



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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January 1980

AMA AFFILIATED

SINCE 1965

**** PRESIDENT'S PAGE ****

Hi Gang,

Well here goes another year. I hope that 1980 goes as well as 1979 did.

I think our main goal in 1980 should be to promote Pylon racing and to help new people get started racing. Take a little time to contribute something to your hobby.

Answer the questions people ask. Ask a new guy to help you. Help get new people interested. Promote the races held in your district. Attend a contest in another district and encourage your club to hold a contest. I'm sure every district could use another good contest. Help your club put on the contest. Come on guys, get really involved.

Another good place to promote good racing is at a trade show. After all, this is where manufacturers promote their products. Most of the trade shows have Pylon displays. Participate in them, who cares if you win a prize. The idea is to show the public what Pylon racing is all about. This is one good way to show the public what we fly.

One of the largest trade shows in the United States is the Toledo Weak Signals Show. The people in charge of the show have cancelled the Pylon racing section this year simply because of poor participation the last few years.

Come on guys, let's not let this happen. Do your part to promote racing, it will help clubs have bigger and better Contests.

For 1980 we have a new Newsletter editor, Matt Smith, and a new Secretary, John Jennings. Their addresses are at the top of this newsletter.

Our Thanks to Art Arro for a good job as Newsletter editor in 1979.

I'M sure Matt and John will do a good job for us in 1980. See you next month.

Bill

As Bill mentioned last month, I will be stepping down as your *NMPRA* News Release Editor; the reason being that I have accepted a business position involving considerable international travel and will not be able to meet the monthly deadlines as Editor.

It has been a real privilege writing the communication lifeline of the *NMPRA* and I feel much closer to the membership as a result. I sincerely wish to thank all of the contributors who submitted the newsletters, race reports and product reviews which constituted the bulk of each issue. Without these inputs, it would have been mighty difficult to create a newsworthy issue every month. I urge everyone to forward future contributions to Matt Smith for inclusion into the News Release.

In retrospect, looking back on 1979, I am very glad to see the *NMPRA Safety Recommendations* adopted by the AMA as official rules for 1980 and onward. It was a long, hard battle; but I personally feel the outcome was in the best interests of safety without destroying the event. This safety issue is a prime example of a special interest group (*NMPRA*) working with the AMA on a very important issue.

The 1980 rule proposals were also in the spotlight last year. All of the changes were for the best and those affecting Quarter Midget were outlined by Jake in the last News Release.

In closing, I wish everyone the very best in 1980 and remember, "*fly safe, fly fast, and turn left*".

Regards,

Art ARRO

Happy New Year to all you racers whervery you may be. The real winter has just hit in Texas. It was 71 degress yesterday and its 35 degrees now so obviously its winter. It is time to get the dirty work done now so you won't have work so hard in the summer. Spring seems to roll around about a month before I get my racers ready. How about you?

Safety is probably the foremost thing in the minds of all concerened with Pylon racing. If all R C models, Sport, Pattern and Scale had our checklist to pass there would be less crashes for everyone. How many of these Models do you think would pass now? Something to think about isn't it,

Regards

Matt Smith

The Tangerine in Florida is a welcome break in the winter to many racers. This year is no exception.

Entries were down slightly but this may be due to the rising expense of travel due to gas price increases.

There were 22 entries with 10 rounds flown over two days. The winners were:

1. Jim Moorhead
2. Bob Brogden
3. Bill Preis
4. Brian Richmond
5. Bob Violett

Bob Violett also had fast time of 1:15.9

In the *SEMPRA* newsletter there is thought of reviving Quarter Midget in Florida. This is not a bad idea. now that the QM rules have been stabalized.

