



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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DECEMBER 1979

AMA AFFILIATED

SINCE 1965

* PRESIDENT'S PAGE *

This will be the last newsletter for 79. We got 12 issues out this year and intend to get 12 issues out in 1980.

The votes have all been counted and it looks like yours truly is it for 1980. Ed Rankin will still be Treasurer. Ed did a fine job this year in keeping our finances.

Art Arro will be stepping down as newsletter editor. Art did a fine job. We will have a new secretary this year. My daughter Debbie is glad to hear this, as she did most of the work in 79. The newsletter editor for 1980 will be Matt Smith and John Jennings will be our secretary.

There is a ballot enclosed for Q.M. Executive V.P., Q.M. V.P.s, and Formula I V.P.s. Please vote!!! Send all ballots to me.

Thanks to all of the area V.P.s who helped make 1979 a great year for racing. The 1980 V.P.s will have a tough act to follow.

MERRY CHRISTMAS AND HAPPY NEW YEAR FROM ALL OF THE N.M.P.R.A. OFFICERS AND THEIR FAMILIES TO ALL OF THE MEMBERS AND THEIR FAMILIES

1979 TREASURER REPORT

by Ed Rankin

Being responsible for \$10,600 of your money is a large responsibility. Believe me, it takes a lot of work to account for all expenditures and make sure we operate within the budget. Running our organization costs a lot of money. The main expenditure is communications including the newsletter, special mailing, and phone calls to expedite business. This cost more than predicted, and also we predicted about \$1000 more dues income than we received. However, I think we can operate next year without a dues increase. A complete financial report is enclosed.

All members are entitled to know the expenditures and have a voice in how the money is spent. This was one of Bill's many goals this year. Other goals of Bill's this year were to have 12 newsletters, award the Season Championship shirts at the Championship Race, buy N.M.P.R.A. patches and decals to last for 4 or 5 years, and to renew AMA and N.M.P.R.A. V.P. communications. Remember, it costs nothing to do nothing! The N.M.P.R.A. has done something this year and it cost money to do it.

There was an expenditure of \$320.53 for 1978 Championship shirts which adjusts the 1978 balance to \$3707.49. Also, the N.M.P.R.A. patches and decals cost \$1343.71 which should not recure for 4 or 5 years. If we didn't have this expense, we would have a \$3998.78 balance instead of \$2655.07 and could have operated within our income of \$6572.88. The newsletter cost an average of \$246 per issue. In the past the cost has been \$300. Bill's family has held this cost down, and has saved over \$600 by colating, stamping, and mailing the newsletter every month. This doesn't include their cost of transportation for the many trips to the printer and the post office. We owe Bill, Nancy, and their children a debt of gratitude for this team effort.

We are also indebted to our newsletter advertisers for without their \$1780 we could not have financially survived this year.

All bills are paid, including the December newsletter, and we have no outstanding expenditures except for the 1979 QM Championship points shirts. If you have any questions, the books are open to all members.

NMPRA FINANCIAL REPORT
12/3/79

BALANCE FROM 1978 4,028.02

Income - 1979

Dues, NMPRA books, patches, decals,	4,162.88
Advertising for newsletter	1,780.00
QM Championship Race	215.00
FI Championship Race	415.00
TOTAL 1979 INCOME	<u>6,572.88</u>

Total to be accounted for:

10,600.90

EXPENDATURES - 1979

Printing (newsletter print, postage, stationary, special mailing)	2,956.98
Membership (patches, decals, postage, supplies)	1,432.71
Administration (postage, supplies, phone)	886.15
Championship Awards	
Balance on 78 QM shirts	15.53
78 FI shirts	305.00
79 QM Race	750.00
79 FI Race	1000.00
79 FI trip (Ca. to Las Vegas)	101.96
79 FI Invitations	38.50
79 FI Championship points shirts	250.00

79 FI Championship points plaques	<u>210.00</u>	
TOTAL		<u>2,670.99</u>
TOTAL EXPENDATURES		<u>7,946.83</u>
BALANCE 12/3/79		2,654.07

QM Executive V.P.'s Message - December

The 1980 rules for QM will not be changed much from the current rule book. The Ole Carb will still be required, (no venturi) but there will be no idle on landing. No more hard hats. Starting position determined by chance. The slot requirement is deleted. Thats it. Not really much will be changed and the changes made are all for the good. I doubt that anybody would disagree with the changes, funny how things work out, usually for the best.

