ron Schorr. He has his sights aimed at stopping short any and all Form 1 racing aircraft that are designated beyond the limits of scale Good Year Pylon racers Such as the "Tonis" the "LR1-A's", etc. Which have gone over the line just a little too far. Along the same line CPC has also taken steps to reinforce this course of action. So be wary this year of trying to race a borderline illegal airplane. Ron also informs me that he is compiling a guideline that outlines certain race procedures which are not in keeping with good sportsmanship, which have been practiced in the past. Without sportsmanship we haven't really anything worthwhile. In closing I can say that in the past I have tried to keep racing the most exciting sport that RC can offer, and I'll keep on doing just that. I can promise one hell of a good time for those who join the world of racing. Its the best phase of RC bar none. And as I stated in one of my first letters, racers are the best bunch of guys in the world.

See you on the starting line.....say Hi!

Sincerely,



Jim Buchmann:  
NCE VP, NMPRA.

From BOB SILWANICZ, President S.E.M.P.R.A.

Formula 1 Race VALKARIA, FLA, April 10/11

The Valkaria, Fla. Two day Formula 1 race began with all the signs pointing towards a "Bakersfield East", plenty of experienced help the best equipment, including a brand new IC computer board which was capable recording all times for all A/C, all cuts, laps etc, a new barrier at all pylons and one of the finest flying sites in Florida. The weather in the high 70's, clear skies and the wind from the NE at 20/25. I must say that to pull up to a race with the preparation that the Indian River Kontrol Society had put forth, and to learn that the help out-numbered the entrants was a little disheartening to the club, and to those who did show up to race. After this initial let-down, everyone stuck their chins up and race we did. John Kerlo took on the job of scale judging and decided to do it by the group method Five A/C were in the first row, those being a brand new Toni of Bill Williamson, #1 and backup of Dennis O'Brien and backup of Bob Silwanicz.

In the very first heat of the day Jack Fehling stuffed his Lil Toni in near #1 pylon thereby eliminating him from further racing. The scene was set early for some fast times, as Mr Consistency John McDermott, flew a 1.16.0 in his first heat. This was a tough act to follow, except John, as he went out in his 3rd round and pushed his X-40 powered Lil Toni to the meets Best Time of 1.15.4. In 10 rounds of flying he was the only one to get into the teens, doing it a total of five times!. In a hotly pursued race Greg Doe and Dennis O'Brien had a mid-air as they approached #2 pylon. Fortunately they were both able to land there planes. Doe "O"ed for two rounds while he made repairs on his "Boni" and O'Brien had to go to his backup. Carl Simms of Miami was back racing again and did quite well on Saturday, but Sunday saw him put his Mustang 450 in. Not to be dis-couraged, Carl purchased a Lil Toni from Bob Silwanicz at the end of the meet and will be right back racing. Bob Brogdon of Atlanta, had his share of problems on Sunday also as he recorded four "O"s for various reasons, Bruce Richmond was heard to be muttering something like "Gobble" after Saturday. Bruce, Thanksgiving isn't until November, or was the reason being that you had 3 points after Saturday?

Our sincere thanks to the "IRKS" for their fine effort in hosting this race.

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VALKARIA RESULTS

1:John McDermott	30 pts	1.15.4 Time	X-40 Eng	Lil Toni A/C
2:Bob Silwanicz	27	1.20.2	X-40	" "
3:Dennis O'Brien	23	1.28.1	K/B	Stegall
4:Bill Williamson	16	1.23.3	K/B	" "
5:Jim Maki	16	1.24.5	K/B	" "
6:Bob Brogdon	15	1.21.5	K/B	" "
7:Bruce Richmond	15	1.27.0	K/B	" "
8:Greg Doe	12	1.29.0	K/B	" "
9:Carl Simms	8	2.05.0	K/B	Mustang 450
10:Jeff Kerlo	7	1.27.7	K/B	LR1A
11:Brian Richmond	4	N/T	K/B	Stegall
12:Jack Fehling	0	N/T	X-40	Lil Toni

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Southern California March 27/28.