S C W DISTRICT

RACE SCHEDULE

April 27	F-I	Okla. City
May 3-4	Q-500 and F-I	North Dallas Club
May 17-18	Q-500 and F-I	Fort Worth
May 24-25	QM and F-I	Wichita, Kan.
June 21-22	Q-500 and F-I	Forth Worth
Aug 17	F-I	Okla. City
Aug 30, 31 & Sept 1st	Q-500 and F-I	Dallas
Sept 20-21	F-I	Okla. City

The race on June 8, 1980 in Okla City has been dropped to help participation in the Southwest Modelers Trade Show.

This race may be scheduled at some other time. Houston may also have one or two Quickee 500 and Form 1 races this year.

The following letter was received in reference to whats legal on Cox engines. You Quarter Midget racers should read this letter carefully.

Mr. Gail Jacobsen
2205 Britley Terrace
College Park, GA 30349

Dear Gail:

After reading the competition newsletter in January 1980 issue of Model Aviation I feel some information from Cox Hobbies is necessary to help clarify the issues raised by Duane Gail.

Firstly, the "Insert" type head. In 1977 the Cox catalog revealed the release of the "insert" head as an after sales high performance item to be used on all Conquest "15" Engines, not only free flight or speed but radio control is encompassed. The "insert" head has been manufactured in quantities of more than the 1000 piece unit required by rule standards, and is available through local retail outlets.

In 1973 Academy of Model Aeronautics released their definition of a "local retail outlet" to include any business that has a customer service or repair service where a consumer can have his or her product repaired or reworked or obtain new parts over the counter or mail order directly.

Secondly, "excessive use of metal shims." Cox Hobbies originally released two (2) versions of their Conquest "15". The major difference was in the port heights from centerline of crankshaft. This was controlled by the overall length of the cylinder. In this case the cylinder is the aluminum casting with fins that houses the cylinder sleeve.

Further testing revealed this difference was no longer necessary, all port heights were to be the same dimension from crankshaft centerline to port closing or opening depending on your terminology. Cox Hobbies had cylinder inventory in both parts making it necessary to utilize all parts. The nominal dimension difference between radio control and free flight versions was twenty five thousandths of an inch (.025) combined with tolerance levels of manufacturing component parts, varying degree of shims are necessary to obtain the proper clearance between piston top (or crown) and cylinder head (or glow head) base.

Cox Hobbies manufacturing dimension from cylinder liner (or sleeve) flange top to piston top (or crown) with piston at top dead center of stroke is one hundred and sixteen thousandths of an inch (.116) applied tolerance level is plus and minus three thousandths of an inch (+.003) the metal shims can be obtained from Ron Young, High Performance Model Engines, 2137 Linda Way, Santa Ana, California 92704. A local retail outlet.

Another note of concern is the rear ball bearing. The original bearing was a small ball heavy race item. A running production change to the presently used large ball medium race has taken place. It is still possible to get Conquest "15" engines with either type of bearing depending on purchase date. There is no performance difference only a longevity factor.

If there are any further questions, I will be glad to answer them for you.

Sincerely,



Roger D. Theobald
Quality Assurance
Quality Control Manager

NORTH-EAST DISTRICT N.M.P.R.A. QUARTER MIDGET SCORING 1979.

		Plane	Eng.		
1. Dave Latsha	- 415.6	D.L.'s Rivets	Cox	11. Ernie Nikodem	- 156.4
2. Hal DeBolt	- 376.2	-	-	12. Frank Heil	- 152.5
3. Bob Blouch	- 346.1	Blouch Mustang	Cox	13. Art Talisman	- 142.1
4. Al Grove	- 333.9	Terry Toni	Cox	14. W. Batson	- 95.7
5. Vance Sutton	- 332.0	Terry Toni	Cox	15. Jim Nikodem	- 69.1
6. Lew Hipkins	- 291.7	Terry Toni	Cox	16. Dave Timcoe	- 68.7
7. R. Berner	- 252.2	Terry Toni	Cox	17. Dick Smith	- 46.4
8. L.Wiederhoeft	- 249.6	Super Shoe	Cox	18. Arnie Wile	- 35.1
9. Paul Zink	- 244.6	Rickey Rat	Rossi	19. M. Freiberg	- 29.9
10. Dick Beltz	- 161.4	Beltz P-39	Cox	20. J. Majikas	- 17.1

Point accumulation from a maximum of six races only.