The National Champion for QM this year is Wayne Yeager. The District Champions that have been reported are:

Wayne Yeager - North Central East

Dave Latsha - North East

Charles Monnett - South Central West

D. Piseiotta - North Central West

G. Jacobson - South Central East

You all are due District Champion shirts and as soon as I get all the shirt sizes I will order them. Don't expect them very soon- this seems to be a two to three month project.

The final point standings are being worked up by George Zink and will probably appear in the next issue.

I don't want to hear anymore complaints next year!!! The building season has officially started, so get with it. You have to have at least two airplanes for next year, new ones that is. Talking about it won't get the job done. I talked to the guy up at the North Pole and he has plenty of kits on hand for everybody. Terry Prather has plenty of Tonis, Dave Latsha now has Rivets (70 bucks each) and Cox has engines (about 500 I'm told). Santa is in every shopping center so go on down there and sit on his lap and beg a little, a few tears will go a long way. Have to close this out and go talk to the guy in the red suit.

Merry Christmas, and lots of points for the New Year.

Jake

By the way, here is the vote count for the 1980 presidential election as taken by Ed Rankin:

Bill Hager	26 votes
Ron Schorr	11 votes
Bob Smith	1 vote

BALLOT FOR OFFICERS - 1980

QM		FI
QM Ex. VP:	Wayne Yeager _____	N.C.E.: Art Arro _____
(write in)	Doug Brushaber _____	(Write in) _____
Northwest:	_____	N.E.: George Zink _____
(write in)	_____	(Write in) _____
Southwest:	_____	S.W. Mac Moffat _____
(write in)	_____	(write in) _____
S.C.W.:	Clyde Young _____	Canada: _____
(write in)	_____	(write in) _____
S.C.E.:	Greg Doe _____	N.C.W.: _____
(write in)	_____	(write in) _____
N.C.W.:	Jack Aycok _____	Mexico _____
(write in)	_____	(write in) _____
N.C.E.:	Wayne Yeager _____	S.C.E.: Bruce Richmond _____
(write in)	_____	(write in) _____
Northeast:	Dave Latsha _____	
(write in)	_____	

INSTRUCTIONS: Vote for one candidate only in your district. Send votes to:

Bill Hager
4622 Bridgeport Dr.
Garland, TX 75043

Deadline is January 15, 1980. DO IT TODAY!

1980 NMPRA MEMBERSHIP APPLICATION FORM

Name: _____ Phone: () _____

Address: _____

City: _____ State: _____ Zip: _____

New Member _____ Renewal _____ 1979 NMPRA No. _____

Racing Interest - Formula I _____ QM _____ BOTH _____

Compete in 1979? _ Formula I _____ QM _____ BOTH _____

Send to: John Jennings
106 Greenway
Sunnyvale, TX 75182

Amount: \$13.00 U.S. - Payable to NMPRA

If you are already a member, pass this application to a friend. Thank you.

THIS SECTION WAS MADE TO TEAR APART AND SEND IN. PLEASE VOTE!!

AROUND THE PYLONS
District-By-District

Western District News

by Gary Hover,C.D.

THIRD ANNUAL SLO FLYERS RACE
Camp San Luis Obispo, California
September 22-23, 1979

Event: Formula I

On September 22d and 23d, the SLO Flyers sponsored our 3rd Annual and very successful Formula I Race. This year the race was held at Camp San Luis Obispo which turned out to be an excellent choice of locations for both contestants and workers alike. The weather was springlike and spirits were high. Although the race started an hour late Saturday due to early morning fog, we still managed to get in five rounds of flying.

