



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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JUNE 1979

AMA AFFILIATED

SINCE 1965

* PRESIDENT'S PAGE *

Hi Gang! Please note my new address above. I don't have much to say since the whole family is in the middle of a move. Hope to be fully settled in my new home by the July issue. Keep us (the officers) aware of what is happening and send us your race reports. See you all next month and good luck in all your races.

Bill Hager, President

* QM PRESIDENT'S MESSAGE-JUNE *

I talked to Cox about the Conquest 15 being out of advertising which implies no more 15's, but found out that they are in the process of assembling 1100 engines and have about 125 in stock. Also, they have no intention of dropping the Cox 15 and it will be back in their advertisements next year. Once again, the individual to contact at Cox is Mr. Don Hatcher in the Customer Service Department. Cox might be considering a Venturi with the same hole size as the R/C carb (.210). The '80 rules do not rule out (not yet, anyway) the R/C carb. The fly in the you-know-what-is the fact that so far there is only one Venturi available--Rossi or Cox--and that is the free flight version with the big hole that requires pressure. Those who want a Venturi the size of the R/C carb, write Mr. Hatcher who would also like to know as well as your QM-AVP's.

The final vote on the rule change is 15 July '79. After that date forget it. So any lobbying needs to be done before that date. As of this writing, I have not been able to get any results on the voting for the Cross Proposals. The vote was to establish whether the Initial Proposals or the Cross Proposal would survive for the final vote.

I have talked with Shorty Holsclaw, the CD for the QM Championship race on 8-9 Sept. The same format as used in past years will be used again this year. NMPRA membership required and there will be two races. The regular race for the NMPRA QM Champion and the second race for the 12 fastest times for the Doolittle Trophy. Entries will probably be limited to the first 60 registering. Entry fee will be \$15.00. What kind and how much in prizes has not been fully determined; however, there should be about \$500.00 in prizes plus a part of the entry fee at \$5.00 a head. I do not yet know what expenses will be, if any. Last year some of the NMPRA money went for race expenses, like the goodies at the Friday nite pilot's meeting. Yes,

there will be a Friday nite pilot's meeting and a banquet on Saturday nite. The bottom line to all of this is: contact W. H. Holsclaw, 903 Rue Rochelle, Slidell LA 70458 (504/641-1532). For Rooms - call the Rough River State Park (502/257-2311). Be sure to tell them that you are coming to the QM races. Shorty has a block of rooms reserved. Processing and Registration is 6 PM Friday to 10 PM CDST. First race Saturday at 8:30 AM, race horse starts, no slots in pipes, no idle (must have operable R/C carb). Top three engines will be torn down and inspected. Carb rule is current rule, no pressure! Hard hats will probably be required; however, they have hard hats. Fuel will probably be World Engines as in previous years.

Submitted by,

Gail E. Jacobson, QM Exec. V.P.

* RACE RESULTS *

NASHVILLE TN SPRING RACES - 21 & 22 April 1979

Reported by Greg Doe, QM-AVP/SCE

1/4 Midget:

- | | | |
|------------------|---------------------|---------------------|
| 1. Gail Jacobson | 7. Forrest Whitson | 13. David Boyte |
| 2. Dick Arthur | 8. Jimmy Bartels* | 14. Bill Adams |
| 3. Stu Richmond | 9. Frank Schwartz | 15. Paul Schattauer |
| 4. Tobi Grether | 10. Cliff Smith | 16. Al Burson |
| 5. Wayne Yeager | 11. Bob Reuther | 17. Tom Nay |
| 6. Jim Moorhead | 12. Wallace Journey | |

*Fast Time 1:35.2

BIRMINGHAM AL 1/4 MIDGET RACE - 5 & 6 May 1979

Reported by Dick Arthur, CD

- | | | |
|------------------|-----------------|------------------|
| 1. Gail Jacobson | 4. Stu Richmond | 7. Jimmy Bartels |
| 2. Bob Reuther | 5. Bill Adams | 8. Dick Arthur |
| 3. Greg Doe | 6. Tom Nay | 9. Cliff Smith |

No other information received by press time

VALKARIA FL QUICKIE 500 & FORMULA 1 RACES - 21 & 22 April 1979

Reported by Jim Cobb, CD

Saturday the weather for the Quickie races started out fair and the winds started blowing a little cloud over which created intermittent light drizzling rain throughout the day. There were five rounds with 18 contestants in a 7 x 3 matrix and only two crashes. Dennis O'Brien took first place in the race and had a fast time of 1:59.