First Form 1 race of 1976, Sepulveda Basin.

Well the first race of 1976 is over, the host club being the BIRDS CLUB who did a fine job of running the race, a two day event. The first day Saturday was very windy most of the day, registration took place at 8am, followed by judging which included measuring of all the airplanes, before the flying started. The expert heat was first off which was something new, and some fine racing took place, plus the usual spate of crashes, one of first being Ron Sheldon who did his thing round No3 pylon, too low, too fast, too bad. This was followed by the standard class, its very hard to distinguish between the two classes any more, as these guys really smoke round the pylons, and there times are as low as the experts. The days racing finished early mainly due to the very windy weather which made flying unpleasant, plus waiting around between heats it was hard to keep warm. I noticed on leaving the field that the score board had a good lot of goose eggs spread all over the flyers, so the contest was still wide open.

On the Sunday thing got off to a good start, the weather being much better and warmer plus expert took the first heat of the day, and it wasn't long before big names began to climb to the top of the score sheet, Bob Smith turned in a fine time of 1;16 with what else but a DARA of course! It was good to see Larry Leonard back in action again after a long lay off, he still has got the touch, the eventual winner of expert was that fine flyer Mike Helsel with 31 points, well done Mike. Standard class was won by Jesse Coffman with 27 points, congratulations Jesse keep up the good flying. All in all it was a very enjoyable contest, very well run by the Birds Club, a special thanks to Joe and Betty Stream who worked very hard for the two days without a break, without these kind of people the contests would never be held, also a big thank you to the local flyers for allowing us to use the Sepulveda Basin for the week-end.

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Results of the Sepulveda Basin Contest

EXPERT			STANDARD		
1:Mike Helsel	31 pts	1.21.6 f.t.	1:Jesse Coffman	27 pts	1.30.8 f.t.
2:Kent Nogy	28	1.19.6	2:Laird Owens	24	1.33.0
3:Steve Sica	27	1.22.0	3;R Mills	23	1.33.1
4:Larry Leonard	27	1.23.0	4:D Ficucell	23	1.49.0
5:Terry Prather	26	1.20.0	5:Bobby Baker	21	1.37.5
6:Ed Hotelling	25	1.22.8	6:J Ryan	19	1.31.4
7:Gary Hawk	24	1.25.3	7:A Sanchez	18	1.32.7
8:Ron Gilman	22	1.21.8	8:Gary Chaddock	15	1.40.6
9:John Rouse	22	1.23.5	9:Bob Wilde	8	1.34.5
10:Mike Atzei	21	1.23.3	10:Gary Farrish	8	1.46.8

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Expert Winner: Mike Helsel with 31 points



Expert top six: Top row, Mike Helsel, Kent Nagy, Steve Sica, Bottom row, Larry Leonard, Terry Prather, Ed Hotelling.



Standard Top Six: Top row, Jesse Coffman, Laird Owens, R Mills, Bottom row, D Ficucell, Bobby Baker, J Ryan.

## NMPRA-QM Presidents Column

Just a few short words about our "Fliers" questionnaire which will appear in the June RCM. It is very important that you voice your opinion in that questionnaire if you want to be heard concerning QM rules.

Following the suggestion of Mel Santymeyers, NMPRA-QM is awarding a trophy plaque to the NMPRA member with the highest points at every QM contest in the country. These plaques will be available from your area NMPRA-QM Associate VP. He is anxious to deliver them to all the QM-CD's in his area. Please make sure the CD's in your area know about this. The plaque features an anodized aluminum plate with our letterhead silk screened on the face. There is no charge for the plaque, but we do expect the CD to send back his contest results to the AVP.

