



NEWS RELEASE

NMPPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

PYLON RACING → FORMULA I → FAI → QUARTER MIDGET

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OCTOBER 1976

AMA AFFILIATED

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President's Page

It was sure good to see so many of my friends and fellow Formula 1 flyers who took the time and were able to afford the trip to Bakersfield for the Championship Race. I am sure that there will be a full report elsewhere in the Newsletter. On behalf of all the flyers I would like to thank Ann Redwine, Glen Spickler and the Barks of Bakersfield for putting on a great race. It has been a long time since we have had twelve rounds of hotly contested racing. In fact some of us older flyers were really dragging from the fast pace. Glen Spickler informed me that knowing some of us couldn't hack it, he took it easy on us. Otherwise, he would have flown fourteen rounds. Congratulations to all the winners and to Terry Prather for his first place and for receiving the Model Airplane News "Man Of The Year" award. Every member who attended this race was a winner and a true competitor and sportsman. The cooperation and attitude was the best I have seen in many years. I personally put a lot of work into this Championship Race. I feel that this was the best ever and all the comments I received back this up.

Election for President is being held. Your ballot is enclosed in the Newsletter. Please follow the directions and vote. Most V.P.'s are running unopposed except for California. Return your ballot by December 15, 1976.

Please do not send in your 1977 dues until we call for them. This will probably be next month as we are going to have a new Secretary. Bud Anders our past Secretary has asked to be relieved of the job. His business is keeping him extremely busy and he can no longer put in the many hours to do the job. My sincere thanks to Bud for all the fine work he has put in for us. I hope now he can find the time to fly in a few races.

Don't forget to vote!!

Ron Schorr

Editors Corner

NMPRA members, I am sorry to say that I can no longer continue as Editor of NMPRA News. Due to other commitments, I cannot devote the necessary time it takes to do a good job, so I'm handing the job of editor over to Dave Shadel.

Dave, I'm sure, will do a fine job of putting out the news each month. He is an outstanding Formula 1 flyer and a very likable personality, so I'm sure you are in good hands.

Any news sheets sent to me I will forward on to Dave until you get the change of address.

It was enjoyable and fun and a lot of work while it lasted, and I wish you all good luck and hope you all win your races. Hope to see you at the next one.

Maurice Franklin

New Editors Corner

Thanks for the buildup, Maurice. I'll need all the help I can get. I think we all owe Maurice one big thanks for putting out such a fine newsletter this past year. He's done a great job and his shoes will be tough to fill, but I'll give it my best. Now I'll jump up on my soapbox and let you know what I'd like to see our newsletter do in the next few months.

Frankly, I get tired of reading contest reports. I realize that it's nice to read your name in the winners lists, but wouldn't it be nice to read about how so and so got that super finish or how to carve a trick prop? There are some guys out there that are willing to share their "secrets" aren't there? Send 'em in.

I'm also up for suggestions on what you'd all like to see. As I said, send it.

Note that there is an election ballot in this issue. I'd like to see all NMPRA members vote. It really is important. And just remember, if you don't vote, don't bellyache later on either. 'Nuff said.

1976 NMPRA CHAMPIONSHIPS

The fastest and finest race in the history of the NMPRA was flown at the Famoso Airfield north of Bakersfield, California on the 30th and 31st of October.

Nearly 70 of the nation's top Formula 1 pilots gathered to fly 12 grueling rounds of competition.

1976 NMPRA Championships - Cont.

The pressure was at a peak with the pilots and callers pushing their machines to the limits. Actually, the limits were exceeded in many cases as about 30 pilots were forced to fly their back-up airplanes as the result of some spectacular mid-air, folded wings, and assorted asphalt encounters. It made some of the heats look like Saturday night at the Figure 8 races or destruction derby.

There were so many really great heats that I lost count of them very early on. In some heats all 4 airplanes crossed the finish line in such close company that it was difficult to tell who won.

Steve Sica was fast time winner at 1:15.0. Steve turned this time in a race with Ed Hotelling, Ed being just a few yards behind turning 1:23.

The races were very nicely run by Anne Redwine, Glen Spickler and the crew from the Barks. We all owe them a great deal of thanks. I didn't hear anyone complain about not getting enough racing. A rare achievement. Thanks to all again.