Sunday the weather was fair although the winds really came up and the race course was eventually changed before the start to alleviate a much more difficult cross-wind situation. Nine contestants opted to fly in the strong cross-wind condition and it was decided to slant the take-off more into the wind to help a difficult situation. There were no crashes as a result of consideration by contest management and five rounds in a 4 x 3 matrix were held.

Brian Richmond took a well deserved first place with five straight wins and Bill Williamson had the fast time at 1:18.6

Formula 1:

- | | | |
|----------------------------|------------------------------|---------------------------|
| 1. Brian Richmond - 1:24.6 | 4. Dennis O'Brien - 1:28.6 | 7. Leroy Griffin - 2:14.6 |
| 2. Tom Pownall - 1:26.8 | 5. Rick Cranmer - 1:34.4 | 8. Buck Jones - 1:55.7 |
| 3. Bob Brogdon - 1:19.8 | 6. Bill Williamson - 1:18.6* | 9. Jeff Kerlo - N.T. |

*Fast Time

NORTH DALLAS R/C CLUB PYLON RACE, DALLAS TX - 5 & 6 May 1979

Reported by Ed E. Rankin, VP-SCW District

The bad weather in Texas stopped long enough for a pretty weekend of racing. Saturday we had 27 entries in Q-500 and perfect weather with 75°F temperatures and no wind. George Parks, from Austin, won this race with a perfect score and a Fast Time of 1:42.5 on a Formula 1 course. That's really smoking for a Quickie on 15% nitro! Gale Helms placed second with a Fast Time of 1:47.5. This event is growing rapidly in the SCW District and is a good starting event for QM and F-1 or for people who just want to have fun racing.

Sunday's weather was more of the same, but with 85°F temperatures and 20 mph winds. No problem for F-1 airplanes because we are used to flying in 35 mph+ winds. We had 20 entries and flew 7 rounds. Tim Edwards won this race with a Fast Time of 1:22.9. This is Tim's third year of racing and he's improving rapidly with each race. Rosemary, his lovely wife, deserves all the credit though since she builds his airplanes and maintains them between heats.

As predicted, the competition is getting stronger with the influence of engine customizers such as Phil Bussell and Dubby Jeff entering the pylon racing scene. Three flyers using Bussell Customized Engines posted times under 1:26--John Jennings with a 1:19.6, Jerry Small (with his new beautiful "Tom Cat" that he is now kitting) with a 1:25.6 and Ric Oliver with a 1:21.9. Phil and Dubby both flew Q-500 and plan to be in F-1 this season.

This was the first race for Jerry Small's new "Tom Cat" design and it passed the acid test very well. The airplane is very well designed and has excellent handling characteristics. We always welcome new and innovative designs in F-1 and Jerry's "Tom Cat" is a good addition. For more information write him direct at 1506 Bodart St., Houston TX 97090.

In conclusion, we again had 100% NMPRA membership for this contest.

<u>PLACE</u>	<u>NAME/NMPRA #</u>	<u>PLANE/ENGINE</u>	<u>POINTS</u>	<u>FAST TIME</u>
1	Tim Edwards/21H	Toni/ST	23	1:22.9
2	John Jennings/12I	Polecat/ST	20	1:19.6*
3	Charles Monnet/22H	Toni/ST	20	1:35.8
4	George Parks/56H	Toni/K&B	19	1:23.3
5	Jerry Small/32H	Tom Cat/ST	19	1:25.6
6	Ed Rankin/I ER	Mustang/ST	17	1:22.6

THOUGHTS ON LOTTERY STARTS - By Bob Brogdon

I believe that the lottery start degrades the quality of the airplane seen at the races. While some areas that do use the lottery system still have nice airplanes, they certainly haven't kept up with appearances in the rest of the country.

