



NEWS RELEASE NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

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

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APRIL 1977

PRESIDENT'S PAGE

My faith has been restored in the wisdom of the membership of our organization. The results of our opinion poll as counted by Whit Stockwell and myself are as follows: Switching back and forth of airplanes, 17 yes and 32 no. Increasing the weight to 5 1/2 pounds, 3 yes and 47 no. Therefore there will be no changes in the rules. I believe this is good as rule changes cause confusion and prevent new blood from joining. One of the things that make Formula I is the fact that our rules have stabilized. One more note on this subject. For the first two races in California we tried a new scale judging system. Although Ron Gilman worked very hard on this system of 1-20 points, it took too long. A straw poll was conducted at the second race and of those responding, 8 liked it and 12 did not. I personally saw no improvement, Therefore I am recommending that it be dropped.

In a recent conversation with James W. Cobb he posed the following questions: Should a contestant be disqualified if:

1. Loss of spinner in flight (violation of spinner/prop nut rule).
2. Loss of Canopy in flight (this affects height requirement on Formula I and QM.)
3. Loss of landing gear in flight (affects two wheel clause and minimum weight).
4. Loss of miscellaneous parts in flight (i.e., part of aileron, etc. affects minimum wing area.
5. Separation of any part of aircraft engine, etc., in flight which does not obviously affect the flight of the aircraft.

My answer to him was that none of the above are grounds for disqualification, unless it can be proven that it was done intentionally, or if it happens that parts continually fall off the same airplane it could be disqualified for being an unsafe plane; but most of the time these things are accidental. I know of no case where this has been done deliberately. Of course, repairs must be made before the next flight so that the plane meets all legal dimensions and rules. It was also asked if flight setting records under these conditions would be official. The answer is no and besides, there is no official record in Formula I. Mr. Cobb did not like my answers so he wrote a letter to the AMA and they wrote me and asked me to answer him. I have answered his questions and would like it to be known that neither the AMA or the NMPRA can have a rule for every situation that arises. We must use our heads and do what is best to help further our event and not to discourage it.

President's Page - Cont.

As it stands now seeing as how I opened my big mouth and complained bitterly about the trophies at the Nationals last year, I have been given the job of ordering the trophies for 1977 for all the events, some 690 trophies. The AMA feels that it is too easy to win a trophy in the Pylon Racing Events, so they have cut the number of trophies to 10 instead of the customary 20, but I will do my best to get the additional 10 trophies restored.

With high hopes,

Sincerely,

Ron Schorr

P.S. Congratulations to Len Wiederhoett for winning the QM Presidency.

From the Secretary - Whit Stockwell

As of May 1, 1977, the NMPRA has 379 members, representing 37 states: Puerto Rico, Mexico, Canada, and Finland. Of this number, 77 are new members. The "Top Ten" states will come as no surprise, but the order may: California (132), New York (30), Texas (22), Florida (21), North Carolina (14), Pennsylvania (13), Ohio (12), Oklahoma (11), Illinois (9), and Michigan (9).

The district breakdown is also interesting:

Western	137
North West (including British Columbia)	15
North Central West	16
South Central West	41
North Central East	26
North East (including Ontario)	86
South Central East	48
Puerto Rico	2
Mexico	7
Overseas	1

The current mailing list is as accurate as possible. If there is any mistake in your name or address, please drop me a line.

To the 152 of you not included in the above figures because you have not renewed your membership-- please do so immediately. This is the last issue of the Newsletter you will receive.

We would like for several people in each district to be responsible for supplying race results and other information to the Newsletter. The Newsletter can only be as good as the material the editor is given to work with. Anyone interested in helping in this respect should contact me or Dave Shadel.

EDITORS CORNER

It has been a busy month for the newsletter. We are finally getting copy for the newsletter now that the racing season has begun again. Whit Stockwell has come up with a plan that will provide the newsletter with some much needed input. It is in his column so do not miss it, especially you District VPs.

