

NEWS RELEASE NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

PYLON RACING → FORMULA I → FAI → QUARTER MIDGET

JULY 1976

AMA AFFILIATED

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NEW ADDRESS !!! Editor: Maurice Franklin, 3527, Mira Pacific, Oceanside, CA 92054.

President's Page

Gentlemen: This month we will answer Edward Hotelling's proposal to change the weight of a Formula 1 aircraft from 5 to 5 1/2 pounds. I will have to agree with Edward Hotelling that it is difficult to build a 5 pound plane. Recently I built a Bertkin Brown Bag Racer, alias a minnow, and Bob Smith built the same kit. My plane came out at 5 pounds 8 ounces and Bob's came out at 4 pounds 15 ounces. We both used the same radio, battery pack, engine and mount. Certainly I do not believe that Bob Smith builds a weak or unsafe airplane. I think his planes are as strong as mine and the wing loading is certainly better on his and in that respect a 5 pound airplane is safer than one of a greater weight. There has been a great deal of controversy as to how much the weight slows you down. My personal opinion is after the first turn there is no difference between a 5 pound bird and a 5 1/2 pound bird. Everyones opinion will differ, but some of the fastest planes in the country are over 5 pounds 3 ounces. To add insult to injury Bob Smith had to paint his airplane twice so believe it or not even with todays heavier engines it is possible to build an airframe at 4 pounds 14 ounces. So Ed, I am going to have to recommend that your proposed rule change of AMA 36.5 be rejected. Of the letters I received it was 4 to 1 against increasing the weight.

In Dave Harter's June column of the NMPRA Newsletter he mentioned a proposal to ban nitro. This has never been an official proposal. It is the thinking of a manufacturer to lower the cost of buying fuel and to stop some of his headaches in the repair department. This was not only meant for Formula 1 but for all modeling. It is unthinkable to me that after the horsepower race of the last few years that all of a sudden they expect to take it all back by a ban on nitro. If in fact this ever becomes a real proposal I will fight it tooth and nail for I do not think it is inforceable and I know for a fact it is being abused in Quarter Midget. I recommend the manufacturer who suggested this idea make stronger engines and to the modelers who are worried about the cost of fuel learn how to make your own and save a few dollars. Looking forward to seeing all of you sometime during the year. You may not believe in me, but I believe in Formula 1.

Ron Schorr.

P.S. I do not think the NMPRA will be sending a team to race at the FAI Internats.

Northwest Formula 1 Pylon Championships: By Mike Helsel.

The first Formula 1 race in Northern California in four years was held at the Pioneers PAL RC field near Santa Clara on June 12/13th. A small but dedicated group of people conceived and organized this race. Scale Judging was handled by Gary Korpy and John Pond, starting honors were handled by Bob Francis.

Saturday morning dawned cloudy and cold as the 26 entries began making ready for the weekend of competition. We appreciate the few from southern California that made the trip north. Four rounds were flown on the Saturday until the wind came whipping in of the bay. Sunday was much better weather, and four rounds of expert, six rounds of standard were flown. The expert program was cut short by the loss of half the entries due to crashes and mid-air. There were two mid-air in expert and one in standard. With 13 entries in both classes it is tough to get good variety in heat racing, although most heats were hotly contested. Special admiration goes to Jack Lee for rebuilding Scott Johnsons Toni after it did a stall turn on landing. Our special thanks go to the workers who did a tireless and excellent job. The next race will be held in October 2/3. We hope more southern gentlemen will make the trek north next time.

Results are as follows

STANDARD.

EXPERT.

1: G. Landagin	33 Points	1:32.8	1: J. Bertken	26 Points	1:19.3
2: J. Davis	29	1:32.0	2: R. Schorr	25	1:25.5
3: L. Helsel	29	1:32.3	3: M. Helsel	24	1:18.4
4: B. Seigelkoff	27	1:27.2	4: R. Sheldon	20	1:16.0 **
5: B. Wilde	26	1:31.2	5: S. Johnson	20	1:22.0
6: B. Bailey	17	2:01.7	6: J. Rouse	17	1:25.4
7: A. Sanchez	15	1:34.5	7: J. Brodbeck	16	1:24.4
8: R. Bailey	13	1:52.0	8: P. Benezra	15	1:20.0
9: B. Morse	8	2:06.6	9: V. Adlung	13	1:36.0
10: J. Stafford	7	1:39.0	Murphy		
11: K. Busse	3	1:54.0	10: T. Christopher	9	1:29.0
12: G. Chaddock	2	1:58.0	11: B. Workman	8	1:29.1
13: P. Kinney	0	N/T	12: S. Kirshner	6	1:35.4
			13: J. Lee	5	1:28.0

** Fast time off the meet.

TO: RC Equip. Mfrs., Model Press, Boat/Car Assns., HIA.
FROM: John Worth, Executive Director

Date: July 28, 1976
Subject: FCC Status Report.

