

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

MAY 1976

AMA AFFILIATED

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

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

Editors Comments

The Bakersfield contest is now over, in my book its the top contest of the year bar none. It is so well put together, and runs so smooth those guys in Bakersfield are a fine example of organization. It would be a great place to hold the NMPRA championships, it always has a big turn out of flyers from all over, and that line up of planes is really something to see, the thousands of hours that have gone in to all those planes, phew! all I can say is those scale judges have my deepest sympathy, if it was left to me I would give them all a one, and have race horse starts, or toss a coin for the four take off spots.

It was nice to see our Mexican friends there, they really had a good time, you couldn't find a better bunch of people. I even saw some well known pattern flyers (whats pattern?) trying their hand at formula 1 and doing a real good job too, the only comments I heard from them was formula 1 is too much work, but they enjoyed it anyway.

After two days of perfect flying weather, and some very exciting racing Terry Prather came out the winner of the Expert Class, after a fly-off with Kent Nagy for the first place spot and what a race that was, fast and furious to the last lap, great flying by both pilots.

In the Standard Class the racing was just as exciting, and Ron Hadaway ended two days of racing with a perfect score to take the top place, congratulations Ron you really had it together, and thats what counts. Laird Owens was chasing Ron hard all the time and finished in Second spot, these guys are going to give the experts a lot of trouble pretty soon.

I must mention Dave Shadel who is (or was) one of the best Glider flyers in the USA, and in his first ever formula 1 race ended up in Third place !, if he could get out of the habit of trying to catch thermals, he would have won the darn thing!, seriously Dave great flying.

At the other end of the results, Jim Maki and Jeff Bertken had so many goose eggs it looked an egg ranch!, they were going to have a fly-off between them, but they couldn't get off the ground!. All in all a great time was had by all, thanks again to those fine people THE BARKS on behalf of all the contestants, JIM HILL a big thank you.

The results of this contest are on the next page, thanks to Anne Redwine.

Bakersfield Racing Results

EXPERT

1: Terry Prather	21: Steve Helms	40: Ed Hotelling
2: Kent Nogy	22: Whit Stockwell	41: Adam Sattler
3: Jim Jensen	23: Maurice Franklin	42: Ica Gonzales
4: Mike Atzei Jr	24: Ed Allen	43: Jim Rogers
5: Tom Tusing	25: Jaaquin Alba	44: John Rouse
6: Bob Smith	26: Steve Kirshner	45: Jim Bertoglia
7: Bob Violet	27: Gary Hawk	45: Bob Brogdon
8: Steve Sica	28: Bob Emery	46: Jerry Boyce
9: Tom Christopher	29: Ron Schorr	47: Joe Vartanian
10: Jack Lee	30: Ron Sheldon	48: George Flynn
11: Walt Reise	31: Keith Davidson	49: John Brodbeck
12: Rusty Van Baren	31: Scott Johnson	50: Jack Stafford
13: Chuck Hendrickson	32: Ron Neff	51: Harly Condra
14: John Mc Dermatt	33: Jay Lewis	52: Wayne Browning
15: Mike Helsel	34: Gale Helms	53: Bob Barrett
16: Paul Zink	35: Chuck Smith	54: Jeff Bertken
17: Paul Benezra	36: Bill Lantner	55: Bob Hunt
18: Dennis Osborn	37: Luis Castanada	56: Jim Maki
19: Doug Ruble	38: Murphy-Von Adelung	57: Bernie Workman
20: Pete Reed	39: Clay-Moncreif	

STANDARD

1: Ron Hadaway	19: Joe Stream	37: James Stafford
2: Laird Owens	20: Paul Smith	38: Larry Eckersley
3: Dave Shadel	21: Steve Keller	39: Omar Salamanca
4: Scott Smithwick	22: Tony Lopez	40: Dan Dombrowski
5: Chuck Brown	23: Bob Barnes	41: Mickey Stiffon
6: Russ Kime	24: George Duerksen	42: John Perri
7: Ray Floyd	25: Tom Swift	43: Gary Loundagin
8: Bob Baker	26: Frank Sanders	44: Dean Lewis
9: Sonny Meyers	27: Bob Wilde	45: Greg Simpson
10: Gary Farish	28: Gary Hover	46: Brad Bailey
11: Manuel Sierra	29: Larry Watson	47: Robert Bailey
12: Gene Sidwell	30: Gary Chaddock	48: Allen Howell
13: James Pratt	31: Dave Ficucell	49: Doug Rankin
14: Steve Barrett	32: Jim Kimbro	50: Ken Busse
15: Mark Smith	33: Salomon Lopez	51: Robert Castor
16: Guy Johnson	34: Paul Kinney	52: Buck Clary
17: Bob Roat	35: Angelo Sanchez	53: Alan Livesly
18: Jesse Coffman	36: Tad Sato	54: Jan Rynd
		55: Jim Burlite