If the lottery system is used, then I don't have to worry about being "to scale", as long as I meet the minimum size requirements. Under these conditions it would be easy to make a much cleaner airplane (small canopy, no left cheek cowl, trick wheel pants, etc.) and knock another 3 to 4 seconds off my time.

Everyone knows that the start position can be very important in a close race and most of us work very long and hard to make the airplane look the best we can. If there is nothing to be gained from this work, Why go to the trouble? It would be much easier for me to paint my airplane one color and add a little trim tape; there is no reason to do more if the lottery system is used!

To sum up things, I am against using the lottery system start. I work very hard on the finish of my models to enhance my start position because (1) I want the time advantage of starting first; and (2) the safety of starting off first gets me clear of other traffic.

I like the rules as we now have them and don't wish to leave my start position to chance.

1979 NMPRA OFFICERS: DISTRICT VP AND AVP (QM)

NORTH WEST: Alberta, British Columbia, Idaho, Oregon, Washington, Alaska

FORM 1

Len Yuen
13431- 81 B Ave.
Surrey, B.C.

QM

Vince Caluori
14203 121 Ave. N.E.
Kirkland WA 98033

SOUTH WEST: Arizona, California, Hawaii, Nevada

FORM 1

Gary McPike
22247 Ybarra Road
Woodland Hills CA 91365

QM

Bob Gillespie
12271 Episilon
Garden Grove CA 92640

NORTH CENTRAL WEST: Colorado, Montana, Nebraska, North Dakota, South Dakota, Utah, Wyoming

FORM 1

Mel Reed
5649 Alabama Dr.
Helena MT 59601

QM

Bill Pachak
801 West Acres
Pueblo CO 81005

SOUTH CENTRAL WEST: Arkansas, Kansas, Louisiana, New Mexico, Oklahoma, Texas

FORM 1

Ed Rankin
6072 Wonder Drive
Fort Worth TX 76133

QM

Keith McClure
421 Oak Park Road
Bartlesville OK 74003

NORTH CENTRAL EAST: Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Minnesota, Ohio, Wisconsin

FORM 1

Wayne Yeager
38235 Castle
Romulus MI 48174

QM

John Kilsdonk
16159 Old Bedford
Northville MI 48167

SOUTH CENTRAL EAST: Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee

FORM 1

Bill Williamson
1361 Acres Drive
Apopka FL 32703

QM

Greg Doe
110 Belleview Rd.; Apt. 15
Nashville TN 37221

NORTH EAST: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New Hampshire, New York, Rhode Island, Vermont, Virginia, West Virginia, Pennsylvania

FORM 1

George Zink
80-28 222nd St.
Jamaica NY 11427

QM

Len Wiederhoeft
817 Fairfield St.
Mechanicsburg PA 17055

* THE LAST LAP *

The month of May has been a busy one for me. Three News Releases and three races in one month is about my limit. We are trying to get caught up, but sometimes it is like trying to catch the pack with a bad engine run and one cut. One reason for this is that our Pres., Bill Hager, is relocating to the sunny south climate of Texas; and if you've moved recently, you know what this all entails--house closings, moving companies, general panic, etc. Bill will be missed in Ohio where his contribution to pylon racing was most appreciated. He hosted four well-run races a season in Dayton and promoted the sport whenever possible. However, I know Bill will soon savor that Texas hospitality and will continue his activities in that area.

Racing is on the upswing this season despite the "fuel crisis" in both nitro and gasoline. Race reports indicate increased attendance and some very competitive times. You have to be both fast and consistent to place in the money nowadays. This was always true, but even more so with a greater number of experienced pilots and better equipment.

I'm also glad to see that Quickie 500 or 500-class racing is growing. I trust everyone will keep in mind that the objectives of this event is to attract the "newcomer" into pylon racing. If the rules are kept simple and fair, then the beginner will feel that he has an even chance of winning. One-design airplanes, single engine brands, stock props and host supplied fuel are all good ingredients for a prospering Quickie class. If new pilots are not entering this event and a percentage of them are not moving on to QM or F-1, then there's something wrong some place.

