



NEWS RELEASE

NMPPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION INC

→ FORMULA I → QUARTER MIDGET →

- FEBRUARY

AMA AFFILIATED

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• PRESIDENT'S PAGE •

As President of the N.M.P.R.A., I would like to communicate with you, the members. Your suggestions and comments are big factors in improving the N.M.P.R.A. I have already received a few comments, and they all state the importance of the newsletter and the need for a better one this year. I have accepted Jeff Bertken's offer to be Editor this year, and I also appointed George Zink as Assistant Editor to cover Quarter Midget. We will put out 10 newsletters this year, the first of each month, starting in February. Our Secretary this year will be Gary McPike. Gary is a very hard working and conscientious person, and I know he'll do an excellent job. Please use the membership form in this newsletter for your renewal and send it directly to him. In continuing his interest in the N.M.P.R.A., Ron Schorr has offered to be Treasurer. Ron took over the Treasury four years ago in the red, and put it where it is today, \$4,600.00 plus. Ron's hard work has done a lot for the N.M.P.R.A., and I commend him for a job well done.

As I stated in the November issue, I hope for more QM racers to join the N.M.P.R.A. I plan to work closely with Gary throughout the year in determining where the interest is coming from, and seeing that funds are appropriated accordingly. A few other goals I would like to accomplish are:

1. Updating the Race Procedure Guide - This has been needed for a few years, and we hope to have it out by early spring.
2. Money Races - Last month I mentioned looking into money races for Formula I. Nothing as of yet, but I'll continue to pursue it throughout the year.
3. Promote The N.M.P.R.A. - We need to get more racers and potential racers as members to make the N.M.P.R.A. an even stronger organization.

Bob Smith

P.S.

Because of the delay in the last newsletter, nominations for V.P.'s are still open. I have gotten a few Districts in, but we need a lot more. Please send them A.S.A.P.!!

FORMULA I SOUTHERN CALIFORNIA RACING CALENDAR

March 11 - 12	Sepulveda Basin	Valley Flyers/Birds Club
April 1 - 2	Whittier Narrows/Pop White Memorial	SGURCL
May 6 - 7	Bakersfield	B.A.R.K.S.
May 27 - 28	Paso Robles	S.L.O. Flyers
June 24 - 25	San Jose	- - -
July 8 - 9	Sepulveda Basin	Valley Flyers
Aug 26 - 27	Chula Vista	
Sept 23 - 24	Whittier Narrows	Bird Club/SGURCL
OCT 21 - 22	TEXAS	FORMULA I CHAMPIONSHIPS

Note: Quarter Midget Calendar was not available by the time we went to press.

QUARTER MIDGET

Q M President:
Len Wiederhoeft
817 Fairfield St.
Mechanicsburg, Pa.
17055

QUARTER MIDGET MESSAGE

Congratulations to Bob Smith, the new N.M.P.R.A. President. The larger than usual vote count shows increased interest by the membership and a happy trend toward overall growth of Pylon Racing. The future looks great, Bob! Best of wishes to you in helping make it so!

Thanksgiving and Christmas are upon us, which in the northern climes of the USA means building time. Although most QM pilots deny any belief in Santa Claus, the search is on for a little more speed in '78. We are not above asking old St. Nick to drop a hot new engine or a lighter system in the Christmas stocking.

It's a bit late, but there are some Thanksgiving thoughts we can share. QM has finally reached the status of an official AMA event, and with the release of the '78 rules can end the differences in effect. This alone is good news, but it is overshadowed by the current information of all the QM races already set for 1978. As of this writing (mid November) nearly double the amount held last year are scheduled.

Topping off all the good news, we can add one more item. The belief that the growth of all pylon racing lay in the direction of having one organization, N.M.P.R.A., represent our interests, now gets a healthy boost from Bob Smith. A QM section in the N.M.P.R.A. News Release, with George Zink editing and informing you of what's happening in QM. A revised budgeting plan, and for those of you who wonder if you are being recognized as a QM pilot in your N.M.P.R.A. membership, can now mail your 1978 application through through George.

There you are, gentlemen, we can all help QM and N.M.P.R.A. to grow by helping the newcomer get started right.