### Toledo Meeting

The great attraction of the Weak Signals Trade Show at Toledo brings in modelers from all over the country. It was a perfect opportunity for the NMPRA-QM to have an informal meeting of their AVP's or representatives. Several important decisions came out of that meeting and may be newsworthy.

First- NMPRA-QM has sanctioned the QM meet at Rough River, Kentucky as its QM Championship Race. The meet is scheduled for September 11 & 12, just past the Labor Day weekend. Based on previous experience, the meet will be well attended so get your reservations in early. For further information write:

W.H. Holsclaw  
9008 Trentham Ln.  
Louisville, Ky. 40222

Second- The Chairman of the NMPRA-QM Rules Committee is:

Fred Fogelman  
35 Northgate Dr.  
Syosset, N.Y. 11791

Fred will be happy to hear your views on the 78 AMA rules.

Third- Bill Hager explained his position on running the Nats in QM this year. Since Bill is the CD for that meet, he had everyone's close attention. Bill is both strict and fair, a combination absolutely necessary for this meet. 4 of his points were:

1. There will be a random idle check. Every racer must demonstrate an idle some time during the race, but there will be no advance warning before they get to the line.
2. After each heat, the winning aircraft will be inspected. A 0 will be given for rule discrepancies.
3. There will be a through engine inspection for finishers in a position to win a trophy. Any sign of engine tampering will disqualify the entrant.

4. A QM rule concerning tuned pipes and mufflers was published on page 76 of "Model Aviation" or page 2 of the Competition Newsletter. ( Both are May 1976 issues. )

Essentially, a 1/4" slot must be used for the entire length of any tube used to conduct hot gas and residue away from the exhaust of an engine. This slot must either be visible for its entire length from a point 5' away from the aircraft, or can be verified by the touch of a finger outside the exhaust extractor and inside the cow1. The intent is to ensure that gas can readily expand through the slot and prevent it from being a tuned pipe of any sort. This may mean a little more ingenuity and imagination on the part of the builder, but it should eliminate our problems with the tuned pipes.

\* \* \* \* \*

There were other topics discussed at the meeting concerning rules and policies. I don't want to prejudice your opinion before the "Fliers" survey is taken and the policies would take too much space. Besides I need something for next month. Suffice to say, the meeting went well and QM has an excellent chance of getting its house in order to live up to its full potential.

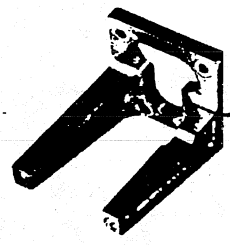
*Turn out*

*George Zink*  
George Zink  
Pres. NMPRA-QM

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Flying Schedule: Saturday July 10th; I/4 midget only, all day  
8:00 A.M. Registration  
9:00 A.M. First Race  
1:00 P.M. Lunch break