The Fastest time of the meet was performed by Bob Violet who also put on a fine demonstration with his A-4 Sky-Hawk ducted fan design, thanks Bob.

INTERNATIONAL NEWS

From:Shiro Hijikata,Dir.Overseas Affair,JMPRA

On April 11 we held a Formula 1 contest at Tachikawa AFB Tokyo, Japan. The contest was directed by H. Takahashi, and there were 26 entries all one class, that is no standard or expert. The weather for the race being sunny, and we had use of the Air Force Base runway for the event. The contest was finally won by T. Kaneko flying his Lil Toni powered by a S/T X40, his fastest time being 1.37.0, and he collected 9 points for 3 rounds.

RESULTS

1: T.Kaneko.	1.37.0	Lil Toni	S/T X40	9 points
2: I.Tanaka.	1.32.1	" "	" "	8 *Fly Off
3: H.Shindori	1.41.8	" "	" "	8
4: M.Shima	1.39.0	" "	" "	7 *Fly Off
5: Z.Ohyama	1.43.2	" "	" "	7
6: K.Takahashi	1.42.3	Dara	K/B 40	6 *Fly Off
7: Y.Nemoto	1.36.6	Lil Toni	S/T X40	6
8: K.Kuroda	1.53.3	" "	" "	6
9: Y.Murakami	1.23.3	" "	" "	6 **Fastest Time.
10: N.Chujo	1.29.7	" "	" "	6
11: H.Nohara	1.36.4	" "	" "	6
12: K.Kawaoku	1.31.8	Dara	" "	6
13: S.Miyajima	1.30.9	" "	" "	5
14: S.Hijikata	1.35.8	" "	" "	5
15: M.Nonomura	1.41.8	" "	O/S 40	5
16: K.Nakamura	1.26.4	Lil Toni	S/T X40	5

I just want to say thank you to Mr Shiro Hijikata for his report from Japan, its very interesting to hear from overseas, we could do with more of this in the NMPRA News, by the way "eat your heart out Jim Maki"!!!.(Ed)

Mexico, Mexicali: Quarter Midget Race

For those of you that didn't go, you missed a good one !. The hospitality, the banquet, the attitude of our hosts were all more than anyone could expect. It was a fantastic week-end and well worth the drive to Mexicali. The field was a little rough and dusty as we ran our engines up on two by four sheets of plywood. Joe Bridi and his wife were there to add their support to a now international event. Joe gave a pattern demonstration as well as work as our starter for the entire race. Thank you for the help Joe. We ran four rounds, which was enough to thrill almost three thousand (3,000) spectators. The race went off smoothly for the most part - there are always mishaps. Bob Nickle had the fast time of the day with a 1.40.0 with his Rat -K/B combination. There were quite a few times in the low 1.40's. There were a total of twenty flyers, and they are all listed. Everyone that went to this race deserves a hand as we have broadened the Quarter Midget event with this race.

Special mention should be made to both Kathy Root and to Norma Nichols for making the race as successful as it was, Thank you.

Results of the Race on opposite page.

PROPOSED RULE CHANGE: To increase minimum weight of Formula 1 racers after flight from 5 lbs to 5 1/2 lbs. AMA Rule: 36.5.

REASON: Five years ago, most modelers could build a 5 lb racer, but engine developments have produced engines with rear exhaust pipes, their adapters, Schneurle porting, and other changes which have increased engine weight by more than three ounces. Therefore, to have a 5 lb aircraft today, a builder must sacrifice weight, either in radio weight or structural weight, neither of which enhances safety.