Central Penna. Pylon Racing Association, 1979 Standings.

	Total pts.	Lehighton 5/6/79	Lehighton 6/3/79	N.E.Champs Phila.	Plane	Eng.
*1. Robert Blouch	241.4	74.6	84.8	82.0	Blouch Mustang	Cox
*2. Vance Sutton	217.4	89.3	75.5	52.6	Toni	Cox
*3. Al Grove	215.5	82.0	66.2	67.3	Toni	Cox
*4. Dave Latsha	215.1	96.7	29.1	89.3	D.L.'s Rivets	Cox
*5. Richard Beltz	161.4	67.3	94.1	-	Beltz P-39	Cox
6. Frank Heil	123.5	59.9	47.7	15.9		
7. Dick Berner	113.7	52.6	1.2	59.9		
8. L. Wiederhoft	110.7	30.6	56.9	23.2		
9. Artie Talisman	95.6	37.9	19.8	37.9		
10. Paul Zink	75.9	45.3	-	30.6		
11. Herb Adams	46.9	8.5	38.4	-		
12. W. Batson	46.5	1.2	-	45.3		
13. Lew Hipkins	42.2	23.2	10.5	8.5		
14. J. Majikas	17.1	15.9	-	1.2		

* First five places award winners.

** Fast time CPPRA series '79 - 1:29.7

REPRINT OF NMPRA QM SOUTHERN CHAMPIONSHIPS RACE RESULTS.

Cash Awards by Capital Cadillac Automobile Co., Atlanta

								Total Points	
Cox	\$50.00	1. Jimmy Barels	*Toni	1:33.7	1:32.4	1:37.5	1:35.4	1:36.7	Tenn.
				3	3	3	2	3	14
Rossi	\$30.00	2. Bob Reuther	C. Wind	1:40.5	1:37.	1:45.4	1:48.8	1:37.8	78 Nat'l
				3	3	3	3	2	14
Cox	\$20.00	3. Lew Hipkins	*Toni	1:51.2	1:37.5	1:57.4	1:46	1:47.5	Penna.
				3	3	2	2	3	13
Cox		4. Gail Jacobson	*Toni	1:36.5	1:39	1:35.5	1:33.45	1:35.8	78 QM
				2	2	2	3	3	12
Cox		<u>5. Dave Latsha</u>	<u>Own New "Rivets"</u>	1:44.2	0	1:55.9	<u>1:32.25</u>	1:37.2	Penna.
				3		1	3	3	10
Cox		6. Len Wiederhoft	own	1:55	1:43	-	1:49	2:01.5	N/E QM
			R. Rat	2	3	1	1	2	9
?		7. Greg Doe	own	1:45.1	1:38.5	1:43	-	-	SCE
				3	2	3	0	0	8
Cox		8. Stu Richmond	Root P39	-	-	1:54.2	1:58.46	1:47.8	78 SCE
				0	0	2	3	2	7
Rossi		9. Jim Moorhead	*Toni	2:11.3	1:39.5	1:35.3	-	-	Atlanta
				1	2	3	0	0	6
Cox		10. Cliff Smith	*Toni	-	2:06	1:47.5	-	-	Atlanta
				2	1	2	0	0	5

*Toni's are Prather Products.

Fast Time-Cox Engines - Sponsored by Cox.

Standard QM Course	1. <u>Dave Latsha</u>	
	2. Jimmy Bartels	
K&B 500 Fuel	3. G. Jacobson	
	4. Jim Moorhead	(Fastest Time of the Day 1:32.25 "Rivets")
	5. Bob Reuther	

World Engines Flyoff- Separate Race for 2 x-40s. Two fastest times received the engines. Sponsored by World Engines.

