



# NEWS RELEASE

# NMPPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

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

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JUNE 1976

AMA AFFILIATED

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

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

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President's Page

Not too many years ago an article was written in RCM the title of which was "Whatever Happened to Formula 1?". It predicted the demise of the event. Its author was Al Strickland. Here it is 1976 in the month of May. I understand the calendar makers are going to change the spelling of May to Bakersfield.

Approximately 120 Formula 1 fliers had a fantastic time flying six rounds of hotly contested racing. It was one of the best ever and hopefully the same group, the BARKS of Bakersfield will consent to host the 1976 Championship Race. My Congratulations to them for a job well done and to the winners, Terry Prather who won a fly off with Kent Nogy.

It was one of the closest races I have seen. Standard class was won by Ron Hadaway and second place by Laird Owens.

We will be looking forward to you two gentlemen entering expert very soon.

This event had contestants from New York to Hawaii and from Canada to Mexico and in my eyes is growing. By the way whatever happened to Al Strickland? Come back "Back Daddy" and join the fun.

Good Luck,

Ron Schorr.

PS. Attention all fans of the Florida Flash: From here on in he is to be known as the Florida Turkey!

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NEWS FLASH !!!!!!!

The great News is the 1976 Championship Race is to be held at BAKERSFIELD and the Co C.D. for this event will be Glen Spickler and Mr Redwine, so we can look forward to probably the best Championship Race ever held.

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From Jim Buchmann:NMPRA V.P.NCE District.

Well it was the start of a new season for C.P.C.this year,and the turnout truly was representative of the hard core Formula 1 and Quarter Midgets pilots. Because the weather was really not the best all day,the sun finally decided to shine just as the last Formula 1 touched down,and it was over nice huh!!!.I must not forget The Pontiac ILL,RC Club for hosting this one.Leroy Webb is one heck of a C.D.and really gets his Club out to work.The New Shutter System we have this year seems to be an improvement over flags,I did not hear one gripe because of false turn sign or what have you which speaks well for the flagmen who never called for a Formula 1 race before.I feel I must give much credit also to the hard core Pilots that in spite of hardships weather not withstanding ,get out and hell be damned make it a day of Racing:Onori, Preis, Morosky, Kane Browning, Fitzpatrick, Booth, Banzen, Fisher, Bryan Gentry, Sears, Weesner, Webb, Beilick, Spies, Gager, Leslie, Liskowski, Farr, Smith, Stevens, Santich, Clark, All of whom are not Formula 1 Pilots,but get out and make it a day.

Results of the FORMULA 1 Race.

1: Bill Weesner	1:37	K/B40	20 Points.	
2: Dan Kane	1:46	K/B40	16	
3: Jim Gager	1:55	K/B40	16	Toni
4: Dan Santich	1:51	K/B40	3	
5: Bob Onori	1:57	K/B40	3	Toni
6: Jim Buchmann	2:10	K/B40	3	Shark
7: Larry Liskowski	2:22	K/B40	3	Minnow
8: Frank Morosky	N/T	K/B40	0	Dara
9: Bill Preis	N/T	K/B40	0	

The Race was the N.C.E.Pontiac 111 held at Chatsworth,contest director Leroy Webb the flying site was a sod flying field air strip,and the weather was Rainy and cool. 5 rounds were flown in Formula 1 and Quarter Midget.As you can see the top three guys deserve it,the rest well just had a hard day of it.

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Editors Comment

As regards Ed Hotelling's rule change to a 5 1/2lb Formula 1 aircraft,my observations on this are:The mere fact that you increase the weight of the aircraft does not mean its going to be stronger,I have seen many 5 1/2 to 6 1/2 lb aircraft fold their wings with no trouble at all,so I dont see the point of an extra 1/2 lb wing loading helping anything,except increasing the danger.With the modern lightweight radio's and the availability of the 450 mil receiver pack there is no increase in the radio weight.The average Formula 1 builder has difficulty in making the 5 lb minimum as it is,so why make the job harder. As regards the dropping of Nitro from the fuel we now use,this can cause engine problems as most of the engines used in Formula 1 have been developed around 60% to 70% nitro being used,and to remove this from the fuel will cause many hours being spent in propeller and engine redevelopment.The old proverb of "Leave well alone" I think rings true for Formula 1.