The big Bakersfield race is upon us again, May 14 & 15 to be exact, and I hope to see you all there. To date, I have heard that there are already well over 100 entries, with entries coming from as far away as Japan. Even if you don't race, this is one you shouldn't miss.

For those of you who haven't renewed your NMPRA membership, this will be your last newsletter. I've included a membership application at the bottom of this page, so if you haven't yet renewed please do so right now.

At the past two races here in California, we tried Ron Gilman's new static judging method. While it seemed to work out OK, it did take a bit too long for judging. I personally felt that it placed too much pressure on the static judges to pick apart the airplanes.

The past two races here have somehow been a bit low on contestants. Maybe everyone is just waiting for Bakersfield to come out of the woodwork. I hope so

POP WHITE MEMORIAL FORMULA I RACES, April 16 & 17

Terry Prather bested a field of 18 Expert fliers to again win the Pop White Memorial Trophy, turning in a fast time for the meet at 1:17.4. Nine rounds were flown with Terry posting a perfect score of 36 points

Some of the best racing I saw was in the Standard Class. Len Ledson posted the fast time in Standard with a 1:21.8. Len, along with Gary Hover and Joe Zdankiewicz, will be flying in Expert at Bakerfield. All three build beautiful aircraft and their flying is top notch. They'll be tough to beat.

EXPERT

1. Terry Prather
2. Mike Atzei, Jr.
3. Ron Gilman
4. Ed Hotelling
5. Whit Stockwell

STANDARD

1. Joe Zdankiewicz
2. Gary Hover
3. Ron Russell
4. Len Ledson
5. Rex Raymond

Thanks to the SGVRCL and CD John Garabidian for a well run race

MEMBERSHIP APPLICATION FOR 1977 NMPRA

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Whit Stockwell, NMPRA
4000 Hayvenhurst Ave.
Encino, CA 91436

VALLEY FLYERS' FORMULA I RACE - MARCH 26-27, 1977

SEPULVEDA BASIN, VAN NUYS, CA. - BY GARY MC PIKE

Saturday - Registration started at 8 P.M. with safety inspection for 42 flyers - 27 standard and 15 expert. A light turnout for the first race of the year. Many old faces and quite a few new ones.

Surprisingly enough, Ron Gilman's new 20 point handicap judging system took about the same amount of time as the old system and eliminated most of the hassles we had with it as well. There was far less moaning at the C.D.'s table and far less coin flipping in setting up takeoff orders. I feel this new system will work very well, it allows everyone to build without the restrictions of all that "gingerbread" we used to clutter the planes with in the past, and will discourage the flying of the less scale 'formula I machines' being produced here and in the East.

Enough editorializing. Racing got underway about 10:30 A.M. after turning the course around. The wind came up with a vengeance, blowing steady across course at 12 to 15 MPH, gusting to 30 MPH. The race was called after the first round for a long lunch break. Flying resumed at 12:30, and we finished 3 rounds on Saturday. The rule of the day was to get off the ground and back as best you could. There were a lot of mishaps on the starting line and runway.

Sunday - We got underway at an unheard of 7:30 A.M. to a fine day of racing, the wind was down and the flying faster. The only midair of the race involved Kent Nagy and Mike Helsel rounding #3 pylon and on Sunday Scotty Smithwick's wing pulled off at #1 pylon. All in all, there were some fine close races. Gary Farish and Paul Smith fought it out for 10 hot laps, never more than 20 ft. apart. (Paul is Bob and Charlie's younger brother and flies like them, too.) or Ron Schorr, Ed Hoteling, and a new comer to Formula I, one up from Quickie racing, Larry Laulom. Larry won after Ron and Ed both double cut.

Six rounds were flown on Sunday for a total of 9 for the race. There were only two fly-offs at the end: Rusty Van Baren and Tom Christopher for 6th and 7th in expert, Rusty didn't get off and Tom's engine went sour and he almost didn't finish the race. The second fly-off was for 5th and 6th in standard. Gary Farish won over Joe Stream.