The Winners:

	<u>Airplane</u>	<u>Engine</u>	<u>Fastest Time</u>
1. Terry Prather	Toni	X-40	1:16.6
2. John McDermott	Toni	X-40	1:17.3
3. Jim Jensen	Toni	X-40	1:15.6
4. Dave Pierce	Toni	X-40	1:19.4
5. Steve Sica	Ricky Rat	X-40	1:15.0
6. Clay-Moncrief Team	Toni	X-40	1:20.1
7. Bill Preis	Stegall Minnow	X-40	1:18.1
8. Whit Stockwell	Toni	X-40	1:19.1
9. Ed Hotelling	Shoestring	K&B	1:21.5
10. Bill Hager	Toni	X-40	1:23.0
11. Jim Moorhead	Toni	X-40	1:22.1
12. Ed Allen	LR1A	X-40	1:23.5
13. Mike Helsel	Toni	X-40	1:18.6
14. Pete Reed	Toni	X-40	1:19.4
15. Cliff Telford	Toni	K&B	1:22.3
16. Walt Reiss	El Bandito	X-40	1:22.1
17. Paul Zink	Ricky Rat	X-40	1:21.7
18. Wayne Browning	Toni	X-40	1:19.3
19. Dave Shadel	LR1A	X-40	1:22.6
20. Bill Williamson	Stegall Minnow	X-40	1:19.3

Northeast District Race Reports - Bryan Sattler, District V.P.

Somers, New York - October 9th and 10th, 1976. Twelve entries F-1. This was to be the first annual Northeast district championships. It was estimated that anywhere from 25 to 30 F-1 pilots were planning to attend. Unfortunately, "old mother nature" completely refused to cooperate with the contest management. Would you believe that three tornados were in the area on Saturday, October 9th? Now you can understand the reason for the small turnout. Those pilots who did race put on a fine show. The eventual winner was Bill Zautner. He also flew his STX40 powered Ricky Rat to the best time of the meet -- a 1:23.6.

Final Results:

	<u>Plane</u>	<u>Engine</u>
1. Bill Zautner	Ricky Rat	X-40
2. Pete Reed	Toni	X-40
3. Al Sager	DARA	X-40
4. Paul Zink	Ricky Rat	X-40

District News: The following list of names are the top 20% district point collectors for 1976.

1. Bill Hager - 579.7 pts.	11. Robert Hager - 350.0 pts.
2. Bill Zautner - 576.2 pts.	12. Butch Schroder - 333.6 pts.
3. Al Sager - 502.2 pts.	13. Hal DeBolt - 326.5 pts.
4. Bobby Blouch - 486.8 pts.	14. Dave Keats - 324.4 pts.
5. Paul Zink - 439.9 pts.	15. Arnie Wile - 311.0 pts.
6. Adam Sattler - 430.3 pts.	16. Rick Paine - 300.9 pts.
7. Tom Castellano - 428.1 pts.	17. Ken Hahn - 299.6 pts.
8. Bob Barkowski - 407.0 pts.	18. Bill Johnson - 293.4 pts.
9. Pete Reed - 406.2 pts.	19. Dave Smith - 291.8 pts.
10. Bill Weesner - 358.2 pts.	20. Ernie Nikodem - 291.4 pts.

September 25 - 26 O.P.R.A. Championships Formula 1 Results - By Bill Hager (16 Entries)

1. Bill Hager	1:19.0	9. Bill Weesner	1:26.6
2. Bob Mellen	1:21.8	10. Fred Johanson	1:43.1
3. Kevin Polzin	1:31.1	11. Jim Gager	1:34.2
4. Vern Scanland	1:31.0	12. Bill Johanson	1:34.4
5. Dave Sears	1:36.5	13. Rob Hager	1:37.6
6. Dave Keats	1:31.4	14. Allen Booth	N/T
7. Barney Polzin	1:41.2	15. Foster Goshorn	N/T
8. Harry Slone	2:00	16. Dan Kane	N/T

Final Report for the "76" Season - By Jim Buchmann NMPRA V.P. NCE District

1. Bill Preis	1:26	Minnow	X-40
2. Bill Weesner	1:24.2	Toni	X-40
3. Jim Gager	1:31	LR1A	X-40
4. Allen Booth	1:32.9	LR1A	K&B
5. Steve Metzger	1:39	Minnow	X-40
6. Dave Keats	1:35.7	Pellets	X-40
7. Jerry Gentry	2:12	Minnow	K&B
8. Eric Meyers	1:27.4	Toni	K&B
9. Vern Scanland	1:43	Toni	X-40
10. Dave Sears	1:44.2	Toni	K&B
11. Mark McKinney	N/T	Toni	K&B
12. Frank Morosky	2:10.4	Dara	K&B
13. Jim Buchmann	Best crash of the day		

1976 Point Standings - NCE District

1. Bill Preis	289.5
2. Bill Weesner	179.7
3. Jim Buchmann	129.5
4. Eric Meyers	127.2
5. Lynn Stevens	110.4
6. Bob Onori	46.4

UPRC "PYLON CUTTINGS" - Issue #58 - Waterford, Ontario - September 1976

FORMULA 1: 19 Entries

		Season Standing	
1. Harold DeBolt	1:30	1. Harold DeBolt	51
2. Basil Derrough	1:36	2. Dave Smith	46
3. Steve Nagy	1:42	3. Ernie Nikodem	43
4. Rick Paine	1:40	4. Rick Paine	42
5. Nelson/Thomas	1:27	5. Nelson/Thomas	40