According to information heard by AMA headquarters, the FCC is expected to announce shortly that seventeen additional channels will be made available for CB use. Our interpretation of the information is that the current five 27 MHz RC frequencies will not be effected by this CB expansion. Further details and official information will be available within a few days, upon publication by the FCC of their official action. In the meantime it appears safe to say that the RC campaign waged by the AMA, Model Industry, and the Model Press, has been won; insofar as holding action to permit continued 27 MHz RC activities as before. The next phase of the campaign, to obtain new frequencies for RC, will be pursued for improvement of our status quo. More information will follow as soon as current information is verified.

Chula Vista Formula 1 Race Report June 26/27

While the rest of the West Coast residents were sweltering in a record-breaking heat wave those attending this race enjoyed the relatively cool ocean breezes at the south-west tip of these United States. Most everyone was happy to see that 36 flyers had either survived or avoided the impromptu Santa Clara Formula 1 Crash-O-Thon. The entries added up to five heats each in Standard and Expert and a total of nine rounds were flown.

Those who stayed away because of last years reports of poor field conditions were the real losers. Fresh blacktop had been layed for the take-off and starting area, the pit area had been dragged of grass, and a new signal light system (ala Bakersfield) replaced the traditional flags at No 1 pylon. Landing overshoots and undershoots were rather infrequent because the steady on-shore ocean breeze was right down the runway. However, there was a short time during the first round on Sunday when the breeze was switching from off-shore to on-shore. A moderate 90 deg right cross-wind contributed to the loss of five standard class planes due to take-off accidents including a two plane ground collision. Two mid-air were recorded, the most serious involved Kent Nogy and Steve Sica, Steve lost power and control then executed, free-flight style, one loop and one figure nine. Kent's plane shed its wing just like a spacecraft separates from its booster stage. The fuselage reacting to elevator control, and propelled by a healthy K/B proceeded down range. The big problem, other than the anticipated sudden stop, saw that the trajectory took it into Mexico where the U.S.A. border patrol deters retrieval. Kent's kindly face must have shone thru the heavy beard, for the border used there Piper Cub and Chopper to help in the search. Gene Sidwell was not to be outdone, radio failure caused his Dara to head across the border. It too came back in a basket.

If there had been a Turkey Award for the worst goof it would have gone to Mike Atzei's caller his Dad, who during the fly off for second place with Jim Jensen, Dad called two turns using Jim's light result a big goose egg.

All of you who read the NMPRA President's page early this year probably didn't take too seriously Ron Schorr's intention to beat Terry Prather in a race, apparently Terry didn't either!. In the 8th round in a all out race all the way, it happened. Ron's time was 1:21.2 just beating out Terry who turned a 1:22.2, Congratulations Ron.

A big Thank You is due to C/D Ray Floyd and the Chula Vista Aeronauts and all the workers for an outstanding contest, that also goes for there preparation of the flying field.

Results as follows

EXPERT

- 1: T. Prather
- 2: J. Jensen **
- 3: M. Atzei
- 4: E. Allen
- 5: R. Rouse

STANDARD

- 1: D. Shadel
- 2: R. Kime
- 3: G. Hover
- 4: L. Owens **
- 5: G. Farish

J. Jensen: turned the fastest time of the meet with a time of 1:18.6, using his Super Tiger 40 powered Lil Toni.

Laird Owens was the fastest guy in Standard class with a time of 1:26.9, keep this up Laird and your doomed to go into Expert!

Many thanks to Bob Owens, President of Valley Flyers for this fine report.

NMPRA-QM PRESIDENTS COLUMN

We just got word from Bill Hager who directed Harry's Hobbies Championship QM Race in Dayton Ohio, that Bill Weesner, NMPRA 38V, turned in a 1:30.2 on the standard 2 mi. QM course. Four other entrants posted times under the 1:40 mark. There were 2 timers on Bill's flight and the course was rechecked and found correct. Congratulations Bill, you have the fastest QM time I have been informed of to date.