Using small batteries to lower weight may not be safe as a larger capacity battery. Certainly a 3 1/2 lb aircraft structure (without radio and engine) can be made a lot stronger with more fiberglass reinforcement than a 3 lb aircraft (about 16% heavier). However, competitive racers refuse to voluntarily add any weight above minimum because of the competitive disadvantage of excess weight. Only by having a higher minimum weight than 5 lbs will builders feel free to build as strongly as possible since the alternative would be adding lead.

Some expert builders feel this proposed 5 1/2 lb minimum penalizes them, since 90% of the "hackers" can't build as lightly as the experts. True, a 5 1/2 lb minimum weight equalizes the experts and hackers somewhat. But, since the rules equalize other aircraft criteria (engine displacement and availability, wing area and other dimensions), why not also equalize weight? Then flying ability will determine winners, rather than who can build or buy the lightest aircraft. Another important benefit of this 5 1/2 lb minimum weight would be to enhance the longevity of competition Formula 1 racers. Now, after a racer has had the landing gear epoxied back in place or other dings fixed after a few hard landings, the racer gains weight which makes it no longer as competitive as before. If a flyer could simply remove an ounce or two of lead ballast to compensate for repair weight, he could still have as competitive a racer as before. He would then not feel compelled to build or buy a new, lighter racer. This ability of an aircraft to be competitive (weightwise) over a longer life will encourage modelers to start and to continue racing, as it lowers the overall cost of racing Formula 1 (which seems to be the major obstacle to sustained interest).

Therefore, a change to a 5 1/2 lb minimum weight rule, which is easily enforceable, will enhance safety, help equalize aircraft capabilities and emphasize pilot ability, lower costs, and help these models last longer!

SUBMITTED BY: Edward Hotelling, 3180 Goldenspur, Camarillo, California.

Quarter Midget Race Results; Mexicali.

* 1: Kent Thomas	15 pts	11: Nick Nichols	7
2: Eloy Marez	15	12: Gary Hawk	7
3: Dave Robertson	14	13: Leo Martin	7
4: Bob Root	12	14: George Kurreck	5
5: Mel Santmeyers	11	15: Bob Adams	5
6: Bob Novak	11	16: Vince Stagnaro	5
7: Ron Dickson	11	17: Dale Yaney	4
8: Bob Nickle	11	18: Bill Racer	3
9: Karl Schick	9	19: Tim Holden	2
10: Ken Holden	9	20: Toni DiPadova	0

* Won fly-off. those with 11 points, places were determined by fastest time.

From: Bryan Sattler, N.E. District News.

I think it is safe to say that "Mother Nature" has decided to allow the racing season to begin in the NE with at least a bit of spring in the air. Since the racing season is about to begin a few words of reminder are in order. If a pilot wishes to receive points districtly as well as nationally he must be a 1976 member of NMPRA. This will be enforced strongly, especially when it comes time to determine who qualifies for the Championship Race. So, if you haven't joined NMPRA yet or you know somebody who hasn't, please do so as soon as possible. Who knows, you might like it.

Have you ever heard of NEMPRA, if not don't worry, this is the name of the new "District" association that try to coordinate the racing activities throughout the NE district. It is felt that the association is needed for the following reasons: (1) Scheduling of races for the following year can be done with less confusion at district association meeting. (2) A district championship race will have a better chance if sponsored by an association. (3) The idea of awarding a perpetual trophy to the top Form 1 pilot can be realized if there is an association. Actually the reasons can go on and on, what is important is that the whole district would benefit from having an association. The officers of NEMPRA will be the N.A. VP and his A.VPs. The membership fee is \$2.50 per person, join now !.

Gentlemen, start your engines, for the racing season is upon us.

Turn left, go fast.
Bryan Sattler.

N.E.M.P.R.A. APPLICATION FORM.

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Bryan Sattler, 29, Waldorf Place, Schenectady, N.Y. 12307.

For those of you that may be interested the following states are part of the NE district:

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Maine. Rhode Island. Maryland. Vermont. Massachusetts. Virginia.

New Hampshire. West Virginia. New Jersey. Canada (Entire Country)

From Jim Buchmann N.C.E. VP.