From: Dave Harter, S.C.W. District Report.

With reference to Ed Hotelling's proposed rule change to a 5 1/2 minimum weight for safety's sake, I agree. However, this is a personal opinion and therefore I would like to hear comments from others. In addition to this rule change proposal, I am hearing rumors of making a fuel requirement, doing away with nitro. This to me I think is reasonable for obvious reasons. Look at the money that could be saved in engines alone. After all, what difference does it make if times are increased 10 seconds or so?. This would require that C.D.'s furnish the fuel at the meets as the Quarter Midget boys do. Now that these two cans of worms are open, let's hear from you guys!

The Oklahoma City race date of May 17th conflicted with Bakersfield, therefore, most of the Fort Worth boys were not at our meet. However, from looking at the results of Bakersfield it looks like it was a wasted trip for them.

We had a good race with 17 entries on a windy day (gusts to 30 mph). Best time was turned by Press at 1:32.8. This may seem high to you boys in California, however with winds that high you tend to fly high and wide in Oklahoma.

Race Results in Oklahoma City ( Top Ten )

1: Ted White	6: D. Press
2: Mark Harter	7: B. Onori
3: Charlie Swain	8: Larry Barnes
4: Chuck Monnet	9: Hank Filson
5: R. Knopp	10: Lee Hudson

The Following weekend, May 23, we moved on to Wichita. There were 23 entries with the following results:

1: B. Onori	6: Gale Helms
2: Moncrief/Clay	7: E. Prico
3: Ed Rankin	8: W. Browning
4: Gary Heithold	9: H. Baker
5: Deeds Bigelow	10: Steve Barrett

Ed Rankin of Fort Worth turned the best time of 1:22.0

The top ten NMPRA point standings through three races in the SCW District are as follows:

1: Deeds Bigelow	174.2	6: Mark Harter	135.7
2: Gale Helms	169.0	7: Charles Monnett	132.0
3: Moncrief/Clay	167.4	8: Harold Baker	125.3
4: B. Onori	163.2	9: Robert Barrett	122.3
5: Wayne Browning	155.0	10: Hank Filson	122.1

\*\* Special notice to SCW District Members \*\*

I have received our share ( \$150.00 ) of the NMPRA fund for spending as we see fit. I need your suggestions so that I can make a decision that would benefit the most of you. Mail your comments to me at 1628, West Main, Oklahoma City, Okla. 73106

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From U.P.R.C. Waterford Ontario, Canada.

We're under way, the first race of the 1976 season is now history with six more to go. It would be difficult to find the proper words to really describe the effort and money put forth by the Canadian group in improving racing in Waterford. New pylons with phone booth type cages for the judges, a new turn signaling system in the form of flapping shutters, a new comm system and on and on. Top all of this off with a very capable hospital crew; it all adds up to great racing. The weather was better than it has been so far this spring, the sun was out, it didn't rain or snow and the only constantly changing wind direction was a slight blob on an otherwise excellent day. From all the circuit a big thanks to all those in Canada that staged this first race of the 1976 season.

Formula 1 Results

1: Ernie Nikodem	14 Points	K/B40	Shoshonik	1:37
2: Dick Smith	12	S/T40	LR1A	1:59
3: Hal DeBolt	10	K/B40	Mustang	1:37
4: Nelson/Thomas	9	S/T40	Toni	1:38
5: Dave Smith	8	K/B40	Minnow	1:46

The name of the game was, "Who can get up, go ten laps, get down and be able to go ten laps again!" Ernie Nikodem, and Dick Smith were the only ones with five scores. Everyone else seemed plagued with early season bug-a-boos in the form of blown plugs, loose wheels, broken props, on takeoff and then those darn landings in the rabbit patch. There were, despite all, some good close races, most with only two planes involved.