It seems a shame, but NMPRA-QM really can't give these times the official recognition they deserve. To officially recognize a record time would demand verification of all the QM rules now in effect. Everything contributing to the performance of an aircraft would have to be verified as according to the rules and as you can imagine, this can get awfully expensive. We will continue to report the low times we hear about, but unless things change, there will be no official recognition.

High Point QM Plaques:

NMPRA-QM now has trophy plaques available to all QM Contest Directors for races in 1976. The plaque is to be awarded to the highest scoring NMPRA member in the race.

If you were the highest point NMPRA man at a contest, and didn't get your plaque, get the CD to write to your area AVP. The people who were awarded the plaque already can tell you that it's worth the trouble. Along about September, RCM and MAN will be carrying a short article about the plaques.

1978 AMA QM Rule Proposals:

The RCM QM questionnaire survey results are essentially in and we are in the middle of recording, coding and computing them. When finished, they will be combined with the results from our QM-CD survey (see July RCM) and will serve as the basis for the 1978 AMA QM rule proposals.

We have been monitoring the early returns, and if the trend continues there are going to be some changes in QM in 78. Both long and short (400') courses will be officialized. The most radical departure though is the proposal of 2 QM classes.

From what I see in the early returns, most racers would prefer 2 classes with the present QM event retained as the "Standard Class" and fewer restrictions being placed on it in the "Expert Class".

The aircraft are intended to be interchangeable between classes and there will be a few more restrictions to put teeth into the "reasonable replica" interpretations.

Just a reminder, we are only in the initial stages of interpreting the results from our surveys and things can change a bit. We'll have more about the proposals next time.

Good luck and good times,
George Zink

Report from Dr Charles Monnet, NMPRA-QM AVP, S.C.W. District.

Quarter Midget Pylon racing in the Southwestern District got off to a good start on Saturday, May 8th, at Ben Brook Field in Fort Worth, Texas. As usual, the Fort Worth Thunderbirds had an excellent contest. George Parks from Austin, Texas, had a super time on a full length course of 39.9. He was flying a Minnow with a Rossi and a legal slotted pipe. Not only did he have a super fast airplane, but he flew a super course. Our congratulations again to George for starting off the year where he ended last year.

The following week we went to Oklahoma City and then to Wichita for two more consecutive weekends of Quarter Midget Racing. Charles Swain, Dennis Brown, Lee Hudson, and Wayne Lawrence all were in the top four places at these two contests, with the winner of the Oklahoma City contest going to Charles Swain and the winner at Wichita to Wayne Lawrence. After these three consecutive weekends, we were all pretty well pooped and glad for a few weeks of just fun flying in preparation for the next contest.

At the present time, the top ten in point standings are as follows:

1: Charles Monnet	210.4 Points	3 races entered
2: Charles Swain	187.2	2 " "
3: Dennis Brown	172.9	2 " "
4: Wayne Lawrence	171.9	2 " "
5: Lee Hudson	158.7	2 " "
6: Gale Helms	122.9	2 " "
7: Steve Barrett	116.5	2 " "
8: Bob Hohm	115.1	2 " "
9: Clyde Young	111.4	3 " "
10: George Parks	99.0	1 " "

I am sorry that I did not get all the times and planes and engines for every race, but will try to get these in future.

Sincerely Yours,

J. Charles Monnet, M.D.

George Zink: President of Quarter Midget Says=

I've had several requests to put the present NMPRA-QM AVP's in the news release again. There have been a number of new members who should know where to write for area information so here is the list again:

NCW: Jack Aycock
1422, Tesla Dr.
Colo, Sp. Colo
80909

NCE: Dennis Bielick
3013, Mary Kay Lane
Glenview, Ill
60025

SCW: Dr. Charles Monnet
1606, Elmhurst
Okla, City. Okla.
73120

SCE: Bob Waechter
P.O. Box 288
Brentwood, Tenn.
37027

W.C. Bob Gillespie
12271 Epsilon
Garden Grove, Cal.
92640

NE: Leonard Wiederhoeft
27, Creek Rd
Camp Hill, Pa.
17011

NORTHERN CONN. R/C Club Race Report.