1976 Chicago Pylon Club Racing Schedule

May: 30	Pontiac (Chatsworth, ILL.)	Form 1 and Q Midget.
June: 13	La Porte Ind.	Form 1 and Sport.
June: 20	Northwest RC Club (Hoffman Estates) C.D. Jim Marinangel	Q Midget and AMA Sport Pylon
June: 27	Lakeshore. C.D. Bob Browning	Form 1 and Q Midget
July: 10/11	Fort Wayne, Indiana. <u>\$ 500.00 in cash prizes. ##</u>	Saturday: Q Midget Sunday: Form 1
August: 15	Sig	Form 1 (Q Midget may be added)
August: 22	C.P.C. Races (Chicagoland Field) C.D.'s - Frank Morosky and Bob Petrinek	Form 1 and Q Midget
Oct: 2/3	<u>C.P.C. Races Regional Championships</u> (S.A.C. Field) C.D.'s Lynn Stevens and Dan Kane	Saturday: Sport Pylon and Formula Ugly Sunday: Form 1 and Q Midget

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S.C.W. District Report from; Dave Harter.

Our season got underway at Fort Worth May 9th with a typical rain-threatened day. However we were lucky this time and completed our race without getting "washed out"; at least some of us. Twenty one entries showed up and scale judging was completed about 9:30. After 7 rounds, the following placed in the top 10:

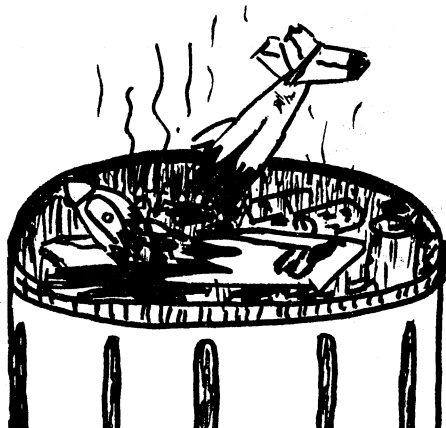
1: J. Lewis	21 Points.	125.0 Time.
2: D. Downing	19	125.0
3: G. Helms	19	128.0
4: W. Browning	17	129.6
5: T. White	15	136.5
6: R. Barrett	15	131.2
7: Moncrief/Clay	14	119.9
8: D. Bigelow	13	130.2
9: L. Barnes	13	137.2
10: B. Clary	10	216.0

Ties for 2nd and 8th were broken by best times and ties for 5th were broken by Doc Barrett's plane in a mid-air with Ted White in a fly-off. Many beautiful planes were lost in this race, however, none by outside interference as we have in the past. Jim Bertoglio from Medicine Lodge, Kansas was one of the more unfortunate ones in that he hit a tree on approach to landing with his #1 bird, then two races later, hit Ted White's field box that was left too close to the runway with his #2 bird. The last we saw of Jim was the back of his car headed for Kansas!

Ed Rankin had his share of tough luck trying to get the best time and over rolling at #3 pylon. It sure was messy. We have a second youngster coming up in our group this year to give Mark Harter some stiff competition. Young Steve Barrett turned a round of 138.6. Good going, Steve!

Dave Harter.

Editors Note; On behalf of all the members of NMPRA I would like to wish RON GILMAN a speedy recovery from his auto accident, Ron is a well known Formula 1 flyer on the west coast, and holds the present World Record time of 1.13.0 for Formula 1. I hope someone can sneak Ron a couple of Form 1 kits in (amongst the grapes) spraying could be messy in bed Ron, get well soon.



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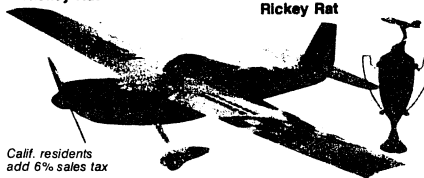
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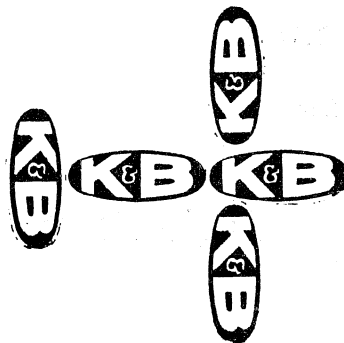
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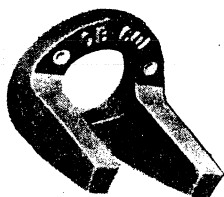
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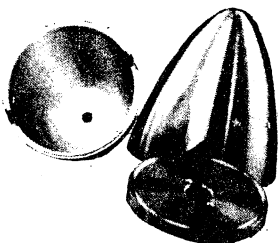
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