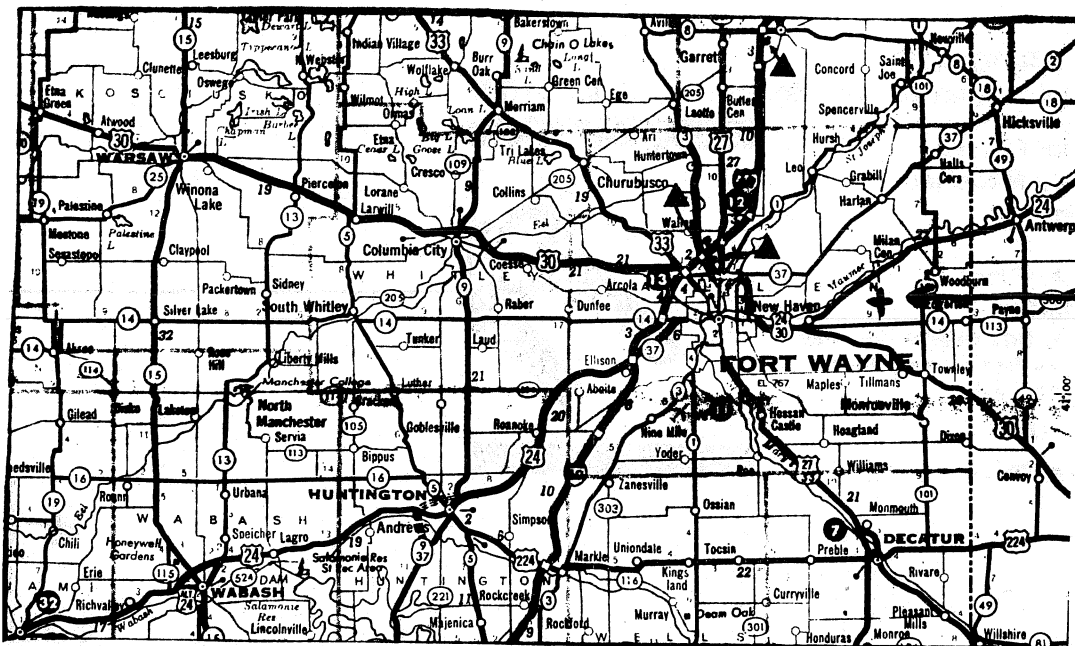
Sunday July 11th; Formula I, all day  
8:00 A.M. Registration  
9:00 A.M. Handicapping  
9:30 A.M. First Race  
1:00 P.M. Lunch break

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NMPRA-QM

Contest Director Survey Results

Rules Section

0 = Definitely in favor  
 1 = Slightly in favor  
 2 = Slightly opposed  
 3 = Definitely opposed  
 4 = No opinion

	(0)	(1)	(2)	(3)	(4)
1. Limit of 2 airplanes per contestant.	68%	10%	3%	10%	10%
2. Allow replicas of jet racers.	18%	15%	11%	39%	18%
3. Allow replicas of model aircraft.	19%	6%	15%	50%	10%
4. Allow commercially available customized engines.	8%	8%	13%	68%	3%
5. Allow unlimited modification of engines.	11%	5%	5%	76%	3%
6. Engines must be produced in quantities of 1,000 or more.	92%	2%	5%	0%	2%
7. Engines must be packaged with a carburetor.	71%	11%	3%	8%	6%
8. Any .15 carburetor should be allowed.	27%	16%	10%	42%	5%
9. Any carburetor should be allowed.	15%	8%	3%	71%	3%
10. Allow fuel tank pressurization.	19%	15%	11%	53%	2%
11. Allow engine inspection for a fee.	40%	29%	6%	16%	8%
12. Allow engine claiming, list price plus fee.	24%	18%	11%	42%	5%
13. Engine must be available 60 days prior to use.	61%	21%	5%	8%	5%
14. Mandatory engine inspection for winners.	21%	27%	13%	34%	5%
15. Allow tuned pipes.	5%	5%	6%	82%	2%
16. Allow any type exhaust extractor.	18%	5%	13%	58%	6%
17. Accessories must be available in quantities of 1,000 or more.	50%	23%	10%	13%	5%
18. Propellers must be available 60 days prior to use.	50%	23%	10%	13%	5%
19. Allow propeller modification.	39%	23%	8%	31%	0%
20. Fuselage height and width must be measured at the same location.	23%	13%	19%	37%	8%
21. Fuse. height measured within wing chord.	58%	15%	10%	13%	5%
22. Fuse. width measured within wing chord.	66%	19%	3%	6%	5%
23. Fuse. height measured at single former cross-section. No staggering top and bottom.	52%	11%	11%	18%	8%
24. Model must resemble original, including; cowls, scoops, canopies, etc.	61%	18%	6%	13%	2%
25. Minimum size requirement on cheek cowls, scoops, canopies, etc.	37%	23%	13%	21%	6%
26. Allow the use of double backed tape to hold in servos.	11%	10%	11%	63%	5%
27. Safety inspection is the sole responsibility of the C.D.	47%	23%	11%	19%	0%
28. Establish a written standard for each item of safety concerning a racing aircraft.	50%	24%	11%	8%	6%
29. Allow no modifications to the throat area of a carburetor.	77%	6%	5%	8%	3%

