



# NEWS RELEASE

# NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

PYLON RACING → FORMULA I → FAI → QUARTER MIDGET

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## President's Page

Congratulations to Al Grove and all of the people who helped put on the First Quarter Midget Race where all contestants were required to be a member of the NMPRA. In my mind this should be mandatory for both QM and F-1. We are a small group and must stick together as racers. If in the future QM has its own organization, which my help unite them and get rid of the feeling that they are joining an F-1 organization, everyone who races should be a member.

Terry Prather in his Prather Products Newsletter is trying to drum up support to lower the nitro content of our fuels to 15%. I wish he would have chose the NMPRA Newsletter to voice his opinion. The original idea was to slow the airplanes down. We tried this and found it did slow the planes down about 10 seconds. I think with a few changes to the motor we could get half of the speed back. I don't think slowing them down 5 seconds is enough to really consider it a safety measure. Terry is also claiming it would be cheaper to race using 15%. Most certainly the fuel cost would come down about \$5.00 a gallon. Considering we use about 8 gallons a year, this would save \$40 to \$50 and we probably would save on engine repairs. This is not the major cost factor. As most of us know travel, food and lodging are the big expenses. Also, enforcing the 15% is difficult even when fuel is supplied. I suggest for now that we concentrate on better ground equipment to provide as much safety as possible for the workers. These are my thoughts, and I invite Terry to use this newsletter to rebut me. Although we have a major difference of opinion, I have respect for him and this is definitely not meant to downgrade him in any way.

Attention all District V.P.'s: Please have your point standings up to date as I will need them the last week in September to notify the contestants who qualify for the Championship Race to be held in Florida, October 22 and 23.

Nominations for President should be sent in now.

Sincerely,

Ron

EDITOR'S CORNER - By Dave Shadel

Here we are again folks, late with the newsletter. Being a competitor and doing newsletter chores is rough most of the time. My turn in the barrel is almost over and I can only hope that your next editor has as much fun (?) as I have.

Next month the newsletter will carry a ballot for electing a new President. So far, only Bill Hager of Ohio has tossed his hat in the ring. Will Ron Schorr be forced to run for an unprecedented third term? We'll know next month.

Rumors Dept: Word has it that some of the props used in QM at the Nats, were somewhat less than stock, one or two being 1/4" shorter than they should have been. C'mon guys, if you wanted to race Formula 1 why didn't you enter it?

Dave

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1977 NATS REPORT

The 1977 Nats is now history. Formula 1 was won by Ed Hotelling and QM by Terry Prather. Mike Atzei and his hard-working crew managed to get in 11 rounds of Formula 1 and 9 rounds of QM in just 6 afternoons of racing.

In Formula 1, endurance was the name of the game. Winner Ed Hotelling flew consistently and after 11 rounds was only one point down from perfect.

Due to the weather, there were few times under 1:20. Bob Violett was fast time winner with 1:15.6.

<u>Formula 1 Top Ten</u>	<u>Airplane</u>	<u>Engine</u>
1. Ed Hotelling	Toni	X-40
2. Rusty Van Baren	Toni	X-40
3. Tom Christopher	B.B. Minnow	X-40
4. Gary Hover	Toni	X-40
5. Bob Smith	B.B. Minnow	X-40
6. Dave Pierce	Toni	X-40
7. Clay-Moncrief Team	Toni	X-40
8. Dave Shadel	Toni	X-40
9. Bill Preis	Toni	X-40
10. Whit Stockwell	B.B. Minnow	X-40

Contest Report June 18- 19, 1977

Those competitors attending the Pioneer/P.A.L. Northern California Formula I Championships at Santa Clara were treated to witnessing a record-breaking flight by Bob Smith. Bob was officially clocked at 1:12.5 in a heat including Mike Atzei, clocked at 1:13.0, and Jack Stafford. All the planes were weighed and the course re-measured to validate the new record. Excluding the Bakersfield fly-off for first place, Smith has won 28 consecutive regular heats in the last three races. That has been accomplished/same Little Toni and X-40 from Prather. Congratulations, Bob, we knew you could do it. Especially since just before the race he told me personally that he felt he could break the old 1:13.0 record.

Other flyers were also surprized by their fast times, considering the low overcast in the mornings and the cold afternoon Candle Stick Park breezes. As an example my Kid, Laird, turned a fast 1:17.9 for his best time-----but placed third behind Mike Helsel at 1:17.0 and Bob Smith at 1:15.0! Some days it just doesn't pay to race.

Field arrangements were good with a paved black-top runway about 100 x 300 feet with a smooth but soft undershoot and overrun. Spectator, parking area and pit area were safely arranged and marked by picket lines well ahead of the first arrivals. Although the pits were located in a dirt field, 4 x 8 sheets of plywood were provided to pit upon. I thought it was quite adequate.