My thanks to B. Bob Wilde for his capable assistance in co-C.D.ing the race. Point standings as follows:

EXPERT

1. Larry Laulom 1.25.4
2. Terry Prather 1.19.0
3. Mike Helsel 1.20.0
4. Laird Owens 1.29.4
5. Dave Shadel 1.26.9
6. Tom Christopher 1.21.0
7. Rusty Van Baren 1.22.5

STANDARD

1. Len Ledson 1.29.2
2. Garry Hover 1.30.0
3. Joe Zdankiewicz 1.30.2
4. Gary McPike 2.11.1
5. Gary Farish 1.27.7
6. Joe Stream 1.27.7
7. Paul Smith 1.31.0

The first Formula I race of the season was held in Orlando, Florida. Sixteen contestants attended a well run race from as far away as Atlanta. A Modified two and sometimes three plane matrix had to be flown as 8 contestants were on Green and White. Self-acclaimed "Florida Flash", Jim Maki, claims that this is because nobody wants to race him. Little does he know that after his performance last year, EVERYBODY wants to race him.

A new plane showed up at the race. John Kerlo built a turtle-deck version of the LRIA. It looks very much like the three views and makes a nice looking racer.

Five rounds of flying found Bill Williamson and Jim Maki tied for top honors. Since a fly-off was impossible, first was awarded to Bill on the basis of best time. Bob Silwanicz and Tom Pownall were tied for third. Bob won the fly-off although all eyes were on Tom as he showed a new and very unorthodox takeoff style.

Bob also had fast time with an X-40 powered Toni

1. Bill Williamson	1:20.5
2. Jim Maki	1:21.2
3. Bob Silwanicz	1:18.3
4. Tom Pownall	1:30.1
5. Bob Schoster	1:50.8
6. Brian Richmond	1:23.6
7. John Kerlo	1:39.6
8. Jeff Kerlo	1:33.9
9. Bruce Richmond	1:25.8
10. Carl Simms	1:41.6

Twenty one contestants attended the April 3rd Formula I race hosted by the Moonport Modelers in Titusville, Florida. Heavy cross winds caused some problems but most everybody enjoyed themselves. A lot of airplanes went west which we hate to see but it happens all too often. Rudy Formanek and Clyde Yarborough lost airplanes due to radio problems, and Bob Silwanicz and Carl Simms midaired late in the day. Carl lost his and Bob got a free airplane when he landed with half a stab.

The results could have been a replay of the first race. Bill Williamson and Jim Maki were again tied for first place and again Bill won by Time.

Fast time was turned by Bruce Richmond with a 1:17.0. He Flew a K&B powered Toni.

1. Bill Williamson	Toni/ST
2. Jim Maki	Stegall Minnow/K&B
3. Bill Preis	Toni/ST
4. Bruce Richmond	Toni/K&B
5. Dave Pierce	Toni/ST
6. Dave Donat	Toni/ST
7. Clyde Yarborough	Cosmic Wind/K&B
8. Jeff Kerlo	LRIA/ST
9. John McDermott	Shoestring/ST
10. Tom Pownall	LRIA/K&B