See you at the next one, John E Nelson.

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From: Shiro Hijikata, Dir, Overseas Affair, JMPRA, JAPAN

A two day race was held at Ashiya Air Force Base, Kyushu, Japan on May 2nd & 3rd and there were 29 entries which were divided into 7 three plane heats, the weather was cloudy and rainy but some great racing took place in spite of the poor conditions.

Formula 1 Race Results

1: N. Chujo	1:26.4	Toni	S/TX40	18 Points (fly off)
2: K. Nakamura	1:31.4	Toni	S/TX40	18 " "
3: Y. Murakami	1:26.3	Toni	S/TX40	18 " "
4: S. Miyajima	1:35.0	Toni	S/TX40	17 (fly off)
5: M. Fukushima	1:32.0	Dara	S/TX40	17
6: M. Shirakawa	1:34.9	Toni	S/TX40	17
7: S. Hijikata	1:29.6	Dara	S/TX40	15
8: H. Nohara	1:29.1	Toni	S/TX40	15
9: M. Nonomura	1:38.7	Maco	K/B40	14
10: T. Nakao	2:00.8	Dara	K/B40	13
11: M. Nakamura	1:39.8	Toni	K/B40	12
12: J. Miyata	1:44.2	LR1A	S/TX40	12
13: H. Kashiwagi	1:44.4	Mustang	K/B40	11
14: Y. Miyamoto	1:53.4			10
15: K. Kuroda	1:54.8	Toni	S/TX40	10

The best time of the meet was put up by Y Murakami, with a 1:26.3.

From Bryan Sattler: N.E. District Racing Reports

On May 2nd at Hadley, Mass. The weather was fine for the five rounds of Formula 1 racing that were held. There were 15 entries in the first formula 1 race of the year. The fastest time of the race was put in by Bill Zautner of 1:23.5.

The top three results are as follows: 1st was Tom Castellano flying a Dara, powered by a S/T40, 2nd was Bill Zautner driving his S/T40 powered Toni, 3rd came Al Sager flying his S/T40 engined Dara.

On May 23rd at Somers, N.Y. Five rounds of Formula 1 racing were completed, the weather for this meet was fine, except for a pretty stiff breeze. There were 15 entries for this event which was won by Bobby Blouch flying his Toni pulled by a S/T40, he also put in the fastest time of the meet with a 1:24.0.

Results are as follows

1: Bobby Blouch	Toni	S/T40	1:24.0 (Best time)
2: Ken Hahn	Toni	S/T40	1:27
3: Al Sager	Shoestring	S/T40	1:27
4: Adam Sattler	Toni	S/T40	1:35
5: Bill Zautner	Toni	S/T40	1:25
6: Tom Castellano	Dara	S/T40	1:28
7: Bob Barkowski	Toni	S/T40	1:28
8: Kirk Cirillo	Toni	S/T40	1:26
9: Pete Reed	Boney Toni	S/T40	1:34
10: Jerry Wagner	Cosmic Wind	S/T40	1:37
11: Arnie Wile	Toni	S/T40	1:47
12: Butch Schroeder	Dara	K/B40	1:39
13: John Papageorge	Riky Rat	OPS40	1:35
14: Glenn Sicotle	Shoestring	S/T40	N/T
15: Anthony Schroeder	Dara	S/T40	N/T

May 23rd at Waterford, Ontario, where the weather was cold and windy throughout the five rounds of racing. there were 13 entries for this event of Formula 1 .

