



NEWS RELEASE

NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

PYLON RACING → FORMULA I → FAI → QUARTER MIDGET

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

Secretary: Whit Stockwell
4000 Hayvenhurst Ave.
Encino, Calif. 91436

MARCH 1977

AAA

Some of my friends across this country have asked me why it takes so long to come up with a new N.M.P.R.A. Procedure Guide. Let me give you some facts. Every time I think I have it complete someone or some group of people feel that I am not doing it the right way. Over two weeks ago at a meeting of the Southern California N.M.P.R.A. I was told that I was a dictator and was not running the organization the way the majority wanted. Case in point: the interpretation of the two airplane rule and the fact that I took it upon myself not to increase the minimum weight of a Formula 1 racer to 5 1/2 pounds as suggested by Ed Hotelling. These people demand that it be put to a vote. They were going to write the pros of why you should be allowed to fly either of your models at any time you so desire and I was going to write the cons. Over two weeks have gone by and I have still not received the pros. I am going to take it upon myself to give a brief summary of both views. Those that feel you should fly either model at any time say that for reasons of safety it may be better to fly your backup rather than make a quick repair and that you should be allowed to go back to your number one plane when it is repaired properly. Also, seeing as how some contestants have two airplanes they should be allowed to fly the one of their choice whenever they feel like doing so. It is of my opinion that this is not the way the rule was intended. I feel that once you have gone to your backup you have declared your number one ship not flyable and therefore it should not be flown for the remainder of the contest. A contestant who can afford the luxury of bringing two airplanes to a contest already has a one plane advantage over those people who can only manage to afford one plane at a time. Also, it would be an unfair advantage that a contestant could use his fastest airplane in a hotly contested heat and his slower one where he thought he had the advantage.

President's Page Cont.

Next, 5 pound minimum verses 5 1/2 pound minimum. Those in favor of 5 1/2 pounds state that with the advent of the rear exhaust engine it has become increasingly more difficult to build a 5 pound airplane without sacrificing safety by using less glue and fiberglass so therefore we should increase the minimum weight to 5 1/2 pounds. I personally do not feel that it is fair to penalize those modelers who have the talent to build a 5 pound plane which apparently is plenty strong enough. Just because some people cannot accomplish this task we should not impose such a rule, besides the wing loading is less on a 5 pound plane and therefore would be safer.

Please vote. I am sure that my explanations will not satisfy my opponents, but then I cannot hold up the newsletter any longer. By the way, the majority of the District V.P.'s agreed with my way of thinking, but a few brave souls insist that this is Ron Schorr's mandate and they want a personal vote in the matter.

Ron

P.S. Congratulations to the top 10 National Point Winners as listed in this newsletter. It is now official.

NMPRA National Points Standing

1. Bill Hager	583.9	11. Paul Zink	439.9
2. John McDermott	582.2	12. Adam Sattler	430.3
3. Terry Prather	578.9	13. Tom Castellano	428.1
4. Bill Zautner	576.2	14. Ed Allen	422.7
5. Mike Atzei	533.5	15. Bob Barkowski	407.0
6. Al Sager	502.2	16. Pete Reed	406.2
7. Jim Jensen	495.1	17. Ed Hotelling	385.0
8. Mike Helsel	493.8	18. Ron Schorr	384.7
9. Bob Blouch	486.8	19. Jack Lee	366.3
10. Rusty VanBaren	454.4	20. Bill Weesner	359.2

QM Presidents Message

As we wind down the business of running the QM part of NMPRA, and take stock of the present situation, we see lots of room for growth. If there is one particular shortcoming we had this year, it is not attracting as many QM people into the NMPRA as we thought we might. NMPRA and Ron Schorr in particular, helped us in every way they could and lived up to every promise they made. Together we were able to put down the basic groundwork to build the QM organization we need.

I'm sure there will be some changes to the organization in 77, the arrangement between the Form I and QM factions has yet to be worked out. Whatever the arrangement, I can't overemphasize the need for QM people to be part of NMPRA and to let NMPRA know that you support QM.

There are many people who gave unselfishly of their time and effort to make this last season possible. To name just a few: Len Wiederhoeft, Denis Bielich, Charles Monnet, Jack Aycock, Bob Waechter, Bob Gillespie, Bill Northrop, Don Dewey, Jim Gager, Don Dombrowski, Fred Reese, Jim Maki, Dave Lane, Bill Hager, Shorty Holsclaw, Stu Moore, Bill Fuori, Fred Fogelman and the many more good people who pitched in running the contests, working and competing. Thanks for a good job.