Approximately 15 expert and 12 standard pilots signed up to race. Ten rounds were completed with three plane heats. Southern Calif was represented by Mike Atzei, Jeff Bertkin, Laird Owens, Ron Schorr, Bob Smith, Jack Stafford and Bobby Williams. Considering the fact that the Bay Area Boys travel down in mass to all of our local FI race events, that's not too good a showing. But those that didn't

go are the real losers; this was a good race, run at a leisurely pace by Contest Managers, John Rouse and Ron Sheldon. The weather was just about ideal and the local amusement park "Great America Parkway" contributed with a fire-works display each night.

Friendly spectators honored the picket lines. On a couple of occasions I received comments by spectators about how lucky I am to be enjoying a hobby with my son, especially on Father's Day.

Trophy winners were:

EXPERT

1. Bob Smith F/T 1:12.5
2. Ron Sheldon
3. Mike Atzei
4. Paul Benezera
5. Laird Owens

STANDARD

1. Lee Helsel
2. *MIKE* Mitchell F/T 1:22 (?)
3. *FRED* Weaver
4. Rick Walters
5. Jerry Davis

That's the way I saw it, Bob Owens

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Contests Results

Whittier Narrows - June 25 and 26.

Expert:

1. Ed Allen
2. Ron Sheldon
3. Gary Hover
4. Tom Christopher
5. Dave Shadel

Chula Vista - July 16 and 17

Expert:

1. Jeff Bertken
2. Mike Atzei
3. Dave Shadel
4. Jim Jensen
5. Tom Christopher

## NMPRA Eastern Championship QM Race

The 1st NMPRA Eastern Championship QM Race which was held July 9th and 10th in Philadelphia, Pennsylvania was blessed with two perfect days for racing.

Twenty-four contestants participated in the meet which required NMPRA membership and five new members were added to the NMPRA ranks for the contest.

Paul Zink ended up on top after a three-way fly-off with Bobby Blouch and Gail Jacobson for 1st place. Paul turned a 129.7 during the fly-off with his Rossi powered Rickity Rat and also turned several other times under 135 during the meet.

The Warminster Naval Air Development Center provided their wide open facility and main runway for the meet which saw all but two contestants still flying in the 8th and last heat.

Contestants turning the five fastest times during the meet were awarded Cox 15 engines. Winners were:

<u>CONTESTANT</u>	<u>PLANE</u>	<u>TIME</u>	<u>ENGINE</u>
Paul Zink	Rickity Rat	129.7	Rossi
Bobby Blouch	Own P-51	135.3	Rossi
Gail Jacobson	Prather Toni	136.9	Rossi
Ron Bressler	LR-1A	137.9	Cox
Dave Latsha	Prather Toni	139.8	Rossi

The Cox engine is beginning to show what it can do in Eastern racing circles with one-third of the contestants using this engine during the meet and also with Ron Bressler turning one of the five fastest times with his.

The Prather Toni was seen for the first time in the East with Gail Jacobson and Dave Latsha utilizing theirs to win fast time awards, as well as placing 2nd and 4th respectively in the final standings.

Gift certificates for the forthcoming new S.T. 15 engine were awarded to the two winners of a special flyoff at the end of the race. The top twelve finishers flew off and when the results were final, Bobby Blouch and Len Weiderholft were the winners. Both flew their own designed aircraft powered by Rossis.

Modified props and Ro Go 15% fuel were utilized with no slot required in exhaust extractors. Modified props contributed in part to the general level of fast times experienced during the event. All varieties of brands, pitches and prop configurations were in use. Paul Zink was utilizing his brother George's prop configuration which he machines from Rev Up 7/6 N. stock. This prop was also utilized by several other contestants.

## NMPRA Eastern Championship QM Race - Cont.

Hosting this well-run race were the Valley Forge Signal Seekers in cooperation with the Metropolitan Area Racing Association of New York and the Central Pennsylvania Pylon Racing Association. It looks like this group of QM Racing enthusiasts have established this QM NMPRA Eastern Championship event as one super event QM racers will want to put on their racing schedule for next year.