Sincerely,

Len Wiederhoeft

* * * * *

RACING SCHEDULE

United Pylon Racing Circuit

May 21	Sport, F-I	Niagara Falls, Ontario	(416) 356-2979
June 10, 1	QM, Sp, F-I	Waterford, Ontario	(519) 753-5693
June 24	Sp, F-I	Jamestown, N.Y.	(716) 483-7656
Jul 14, 6	QM, Sp, F-I	Rochester, N.Y.	(716) 458-1444
Aug 5, 6	QM, Sp, F-I	Buffalo, N.Y.	(716) 652-8663
Aug 26, 7	QM, Sp, F-I	Olean, N.Y.	(?) ?
Sep 15, 6*	QM, Sp, F-I	Lockport, N.Y.	(716) 633-6623

*Championships

Circuit Director: George Baynes (416) 356-2979
5571 Glamis Crescent
Niagara Falls, Ontario
CANADA L2G 1G4

UPRC has revised its rules for Sport Pylon, so if you are interested, please contact George Baynes before you go.

Central Pennsylvania Pylon Racing Association

CPPRA is holding a 4 race series at Lehighton, Pa. The dates are the first Sunday of May, June, July and August. There is a \$10 entry fee per event, which will provide awards for the event, plus awards for the series and a newsletter. For further information, write:

Len Wiederhoeft
817 Fairfield St.
Mechanicsburg, Pa. 17055

Ron Bressler
802 N. Mountain Rd.
Linglestown, Pa. 17112

NMPRA-QM EASTERN STATES CHAMPIONSHIPS

The Valley Forge Signal Seekers have scheduled a second annual 2 day QM Championships at Warminster Pa. for July 15 and 16. They already have a very impressive list of prizes including trophies to 15th place, 6 Cox .15's and a Prather QM Toni. There will be more, according to Al Grove. The VFSS really did a fantastic job last year and you don't want to miss this one!

* * * * *

EDITOR'S NOTES

By now you have probably discovered a format change in this News Release. As far as QM is concerned, it now has its own section and editor, as well as President. Bob Smith is the man mostly responsible for this move, and personally, we think it's a fine idea! It demonstrates his willingness for partnership between Formula I and QM supporters in the mutual interest of NMPRA. We hope this doesn't escape the notice of the QM racers who still think of NMPRA as a Form I only clan.

We have some ideas of our own about how to make this QM section attractive, but we want this to be your column and therefore need your help to make it work. So, send us your ideas and comments and let us know what we can do for you.

As a regular feature of this section, we plan to print all the race results from all the contests all over the country. As you can see, we are able to reduce the size of our printing and we think we have enough space to fit everything in.

Every racer I know examines race results. They want to know where they stand and how the competition is doing across the country. But we can't print the results unless we get them. Talk to that CD, let him know that his work sending us the results will not be done in vain. AMA wants contest results back from every sanctioned contest, but have you ever seen them after that? Not so here.

It may take a little extra effort to write down all the contestants, their place, their aircraft, engine and best time, but it really helps to build up your circuit for the future.

Another feature of this section will be race schedules and notices. I especially need the schedules of the racing circuits with names, addresses and phone numbers of people to contact. Let's get out that information so that NMPRA members can get to those meets. I already have the United Pylon Racing Circuit schedule, and it is printed above. But I want them all. If you haven't finalized your schedule, send it anyway. Running them all together can point out conflicts and if the concerned circuits work them out, it will result in just that many more races and better attendance.

EDITOR'S NOTES (Continued)

In addition to establishing this QM section, Bob is doing a few other things worth noting, which should go a long way to kill that "Form I only" bug-a-boo. Bob will be publishing an accounting of where the NMPRA's money goes. There will be a breakdown of membership, so everyone knows how many members have interests in Form I and how many in QM. Bob intends to divide the yearly assets (after mutual expenses, like the newsletter) according to the percentage of members in each event. The formula is simple and fair to all.

For example, if 600 members indicated an interest in Form I and 400 in QM, the assets will be divided 60% to Form I and 40% to QM. Members indicating divided interest will be counted in both categories.

In short, Bob is doing everything he can to make NMPRA attractive to QM racers. Both Bob and the NMPRA need your support. If you want this organization to grow in membership, service and prestige, you have got to do your part, too. Go out there and get those new members! If they still don't want to join, find out why and let us know. We are working to make NMPRA attractive to all its members, and perhaps we can do something about their problems, too!