I'd like to mention a system used in my local area which works very well. It was developed by the "Can-Am Pylon Society" or CAPS for short and works as follows:

RACE PROCEDURE: Pilots will be divided into three classes--Novice, Advanced and Expert. Novice Class will include all first time novice racers and any others who have not turned a 10 lap heat time of less than 2:30. Advanced Class will be those who have never been under 2:15. Experts will be everyone else.

All flyers will be grouped together in the matrix and separated only by frequency. However, for each individual heat, Novice Class will only fly 8 laps and Advanced Class will fly only 9 laps plus any penalty laps for cut pylons. Experts will fly the standard 10 lap course.

A flyer automatically advances to the next class whenever he (she) posts a heat time of less than 2:00 for his specified number of laps or at his own option. The flyer will be upgraded immediately for the next heat.

Also, an experienced Expert is assigned to each Novice or Advanced pilot to help with heat preparation, calling, etc. All it takes is a little more administrative effort on the part of the officials, namely the Starter and Lap Counters. When a heat comes to the line, the Starter checks the status from the Heat Cards and informs the Lap Counter to flip one or two lap cards over, depending on the class of flyer they are assigned to. From there on, the heat is run as usual except the Timers and/or Desk Officials monitor each handicapped flyer's times to advance him (her) whenever the 2 minute threshold is broken. By advancing immediately, you minimize the opportunity for sandbagging.

Some of the trophy-hunter experts will become disgruntled at the handicap system and will soon move up into QM or Form 1 where they belong. And if they remain in Handicap Quickie, their flying is much improved due to racing someone with a 1 or 2 lap head start. Also, the

Handicap system can eliminate the cost of an extra set of Standard Class awards. Instead, you provide a single award for the "Most Improved" or "Best Performance" flyer.

The system has been proven in many races and the results are well worth it in terms of increased race attendance and a growing influx of "new blood" into the sport. Try it at your next Quickie race and I'm sure you'll like it. It works!

Yours in safe racing,

Art Arro

* HANDY HINTS *

This month I'm going to refer all pylon event directors to the June 1979 issue of "R/C Model Builder" magazine, Jim Gager, author of their pylon column has printed a tabulated matrix for determining heat makeup. The system was formulated by Wayne Yeager, VP-NCE, and has proven itself in many midwest contests. The system will save a lot of grief for contest officials and help minimize those "repeat" or "back-to-back" heats.

* NEW PRODUCT REVIEW *

There is a new version of the Super Tigre X-40 engine and I would sincerely appreciate it if some of you Tigre fans would submit a review for publication in the News Release. I'm sure many Formula 1 flyers would be interested and it would give "equal time" to my K&B review of last month. Come on guys, let's write something and we'll give full credit to the author.

QUOTABLE QUOTES!

From the full size Plane & Pilot Air Racing 1971 (reference the AT-6 Texans) - "they're rugged, highly maneuverable, lovely to look at, and best of all, real noisy. An air race without lots of noise is like a love affair without a kiss; a horror movie without a midnight scream; Paris without French taxi horns!"

Mufflers anyone???????????

Courtesy of SEMPRA Newsletter

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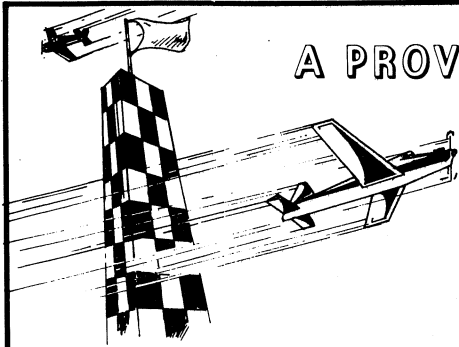
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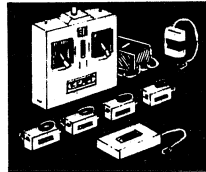


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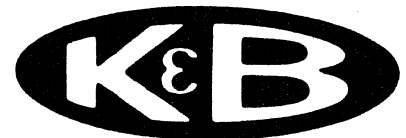
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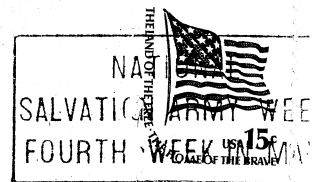
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