NOR¹ East Air Races 1976 June 20. Contest Director Guy Beaudoin, W. Suffield, Ct.

Sportsman Event (Novice Formula 1) 8 entrants, 4 rounds, 16 heats. Three way tie for third broken by times because of Freq conflict.

NCRCC lucked out in the weather dept. Forecasts were for an 80% chance of rain. It was hot with very high humidity, lots of clouds but no rain. We had some good close races, once the pilots found the course, and the newest pilots showed considerable improvement by the end of the event. Since that's what the Sportsman event is all about we should say "Mission Accomplished". This was young Barry Reeds second shot at racing and he follows the course like a Pro.

Results as follows

1: Dave Fifield	16 Points	1:58.0	76.3 MPH
2: Barry Reed	13	1:42.9	87.5
3: Dan Willard	12	1:34.2	95.5
4: Fran Mitchell	12	1:59.2	75.5
5: Butch Kreller	12	2:22.4	63.2
6: Bob Passerelli	11	2:18.0	65.0
7: Bob Wallace	10	2:11.3	68.5
8: Dick White	7	1:56.2	77.5

Thanks to some P.R. work done by the club Vice President, Frank Nemeth, we had an overflow crowd of spectators all day.

For Formula 1 we used a new Handicap Judging form, suggested by Bill Zautner and Bryan Sattler, to judge the planes. Ron Schorr has received a copy of this form and knows all about it. This has proven to be pretty good as we used the same method at Ballston Spa and the planes came out about the same as at our meet. For the first time we had no complaints about the handicapping. In fact, for the Formula 1 event, I didn't hear any complaints about anything. Either we ran a close to perfect meet, or the chronic complainers decided to turn over a new leaf, whatever the reason it sure made a good day of racing. There were 15 entries and we ran 5 rounds of 3 plane heats. Twentyfive heats in all.

Results as Follows

1: Pete Reed	20 Points	1:20.8	111.4 MPH
2: Bill Zautner	19	1:29.2	100.9
3: P&B Team	16	1:29.7	100.3
4: Al Sager	15	1:27.3	103.1
5: Ken Hahn	15	1:31.1	98.8
6: Butch Schroder	13	1:24.5	106.5
7: Adam Sattler	12	1:31.9	97.9
8: Tom Castellano	11	1:24.0	107.1
9: Jerry Wagner	11	1:27.0	103.4
10: Jack DePace	9	1:48.3	83.1
11: Larry Weddle	6	1:43.5	87.0
12: Arnie Wile	5	1:45.5	85.3
13: Cick Davis	3	1:53.5	79.2
14: Glenn Sicotte	2	1:42.5	87.8
15: Anthony Schroder	2	1:55.0	78.3

May the wind always be at your tail.

Bernice.

RCNC FORMULA 1, June 20, 1976 Asheville, NC. By Bill Helms C.D.

After a storm front moved into the mountains of Asheville on Friday night, a total of 3 inches plus rain was dumped on the airfield before time to fly formula 1 on Sunday morning. Sunday morning came still raining with the clouds lying on the runway. By eleven the clouds had risen high enough to begin the racing. After five rounds John McDermott with 14 out of 15 points won the race. Dave Pearce had the time with a 1:24.0. There was no exceptional fast times in Asheville's Liquid atmosphere. The Asheville area RC Flyers hosted this race. For their first time at flagging, timing and judging we had a perfect race with no errors. Our appreciation to this fine group of sportsmen. The Trophy Plaques for this race were donated by Fred's Hobby Supply, Charlotte N.C.

Results are as follows

1: John McDermott	Little Toni	K/B40	1:25.4	14 Points
2: Jim Stegall	Stegall Minnow	K/B40	1:26.6	12
3: Dave Pearce	Little Toni	S/T40	1:24.0	11
4: Bill Preis	Little Toni	S/T40	1:25.7	10
5: Greg Doe	Stegall Minnow	K/B40	1:28.0	10
6: Fed Floyd	Stegall Minnow	K/B40	1:33.8	10
7: Art Chambers	Little Toni	S/T40	1:29.3	9
8: Tom Tucker	Little Toni	S/T40	1:39.7	8
9: Gail Jacobson	Little Toni	K/B40	1:31.0	6
10: Jim Moorhead	Little Toni	S/T40	1:34.0	5
11: Clyde Yarbrough	Cosmic Wind	K/B40	1:38.0	5
12: Bob Brogdon	Little Toni	K/B40	N/T	1

From Bill Hager Q.P.R.A. President

On June 20, 1976 Dave Keats C.D. the Detroit Quarter Midget and Formula 1 races.