As a regular feature of this section, and to fill most of the remaining space, we present a series of articles on the subject of aerodynamic drag. We wrote the original series for a club newsletter, and updated it for the 1974 MARA Times newsletter. We have again updated the material to fit this section. The first four chapters are intended to introduce the material, give you an idea of what is involved and how to work with it. The last four chapters are much more graphic and contain material I personally have never seen in any model aircraft magazine. We have learned quite a bit about the subject by writing about it. We hope some of this knowledge is transmitted to our readers and they use it to advantage. We will be glad to try and answer questions, if you have them, so don't be afraid to ask.

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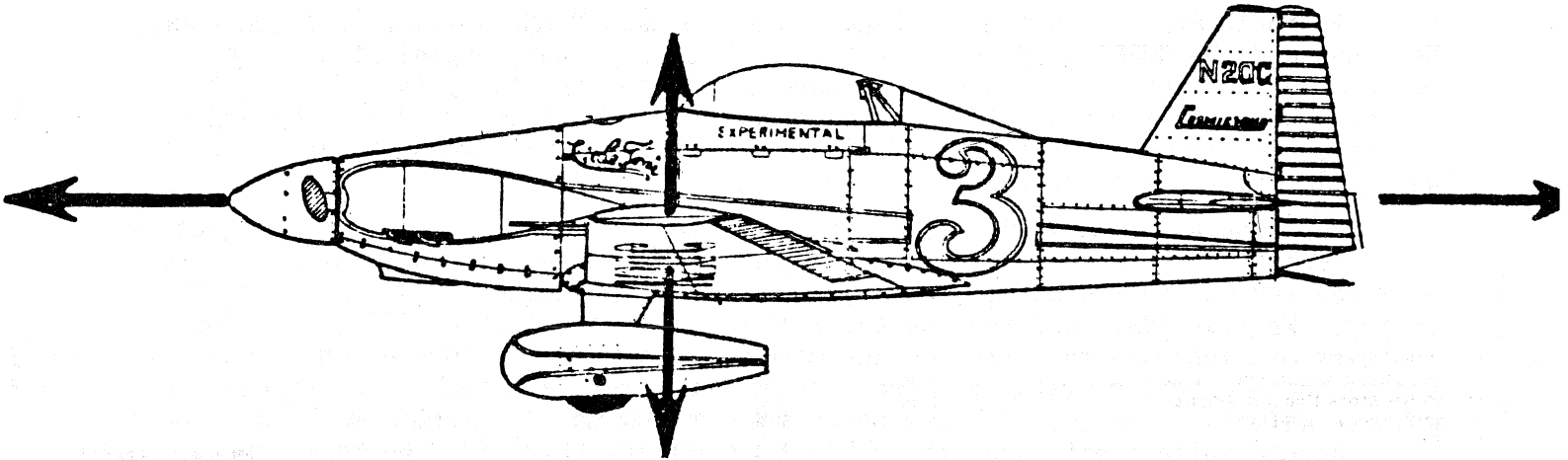
CHAPTER 1 - INTRODUCTION

In the middle ages, the art of metallurgy was practiced by men who were considered to be delving into the supernatural. The process of working metal was passed down from father to son and jealously guarded by all concerned. The quenching fluid was considered to be a very special, if not magical, thing. In an art where the right temper was a sometimes thing, magic played a very special role. History has preserved one of these quenching fluid formulas. It contained, among other magical substances, the urine obtained from a red-headed boy at midnight, under a full moon. You and I may laugh at the superstitious metal worker, for with the scientific knowledge we have gained in the last few hundred years, there is no longer any need for those magical formulas.

CH. 1 - INTRODUCTION (Cont.)

In a way, the state of the art in pylon racing may be compared with many aspects of metallurgy as practiced by those old metal workers. Just think of all those jealously guarded secrets for engine rework, prop rework, fuel, etc., etc.. Some of them having just about the same validity of that quenching fluid.

The strange part about some of these secrets is that they exist in a day when almost all of the information is available and has been so for decades from full scale aircraft. The problem is that you have to be careful about the information and you must transfer the data with care. One of the areas where a huge amount of data is available is on the subject of aerodynamic drag. To understand what it is and how to work with it will go a long way in allowing you to go fast.