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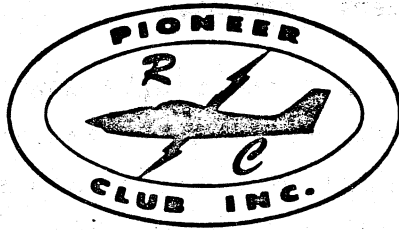
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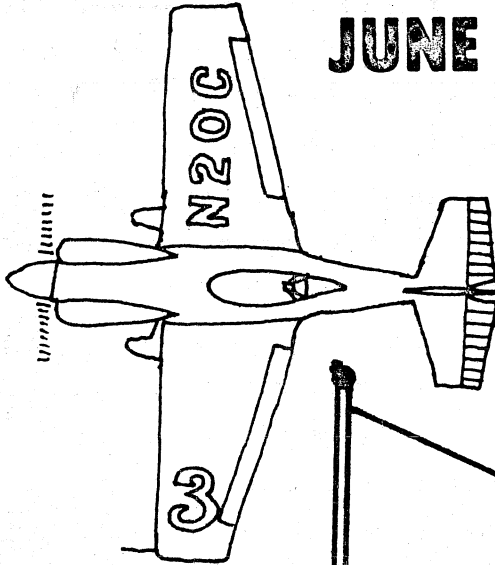
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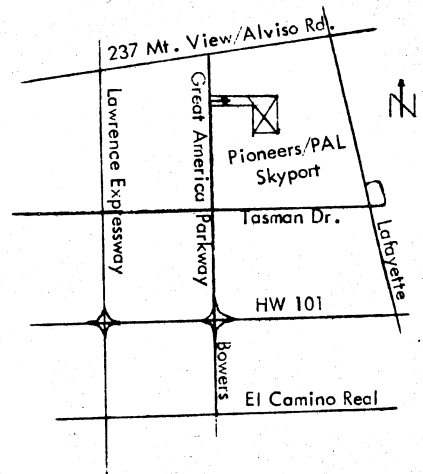
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JUNE 18 & 19, 1977



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Q.M. President comments.

How does one show appreciation to all the people who have worked so hard to make Quarter Midget the great event it has become without omitting some deserving person? One can let everyone remain nameless and say, "Thanks fellows, great job", but not very sincere.

There is a better way, and it makes our appreciation visible, and it is with action. I for one, would like to ask that you join me by giving of your time to encourage a newcomer to try Q.M. Many interested non-racers are afraid to try. Many believe it takes too much skill to build and fly one. That the equipment and engines are too expensive, etc. In almost every club there are one or two of these fellows around, wishing they had the nerve to try what appears an experts game. If you have a practice QM, invite them to join you at a flying session, and when its high enough, get them to take the stick. You just might have to coax a bit as they will be afraid they can't handle it. Watch that gleam in the eye when they find the screaming beast handles like a Pussy Cat. Add a bit of information and advice, lo, another possible racer is born.

Those racing buddies of yours who haven't joined N.M.P.R.A. may also need a bit of prodding, so remind them there is strength in numbers. The more members, the more of an impression is made upon AMA, the manufacturers and the model media. These are the hidden benefits working for you and exhibit your gratitude to all those fine people above.

Show your appreciation - bring a new one in.

Leonard Wiederhoeft
817 Fairfield St
Mechanicsburg, Pa. 17055
717-766-2468

Dear Formula One Pilot:

Space in this newsletter is too valuable to waste by leaving it blank. I will use it by extending an invitation to you gentlemen to come take a look at what is happening in quarter midget. If you tried QM's a few years back and didn't like them - thats all changed. If you were annoyed with the rules - 1978 rules are now more uniform. Most events this year are already going to the 78 proposals. Take a new look, you may like what you see!! My address and phone above, if you want to tell me its not a whole new game over 1975.

Len Wiederhoeft

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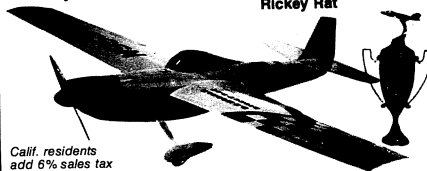
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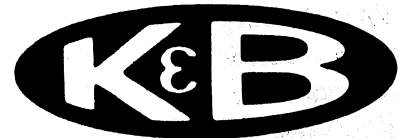
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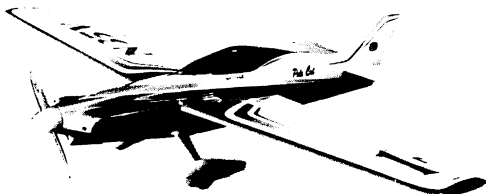
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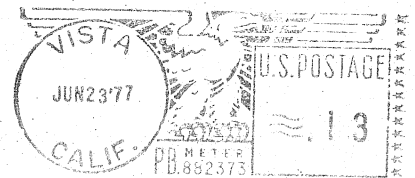
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