Temp. 32-47F

Wind 10-15+++	1. <u>Dave Latsha</u>	1:33.7
	2. G. Jacobson	1:33.75

SHOP SAFETY

Most of us use polyester resin in building pylon racers, either as an adhesive with fiber glass fuselages, for fillets with micro-balloons or for finishing with light-weight fiber glass cloth. Personally, I have been using polyester resins for almost 20 years on a routine basis. The early use of this material was to produce a beautiful, clear finish on control line speed ships. The resin and catalyst are pretty much taken for granted and it is for this reason I wish to alert you to the following safety information. It was originally printed in the Air Force/Navy Safety Journal and I've seen it in several modeling publications. If you haven't read it, here it is.

"Methyl Ethyl Ketone Peroxide (MEKP) is used as a catalyst for polyester resins. The catalyst is added to fiberglass resin before the resin is applied. A drop of this catalyst in the eye will progressively destroy the tissue of the eye and result in blindness, unless immediate action (within four seconds) is taken to wash the catalyst from the eye. Once the chemical has started destroying the eye, there is no known way of stopping the destruction or repairing the damage.

"Polyester resins are used for boat repairs (fiberglass resins), certain casting resins, some paints and hole fillers. As MEKP may be present in other materials, be sure to read labels thoroughly.

"In tests using laboratory animals, MEKP in solutions of varying concentrations was found to cause eye problems, ranging from irritation to severe damage. The maximum concentration producing no appreciable irritation was a solution containing only 0.6% MEKP. Material published on MEKP states that washing the eyes with water within 4 seconds after exposure prevented injuries in all cases.

"A report of one case of MEKP eye exposure relates the serious consequences. The accident occurred while fibreglassing a chair at home. Though the victim made every effort to wash his eyes, several minutes apparently elapsed before the water was located. One eye was lost almost instantly; the other was lost over a period of about eight years.

"Wearing chemical safety goggles will prevent chemical eye injury. In industry, eyewash fountains or eyewash bottles are readily available wherever chemicals are used or handled. An eyewash bottle or turned-on water hose without pressure attachments should be handy at home when working with hazardous chemicals. If eye exposure should occur, rinse the eye(s) immediately with water for at least 15 minutes and then obtain medical attention.

"The cost of a pair of goggles is a very small price to pay when you consider that your eyesight is irreplaceable."

Submitted by, Art ARRO
Ex-News Release Editor

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 _____

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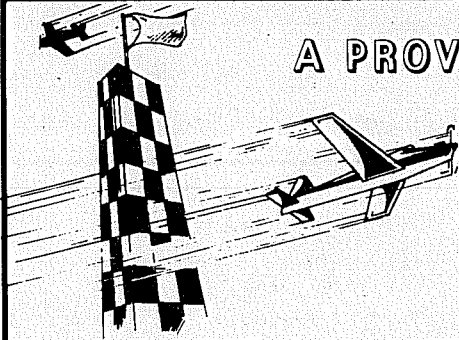
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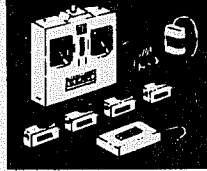
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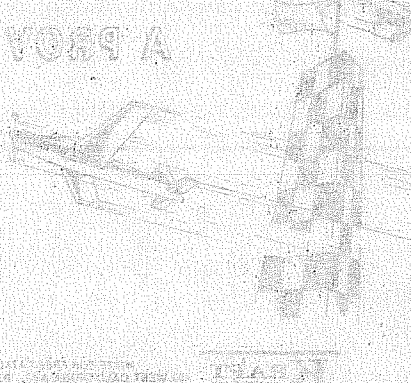
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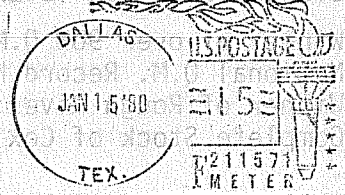
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Matt Smith
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