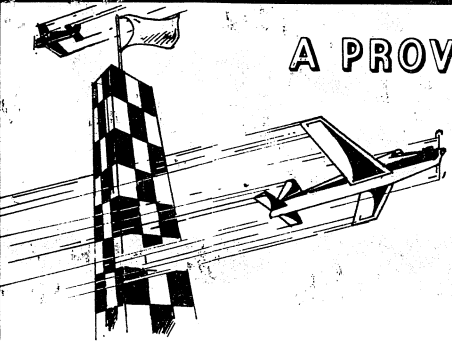


In the above diagram, the vectors of the four major forces acting on an aircraft in unaccelerated level flight are shown. Lift equals Weight and Thrust equals Drag. Thrust is all the force that your engine and prop can produce when the aircraft is at top speed. If you can't get any more thrust from your engine or prop, then you have got to reduce drag to go faster.

There are many ways to reduce drag and we will get into quite a few of them in the later chapters. Next chapter we get into the different types of drag, and what causes them.

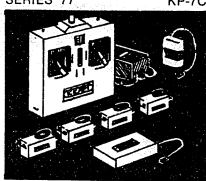
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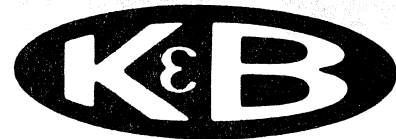
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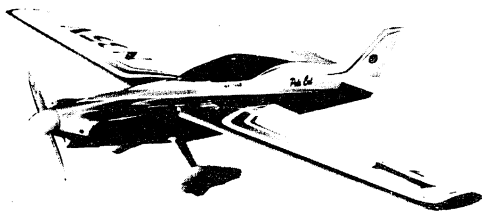
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SINCERELY,
Bob Smyth
P.O. BOX 543
CHATSWORTH, CA. 91311

FROM THE SECRETARY

DUES TIME - Yes, it is that time again. Since taking this office in late December, I've discovered a great deal of confusion as to who receives the dues, membership applications, and re-newals. I would like to straighten this out and save a lot of time and postage. I've received some applications that had been posted three or more times. Can you imagine how long it took them to reach their final destination? Well, the answer is to mail them all to me. (Address below)

As the National Secretary, I will see to it that your application or whatever is processed, and your membership card is in the mail to you as soon as possible.

It is essential that ALL information on your application be filled in. We use this information to determine the interest our members have in Formula I and Quarter Midget flying. I found among last year's file that at least 72 members did not fill in their flying preference, and many had forgotten their AMA numbers. So, please fill in all blanks on the application; it will help us form a complete picture of what you are doing, and allow us to cater to the specific interests of the N.M.P.R.A. membership at large.

And Lastly --- PLEASE READ CAREFULLY !!

IF YOU WISH TO RETAIN YOUR CURRENT RACING NO. FOR 1978, YOUR 1978 DUES MUST BE IN OUR HANDS BY MARCH 31, 1978. AFTER THAT DATE ALL RACING NOS. NOT CLAIMED BY A PAID MEMBERSHIP WILL BE UP FOR GRABS; WHICH MEANS YOUR OLD NO. WILL BE GIVEN TO ANYONE ON A FIRST COME FIRST SERVE BASIS --- NO EXCEPTIONS ! IF YOU DECIDE TO JOIN AFTER MARCH 31, 1978, AND YOUR OLD NO. IS STILL AVAILABLE, THERE WILL BE A \$2.00 ADDITIONAL LATE FEE. THIS DOES NOT APPLY TO NEW MEMBERS SEEKING A NO. FOR THE FIRST TIME.

Note: Elsewhere in this newsletter you will find an envelope; for your convenience, just fill out the form and slip it into the envelope and I'll do the rest.

GARY MCPIKE - NATIONAL SECRETARY

don't forget the stamp!!

Gary McPike

1978 NMPRA Membership Application Form

name ED. E.

address _____

city _____ state _____

phone _____ zip _____

racing interest - Formula I _____ Quarter Midget _____ both _____

new member _____ renewal _____

AMA number _____ 1977 NMPRA number _____

Send to: Gary McPike - Sec.
13915 Califa St.
Van Nuys, CA. 91401

(make all checks
payable to NMPRA
\$ 10.00