Results are as follows

1: Ernie Nikodem	Shoshonik	K/B40	1:37
2: Dick Smith	LR1A	S/T40	1:59
3: Hal DeBolt	Mustang	K/B40	1:37
4: Nelson/Thomas	Toni	S/T40	1:38
5: Dave Smith	Minnow	K/B40	1:46
6: Bob Ball	El Bandito	S/T40	1:40
7: E.Kent Landefeld	Cosmic Wind	K/B40	1:47
8: George Baynes	Stinger	K/B40	2:12
9: Rick Paine	Toni	K/B40	2:37
10: John Grigg	Pogo	K/B40	2:01
11: Alan Baker	LR1A	S/T40	N/T
12: Terry Scheel	LR1A	K/B40	N/T
13: Eric Maixmeier	Mustang	Webra 40	N/T

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From Bill Hager, O.P.R.A. President

May 23 Quarter Midget & Formula 1 Race Results

On May 23, we had our Quarter Midget & Formula 1 race. The weather held, although the winds picked up a little, we had plenty of good racing. We flew five rounds in each event and here are the final results.

Quarter Midget.

1: Bill Weesner	Toni	Rossi	1:43
2: Kevin Polzin	Cosmic Wind	Rossi	1:55
3: Ben Martin	Cosmic Wind	Rossi	1:47
4: Barney Polzin	Cosmic Wind	Rossi	1:59
5: John Fotio	Miss Paranoia	Rossi	1:42
6: Keith Wellbaum	Toni	Tipan	1:57
7: Gary Dabich	Miss Paranoia	Rossi	2:00
8: Bernie Oldenourgh	P51 Mustang	Rossi	1:58
9: Fred Najor	LR1A	Rossi	1:47
10: Ed Nobora	P51 Mustang	Rossi	1:52
11: Wayne Yeager	Proud Bird	Rossi	1:45
12: Allen Booth	LR1A	Rossi	1:49
13: Harry Slone	Cosmic Wind	K/B	2:23
14: Russell Dewitt	LR1A	Rossi	2:01
15: Tony Koprivnik	LR1A	S.T.	2:35
16: Tom Hottell	Mustang	Rossi	2:34
17: Ron Jawnig	Cosmic Wind	Rossi	2:20
18: Lavern Grews	Causet	S.T.	2:20

Formula 1

1: Bill Hager	Toni	ST40	1:23
2: Bill Weesner	Toni	ST40	1:35
3: Dave Keats	Minnow	OS	1:34
4: Gary Villard	LR1A	ST40	1:31
5: Bill Johanson	Minnow	K/B	1:40
6: Foster Goshorn	Toni	K/B	1:39
7: Robert Hager	Minnow	K/B	1:37
8: Jim Gager	LR1A	K/B	1:30
9: Bob Mellen	Toni	ST40	1:38
10: Fred Johanson	LR1A	ST40	1:40
11: Bob Buzash	LR1A	K/B	1:37
12: Barney Polzin	LR1A	OS	1:44
13: Frank Baird	Mustang	K/B	N/T
14: Russell Dewitt	Minnow	OS	N/T
15: Fred Najor	Mustang	OPS	N/T

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From Bill Hager, O.P.R.A. President Continued:

Remember for O.P.R.A. points, you get one point for everybody you beat. Your points wont count if you dont join. To join just send \$5.00 to Bill Hager, 5200 Rye Dr, Dayton Ohio, 45424.

Here is an update list of the contests:

July: 4	Mentor Ohio	Quarter Midget
July: 10-11	Ft. Wayne, Ind.	Formula 1
Aug: 1-8	Nationals, Dayton, Ohio.	Quarter Midget, Formula 1
Aug: 22	Weak Signals Hobby Stop Silver Cup 3. Toledo Ohio.	Quarter Midget
Sept: 19	Weak Signals, Toledo, Ohio.	Formula 1
Sept: 25-26	O.P.R.A. Championships Toledo, Ohio.	Q-500 Sat. Quarter Midget, Formula 1 Sunday.
(Unknown)	Greenville, Ohio.	Q-500, QM, F-1.
(Unknown)	Mentor, Championships.	Quarter Midget.