	(0)	(1)	(2)	(3)	(4)
30. Allow minimum of 90 seconds starting time.	73%	11%	2%	10%	5%
31. Require all engines to demonstrate idle before each heat in every round.	10%	10%	13%	66%	2%
32. Require all engines to demonstrate idle before each heat in one round only.	10%	18%	16%	53%	3%
33. Require all engines to demonstrate idle before the first heat of the day.	13%	15%	21%	48%	3%
34. Spot check for idle demonstration only.	18%	16%	11%	52%	3%
35. Aircraft must remain motionless during idle demonstration as alternative idle test.	19%	18%	13%	47%	3%
36. No idle demonstration, but penalty for landing without engine running.	40%	8%	19%	26%	6%
37. No idle demonstration, no landing penalty.	11%	6%	6%	68%	8%
38. Engine must idle below 5,000 rpm to pass idle demonstration.	24%	6%	11%	48%	12%
39. Engine must idle below 4,000 rpm to pass idle demonstration.	15%	8%	11%	56%	10%
40. Allow an airborne booster battery for the glow plug. Used during idle demonstration.	26%	15%	6%	40%	13%
41. Fuel should be supplied at a fueling station.	89%	6%	0%	2%	3%
42. Fuel should be unlimited.	8%	10%	6%	69%	6%
43. Standardize the course length at 2 mi.	42%	8%	18%	23%	10%
44. Standardize the course length at 1.7 mi. This is the 10 lap distance for the 400' course layout.	34%	16%	11%	27%	11%
45. Standardize the course length at 1.5 mi.	6%	10%	18%	52%	15%
46. Hard hats should be required by all workers, fliers and helpers on the line and at the pylons.	48%	21%	11%	13%	6%

Percentages given are to the nearest whole number. They do not necessarily add up to 100%, but this is due only to not carrying the extra decimal places due to lack of space.

Percentages shown are taken from a computer run with 60% of the questionnaires we sent out returned. You may see results of this survey in the modeling media where the percentages do not agree with this one. This is strictly due to updating the data. At this time we already have 65% of the questionnaires returned. Percentage changes are not expected to vary significantly.

Look for our Fliers Questionnaire appearing in the June issue of RCM. That questionnaire was designed to resolve the issues which this one showed to be controversial or evenly divided.

We thank you for taking the time to answer our questionnaire and for your concern for the future of Quarter Midget racing.

George Zink  
Pres., NMPRA-QM

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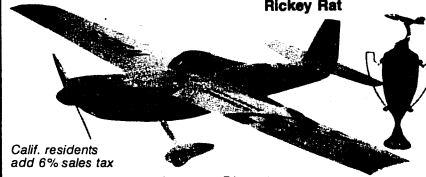
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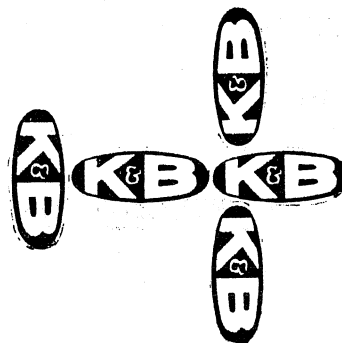
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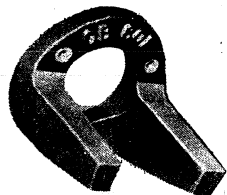
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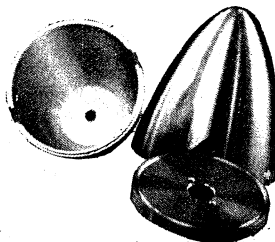


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