Quarter Midget results:

1: Duane Gall	1:49.5
2: Bill Weesner	1:42.3
3: Bill Hager	1:54.0
4: Doug Bebensee	2:21.1
5: Gary Dabich	1:48.0
6: Russ Dewitt	1:49.5
7: Kevin Polzin	1:51.5
8: Keith Shaw	2:01.5
9: John Krauer	2:05.5

Formula 1 results:

1: Bill Hager	1:24.5
2: Kevin Polzin	1:30.5
3: Dave Keats	1:27.7
4: Robert Hager	1:40.0
5: John Krauer	1:54.0
6: Bill Weesner	1:26.0
7: Foster Goshorn	1:56.5
8: Steve Metzgar	1:43.5
9: Fred Najor	1:48.5

Change of Address: Editor NMPRA News,
Maurice Franklin
3527 Mira Pacific Dr
Oceanside, CA 92054.

From: Bryan Sattler, Northeast District

During the weekend of July 10/11, 1976, thirteen Formula 1 pilots flew 10 rounds of racing in Hadley, Mass. The weather both days was excellent with temperatures in the 80's and the humidity mild. Pete Reed turned in the best time of the meet on Sunday by flying his STX-40 powered Little Toni to an excellent time of 1:21.5. Bill Zautner and Al Sager exchanged the lead two or three times on Sunday and the outcome of the meet wasn't settled until Bill and Al flew against each other. The race was an extremely close one until Al decided to take a short cut around the scatter pylon.

Results as follows:

1: Bill Zautner	Little Toni	X-40	1:25.3
2: Al Sager	Shoestring	X-40	1:27.5
3: Bob Barkowski	Little Toni	X-40	1:23.0
4: Adam Sattler	Little Toni	X-40	1:27.7
5: Pete Reed	Little Toni	X-40	1:21.5 Fastest Time.
6: Tom Castellano	Dara	X-40	1:30.0
7: Arnie Wile	Shoestring	X-40	1:32.5
8: Jack DePace	Little Toni	X-40	1:42.0
9: Kirk Cirillo	Little Toni	X-40	1:28.8
10: Glenn Sicotte	Little Toni	X-40	1:41.0

On June 27, 1976 the third Formula 1 race of the season for UPRC was held. The race took place in Rochester, N.Y. under perfect weather conditions. Sixteen contestants battled for the first place honors with five rounds of racing. Ernie Nikodem was the ultimate winner, who also flew his Little Toni to the fastest time of the day with a 1:34.0.

Results as follows:

1: Ernie Nikodem	Little Toni	K/B40	1:34
2: Basil Derrough	Rickey Rat	K/B40	1:45
3: Dave Smith	Minnow	K/B40	1:43
4: Rick Paine	Little Toni	K/B40	1:52
5: E. Kent Landefeld	Cosmic Wind	K/B40	1:38
6: Bob Ball	El Bandito	S/T40	1:41
7: Craig Harvick	Little Toni	K/B40	1:55
8: Hal DeBolt	Mustang	K/B40	1:36
9: Terry Scheel	Little Toni	K/B40	1:44
10: Steve Nagy	LR1A	K/B40	1:44

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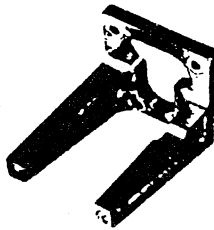
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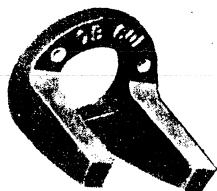
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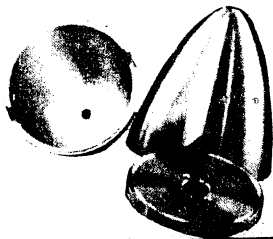
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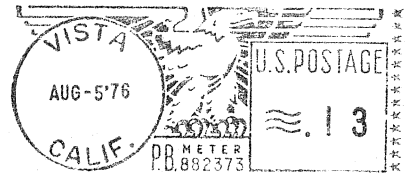
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