### TROPHY WINNERS

<u>Place</u>	<u>Name</u>	<u>Plane</u>	<u>Engine</u>	<u>Best Time</u>
1	Paul Zink	Rickity Rat	Rossi	129.7
2	Gail Jacobson	Prather Toni	Rossi	136.9
3	Bobby Blouch	Own P-51	Rossi	135.3
4	Dave Latsha	Prather Toni	Rossi	139.8
5	Robe Tyson	Rickity Rat	Rossi	143.5
6	Lew Hipkens	Weesner Tony	Cox	145.6
7	Dick Berner	Cosmic Wind	Cox	142.8
8	Dave Hidden	Own Design	Rossi	142.2
9	Mark Frieberg	LR1A	Cox	144.2
10	Len Weiderholft	Own Design	Rossi	146.0
11	Dick Beltz	Cosmic Wind	Cox	153.8
12	G. Milliken	R.J.	Rossi	158.0
13	Joe Sera	P-51	Rossi	148.5
14	Al Grove	Cosmic Wind	Cox	145.7
15	Steve Neilson	Rickity Rat	Rossi	146.5

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## RACE REPORT

The Association of Midwestern Radio Control Club (AMRCC) Regional Quarter Midget Championships was hosted by the Ann Arbor Falcons in Saline, Michigan on July 31, 1977. Twenty-one entrants from as distant as Illinois and Canada attended this race. All planes were spec-checked with respect to dimensions and wing area and were passed. A two mile AMA course was flown and the only deviations were to allow reworked props and drop the idle landing requirement. This was heartily approved by all contestants since power on landings did not take their usual toll in props and airplanes. Scoring was much easier also.

Five complete rounds were flown under sunny skies and Wayne Yeager emerged as the winner with a perfect score. Wayne flew a plane of his own design modeled after the "Proud Bird" which was powered by a Rossi 15. Cash and trophies were awarded down to 5th Place including one for Fast Time. Russ DeWitt won Fast Time of 1:41.6 with a Rossi powered Toni design.

Merchandise donated by various hobby manufacturers and dealers was given to the workers who gave their time and energy to stand in the hot sun all day. After all, without workers there would be no races!

### AMRCC QM REGIONAL CHAMPIONSHIPS Saline, Michigan -- July 31, 1977

21 Entries; Five Rounds; AMA Two Mile Course

<u>PLACE</u>	<u>CONTESTANT</u>	<u>POINTS</u>	<u>PLANE-ENGINE</u>	<u>BEST TIME</u>
1	W. Yeager	20	Proud Bird-Rossi	1:45
2	M. Lasker	19	Miss Paranoia-Rossi	1:45.8
3	R. DeWitt	18	Toni-Rossi	1:41.2*
4	D. Keats	18	Miss Paranoia-Rossi	1:44
5	D. Gall	17	Miss Paranoia-Rossi	1:42
6	Dudan	15	Toni-Cox	1:46.5
7	D. Sumner	15	Miss Paranoia-Rossi	1:53
8	J. Fotiu	14	Miss Paranoia-Rossi	1:45
9	D. Bebensee	14	Miss Paranoia-Rossi	1:46.5
10	A. Arro	13	Miss Paranoia-Rossi	1:55
11	R. Sutherland	13	LR1A-Rossi	2:01.7
12	K. Hulik	9	LR1A-Rossi	1:57.2
13	J. Cohen	7	LR1A-Rossi	2:28.6
14	D. Timcoe	6	LR1A-Rossi	1:58
15	League	5	Toni-Rossi	1:49.2
16	D. Martin	4	Toni-Rossi	1:50.2
17	M. Biscaro	4	Miss Paranoia-Rossi	1:56.9
18	K. Heatlie	4	Toni-Rossi	2:17
19	B. Martin	3	Toni-Rossi	1:57
20	R. Hisey	3	Rickey Rat-Rossi	2:05.8
21	Tesen	0	Rickey Rat-K&B	00

\*Fast Time

Submitted by: Art Arro

July 7, 1977

To: NMPRA Members

From: David L. Harter, SCW Vice President

The following report was called to me from Paul Claeys at Houston as I was unable to make the race.

The first race of the day featured Clay/Moncreif-Dennis Drysdale-and Steve Barrett. When the smoke cleared the timers clocks showed Clay/Moncreif had turned an unbelievable 112.0 flat and Steve's time showed to be 122.0 with Drysdale a 0. Because this time would have been some kind of record the coarse was remeasured and found to be about 5' short or 50' for the 10 rounds. The coarse was reset and the races continued. The following are the results.

	<u>Place</u>	<u>Points</u>	<u>Time</u>
Clay/Moncreif Team	1st	18	115.2
Steve Barrett	2nd	13	128.0
Ed Rankin	3rd	13	117.8
Dennis Drysdale	4th	5	125.5
C & C Team	5th	3	137.0

It should be noted that Steve and Ed had a fly off for second place with Ed Cutting and Steve the winner. That is twice in a row that Ed has been beaten in a fly off with the youngsters.

I still do not have a confirmed date for Tulsa but it will be sometime in August.