There were a total of 30 contestants entered in this last race of the season, 27 in expert and 3 in standard.

Competition was tough both days with most of the districts' top competitors running well below 1:20 heat after heat. The fast time trophy was captured with a 1:13.6 by Bob Smith. When the dust finally settled on Sunday, Dave Shadel once again surfaced as winner in expert and a new name, Jim Kelly (50% of Northern California's delegation), winner in standard class. Our own Paul Frogge capturing 2nd in standard in his first race ever.

Race Results

<u>Expert Class</u>	<u>Time</u>	<u>Standard Class</u>	<u>Time</u>
1. Dave Shadel	1:16.6	1. Jim Kelly	1:34.5
2. Ron Gilman	1:14.8	2. Paul Frogge	1:31.4
3. Bob Smith	1:13.6*	3. Charles Bentz	1:42.1
4. Laird Owens	1:17.7		
5. Jim Kimbro	1:21.6		

*Fast time

After the race, it was announced that we would have an extra event called a "Calcutta" race. With credit to Tom Christopher for making it happen, the weekend's most exciting racing was about to take place. While the pits of the 12 fastest pilots readied their aircraft, Tom proceeded to auction those pilots competing to whomever wanted to buy. The total purse which amounted to \$555 was then placed in a pot (the winning pilot receiving 60% of the purse and his "sponsor" receiving 40%). The 12 pilots were arranged into 4 heats of 3 racers each. The winners of the heat races were then pitted against each other in the finals.

As you might expect the racing was sensational. The competitors were all flying extremely fast and tight to the pylons. Dave Shadel, the heavy favorite, managed to eliminate himself in his heat race by trying to relocate #3 pylon. The pylon won and his Polecat lost.

Times for the Calcutta were extremely fast, with Mike Atzei ultimately winning the event with a 1:12.9, Bob Smith close behind with a 1:13.2. Boy, the racing was spectacular and you can bet we will do it again next year.

I would like to sincerely thank all who assisted in making this the best race of the year. The workers did an outstanding job and the flyers who participated I think appreciated it. Our club is hoping to get the nod for the big one next year, but we will have to see. See you then.

* * *

North Central East News

By A. Arro, NR Editor, and
J. Kilsdonk, QM-AVP and
CAPS Newsletter Editor

The NCE District had a successful season and our racers did very well in the big events. I've listed below some of the more notable accomplishments of NCE pilots.

53rd Nationals - Lincoln, Nebraska

Formula I

1st - Bill Preis
3rd - Eric Meyers

Quarter Midget

1st - Wayne Yeager
3rd - Dennis Sumner
5th - Kenneth Heatlie
7th - Don Fuller
8th - Richard Steine
9th - Douglas Brueshaber
10th - John Kilsdonk

QM Championships - Rough River, Kentucky

1st - Doug Bureshaber
4th - Dennis Bielick
5th - Robert Labash
6th - Floyd Fitzgerald
7th - Richard Berner
10th - Leroy Webb

Formula I Championships - Las Vegas, Nevada

4th - Bill Preis

Our congratulations to these flyers and all the other NCE members who participated in racing this year.

The Year in Retrospect

Courtesy of CAPS Newsletter

Now that the racing season is over, one thing stands out in my memory of all the cut pylons, flame-outs, etc. Our new handicap Quickie 500 was sure a huge success. We had 50 people participate in the event this year. I'm sure we would have had considerably less had it not been for our novice, advanced, expert system.

The other events showed exceptional progress also in the fierce competition locally:

QM is real competitive with any one of 6-7 flyers capable of winning any contest and/or flying at national record times.

Form I showed good progress also with some new faces and some real good competition.

1/2A picked up interest as the year went on with several spectacular times and good racing.

All in all, we should all take pride in the quality racing circuit we are part of.