Finally, some good Formula 1 racing, many many good three plane races, better times, more completions. DeBolt and Derrough ended up tied for first after 7 rounds, likewise, Nagy and Paine tied. In the flyoff for third, Nagy almost didn't get started, when he did and the flag dropped, Paine nosed over leaving Nagy with 3rd place. In the flyoff for first, DeBolt and Derrough staged a real race. It is reported that the final margin of victory for DeBolt was about 2 feet. From the season standpoint, DeBolt was in third place behind Dave Smith and Ernie Nikodem as the weekend started. Dave turned in 7 times but was short on speed to get many points. Ernie N. had nothing but problems, 6 straight DNF with faulty glow plugs, that great new K&B needle assembly with the steel needle pressed into an aluminum body, great for something other than what it is intended to be for. Ernie finally did get around 10 laps in the 7th round with a sparkling 1:35. SEASON CHAMP - 1976 FORMULA 1 - Hal DeBolt.

NMPRA-QM Presidents Message

We are now fast closing in on our term of office as QM President and it might be a good time to take a look at what we would like to see in the year ahead.

Without belaboring the issue, I believe that we have come a long way since last year. The work was channeled into building a sound foundation of rules and understanding of the problems common to all the QM fliers across the country. If there was one part where we slipped a bit, it had to be in the attracting of new members into QM and the NMPRA. This should be the major goal of the new administration and it is a goal that needs each and every member we have lending a hand.

For all the publicity and noteriety the new president and his staff can get, there is really little they can do to pull in a really substantial increase of new members. Even with personal contact, the chance of getting new people is relatively small unless the present members are satisfied and enthusiastic about their membership, and communicate this fact to all their friends who are prospective members. It boils down to exactly how much you really care about this organization, and what you are willing to do for it.

No organization in this world is perfect and there is room for improvement in the very best of times. It is not always easy for the people with the power to change things to clearly see the problems which always exist. It is the job of the membership to bring these problems to the attention of the officers. Remember, the other guy doesn't always sit back and wait. His may be the only opinion heard and it may be just the opposite of what you think is right. If you are willing to let this happen, then you are going to get just what you deserve.

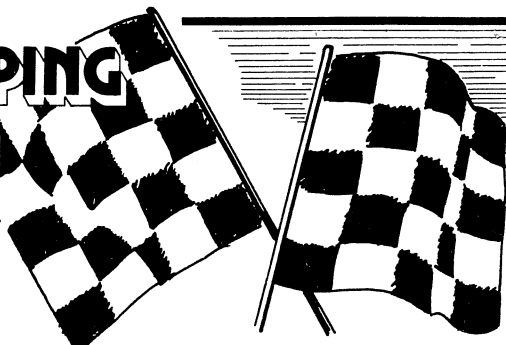
I had the sad experience of seeing a friend and top QM competitor, Bobby Blouch, hurt at one of our local contests. We are certain all our friends and members join in wishing Bob a quick and complete recovery. When last we heard, he was well on his way towards just that and feeling fine.

Not going into details of what happened, I just want to say that the practice of speeding up a contest by having the next heat stand by out on the course is one that should be discontinued.

For all the many QM contests I have ever seen, only three had the engines inspected. It turns out that even when the engines are declared OK, this still doesn't silence all the griping. No matter how far the inspectors go, there is always some guy who suspects something. It's time to see that we are never going to be rid of people being suspicious of each other. It's also time to realize that even the threat of engine inspection goes a long way in keeping prudent people honest and that we really need more inspections. It's also time to give the credit due to the people who raced honestly and didn't mind proving it.

George Zink

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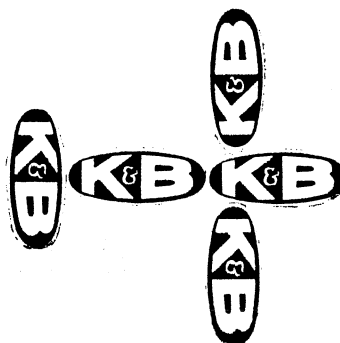
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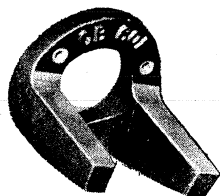
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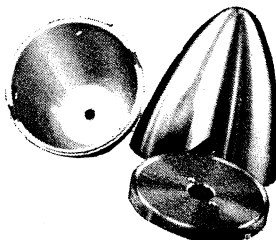


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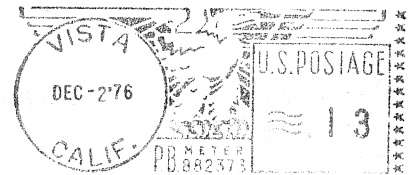
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