One of the last functions I have, as president, is to present a slate of candidates for my job for 1977. It is with much pleasure that I can announce the following people have placed their names in nomination for President of NMPRA-QM: Mr. Gail Jacobson and Mr. Leonard Wiederhoeft. I consider both of these gentlemen to be fine candidates and no matter which one wins, NMPRA-QM wins too.

All NMPRA members are eligible to vote, but we have to cut off the balloting at some reasonable date. Mark your ballot and send it to me right away. Ballots recieved with a postmark later than *APRIL 15* will not be counted. If your area wishes to support a write in candidate, please have him write me expressing his wish to run.

Thanks to all who made 1976 a memorable year for me.

NMPRA-QM 1977 President

To:

George Zink
80-28 222 St.
Jamaica, N.Y. 11427

____ Gail Jacobson

____ Len Wiederhoeft

NMPRA-QM

Seasons High Point Results by Area

North East

1. Dave Latsha
2. Fred Fogelman
3. Len Wiederhoeft
4. Ben Martin
5. Dick Berner
6. Al Grove
7. Bill Hager
8. Frank Heil
9. Ed Nobora
10. Ron Spieler

West Coast

1. Bob Root
2. Bob Novak
3. Nick Nichols
4. E. Marez
5. Dave Robertson
6. Mel Santmyers
7. Bob Adams
8. S. Kaplan
9. Karl Schick
10. Bill Racer

North Central East

1. Denis Bielick
2. Lynn Stevens
3. Bill Weesner
4. Jim Gager
5. Allen Booth
6. Dan Santich
7. K.K. McClure
8. A. Crane
9. John Kraver

South Central West

1. Charles Monnet
2. Bill Akin
3. Steve Barrett
4. Gale Helms
5. Don Downing
6. Lee Hudson
7. Jay Lewis
8. Bob Barrett
9. Larry Barnes
10. Stewart Moore

North Central West

1. Jack Aycok
2. Bob Heitkamp
3. Jack Dech

South Central East

The report from AVP Bob Waechter was delayed due to the lack of inputs to the scoring system by the C.D's in this area.

First place winners in each area will be awarded NMPRA Trophy Shirts.

Seasons points were awarded to NMPRA members for competing in meets within their own districts. Points could only be awarded when the AVP's were informed of the contest results by the contest director. It is the responsibility of the competitor to ensure that the CD sends the contest results to the AVP.

There are many steps we can take to improve the way we count the points and policies and rules for scoring. If you have any suggestions to improve things, let me know, I'll pass them on to the new NMPRA-QM Pres.

To be eligible for NMPRA-QM seasons points, you must be a paid up member for that year. We had some people who had enough points to win their area but were not 1976 members.

Congratulations to all the winners, and better luck next year to all.

George Zink

Race Schedule for 1977

March 26-27	Formula 1, Valley Flyers, Sepulveda Basin
April 16-17	Pop White Formula 1, SGVRCL, Whittier Narrows
May 14-15	Formula 1, Bakersfield
May 28-29	Formula 1, San Luis Obispo Area
June 18-19	Formula 1, Santa Clara (Tentative)
July 2-3	Formula 1, SGVRCL/BIRDS, Whittier Narrows
July 16-17	Formula 1, San Diego area (Site to be announced)
AUGUST 6-14	NATIONAL MODEL AIRPLANE CHAMPIONSHIPS, MARCH AFB, RIVERSIDE, CALIFORNIA
August 27-28	Formula 1, Valley Flyers, Sepulveda Basin
October 1-2	Formula 1, SGVRCL/BIRDS, Whittier Narrows
?	Championship Race



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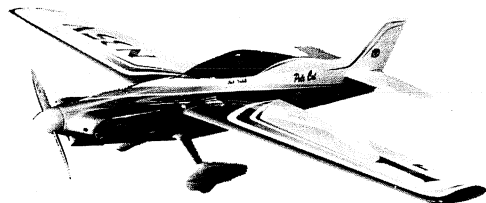
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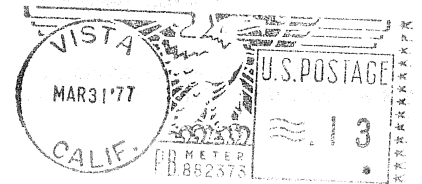


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