* * *

North East District News

Courtesy of Pylon Cuttings

The United Pylon Racing Circuit held its annual meeting on October 21st. We would like to thank Dave Kelly for the use of his half-built office. At this meeting we discussed the schedule, program and general format for the 1980 season. A brief description follows.

First, we welcome a new club to the circuit. The Niagara Sunday Flyers, welcome aboard men! The NSF (that is a term my Bank Manager always uses) as yet does not have a suitable race site. It is quite likely they will borrow the Hamburg site next year. They are, however, looking around. A new club in the circuit is the best piece of news for a long time.

Next year's events schedule has something for everybody. An added event should encourage the club flyer to get his feet wet in racing. So the event schedule looks like this: 1/4 Midget, when held, will be run on Saturdays starting at 12:00 noon. Rules will be the current AMA rule at the time of the event. The completely new event will be held

after 1/4 Midget on Saturday. This event is for the complete newcomer to racing so the rules are simple. The 1/4 Midget course will be used. You can fly whatever you like, powered by whatever you like, as long as it is throttle and muffler equipped. To insure the intent of this event is not violated all entries are subject to the C.D.'s discretion. Now for the crunch! Any flyer who flies this event cannot enter any other UPRC event that weekend. 1/2A motors without throttles and muffler will be accepted. There will be no accumulative points.

So there you are newcomers, it is laid on for you.

Sport. There are no rules change in sport. We follow the AMA provisional sport rules (article 41 AMA Rule Book) to maximum .40 engine size. Engine must be front intake side exhaust fitted with stock muffler and throttle. No racing propellers. 12% wing was discussed, but rejected. The club reps agreed to allow the flying wing provided it follows the 15/500 ratio. The feeling was that the problems with a wing would outweigh the advantages. However, let's watch this one closely guys -- we have a fine, well supported, sport event right now -- I would hate to see it ruined. If the wings turn out to be screamers it could happen.

Formula I. Form I rules will be the current AMA rule at the time of the event.

Race Dates. If two dates are given it denotes 1/4 Midget and newcomers on the Saturday. Sport and Form I will be flown on Sundays. Form I will follow Sport which starts at 10:00 a.m.

Niagara Falls, Ontario	May 18, 1980
Waterford	June 15, 1980
Hamburg	June 28-29, 1980
(This meet to be run by the Niagara Sunday Flyers)	
Rochester	July 19-20, 1980
Lockport	August 16-17, 1980
Waterford	September 6-7, 1980
(1/4 Midget will be run here depending upon number of entries at previous meets)	
Hamburg	September 6-7, 1980

That will be two years in a row for Erie County MAC. They are not going to aim for three. Something for member clubs to think about for 1981!!!

Trophies. Trophies will be given to third place for three categories seasons winners. Trophies may be kept. Perpetual trophies will be returned and substitutes given. Event winners of the day will receive the small plaques as last year. All will be given at the Championship race.

Bulletin. Dave Kelly will continue as Editor and any contribution will be gratefully received. Literary or financial! In an effort to raise the Bulletin to new literary heights, Dave has recruited Frank Anderson. Fast and Fancy Frank will no doubt add his sparkling wit to the race reports throughout the season. I will also contribute my humble scribblings.

Submitted by Dave Kelly

* * *

THE LAST LAP

Well, the 1979 season is almost over and in retrospect it was a good one. Race attendance in some districts boomed while in others it waned. The reasons are too complex to discuss here and are best known in the individual areas. In my personal opinion, I feel that regional racing associations such as MARA, SEMPRA, UPRC, PRO, CPC, NCPL and CAPS have a major influence on the success of pylon racing in their regions. Their groups generally provide the management and equipment which is now mandatory in the 1980 AMA Rules. By mandatory, I mean barrier equipment, etc.

These groups, working with local clubs to promote pylon racing, and to obtain support (manpower), are instrumental in the prosperity of our sport.