Remember a K.G.L.5 Channel Radio to the top man in Q-500 at the end of the year.

In making out the contest report for the May 22-23 contest I found that a good many of you either did not put down an NMPRA number or you haven't joined. Membership in the NMPRA is not mandatory, but we owe what we have in racing to this organization. Support those who help us. Join the NMPRA, send \$10.00 to Ron Schorr, 5224 Teesdale Ave, North Hollywood, California, 91607.

See you at the races,  
Bill Hager.

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Quarter Midget Results: 23 May, from Charles W Baucom.

Charlotte, N.C.

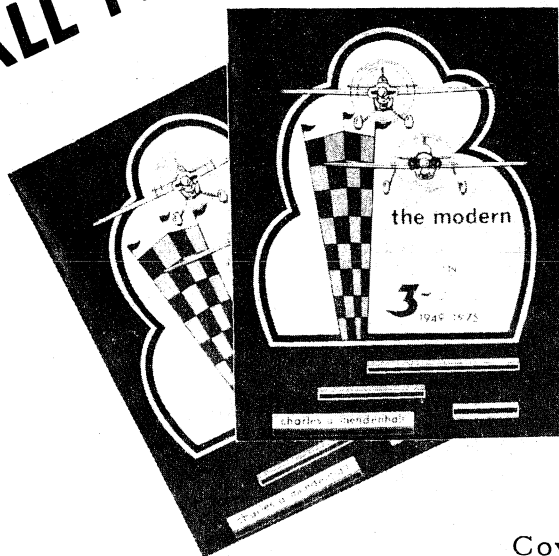
1: Bob Finley	1:48.8	Rossi 15	
2: Toby Grether	1:55.0	Rossi 15	
3: G Jacobson	1:41.3	Rossi 15	Cosmic Wind
4: A Leftwich	1:35.6	Rossi 15	Cosmic Wind
5: Jim Morehead	1:51.9	Rossi 15	Cosmic Wind
6: Dave Pearce	1:38.3	Rossi 15	Midget Mustang
7: H S Watts	1:48.0	Rossi 15	Cosmic Wind

5 rounds were flown, with seven contestants flying in cloudy light drizzle. The contest director was Charles W Baucom and the location was Charlotte Aeromodelers field.



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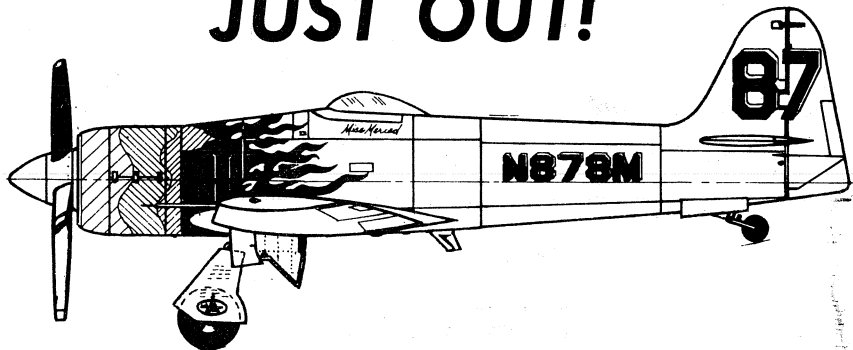
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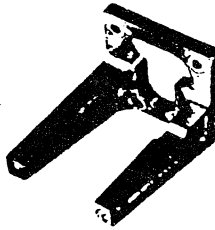
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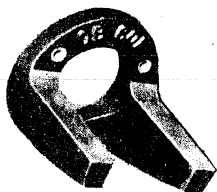
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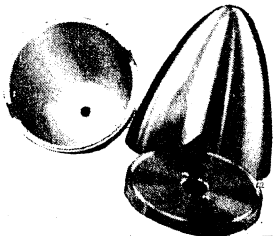
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