People who are interested in pylon racing should be encouraged to join these associations. Members should volunteer to hold discussions on reworking props, engine tuning, and model finishing, etc. We would all benefit if all these so-called "speed-secrets" were made available to everyone.

Also, the existence of a beginners racing event such as Quickie or a true "Sport" pylon class provides an attraction for the newcomer. There are very few of us oldtimers who successfully started pylon in Formula I. Also, those who did can remember when the event was a lot simpler than it is now. Quarter Midget has also specialized where it is beyond the bounds of the normal Sunday flyer who is interested in pylon

Quickie and similar events are an excellent stepping stone into Formula I and Quarter Midget. These events should be encouraged for the growth and continuance of pylon racing.

Well, it's time to get off my soap box and I just want to wish everyone the best holiday season ever.

CHANGE OF ADDRESS NOTICE

The "Cat Man from Clarksburg" has pussyfooted his operation to the comfortable climate of central Florida. You may now obtain Polecat Form I kits, Violet Racing Wheels and all ducted fan goodies from:

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Phone: 305/677-5044

Bob is at least the second pylon racer who has recently participated in Jim Maki's Project C.O.L.D. (Contempt of Late December) and decided to make his life where the sunny skies and warm breezes prevail. Bill Hager made his move to Texas for similar reasons also. Southern Californians have long known this simple fact of life which probably makes them fly so fast.

Freezing in Michigan,

Art Arro

Academy of Model Aeronautics



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NEW RC FREQUENCY UPDATE

From 25 to 50 new RC frequencies within two years was noted to be a real possibility by AMA officials who met with FCC personnel in Washington on October 26. The frequencies would all be narrow band FM in the 72 MHz region, if the meeting discussions are successfully developed further.

The meeting was requested by the FCC Office of Science and Technology as a followup to AMA's 1978 petition for more RC frequencies and AMA's Frequency Committee has now been requested to produce additional data needed by the FCC to support the 72 MHz FM concept. The data is to be supplied before the end of 1979, to expedite the possibility of a specific FCC proposal by mid-1980.

AMA is now seeking RC industry comments and suggestions regarding narrow band FM RC operation and also coordinating inputs from RC model car and boat organizations to supplement the model aircraft data provided previously, so that the new frequencies can be allocated to best serve all interests.

The meeting noted that an extremely heavy backlog of FCC business had delayed any positive action on the AMA petition until now and that while the current workload is still heavy, progress is being made. The current picture, in fact, is now considerably brighter than before and with definite indication that a break-through may have been achieved which needs only the slow but sure plodding of the governmental rule-making procedure to produce a major improvement in the RC frequency situation.

In the meantime AMA officials caution against any outside mail pressure to the FCC since activity of this kind can further delay action. Letters are not needed at present--they will only divert FCC personnel from the effort needed to research and write an acceptable proposal and steer it through the various departments which have to act on it before release for public comment.

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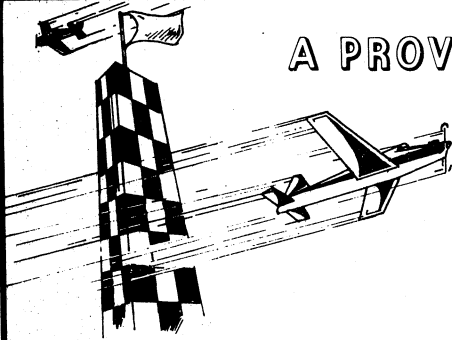
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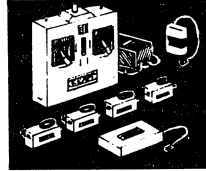
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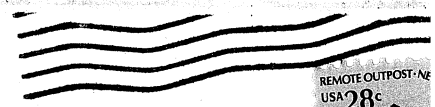
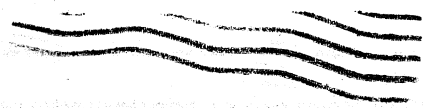


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FILE



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FIRST CLASS

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