



NEWS RELEASE

NMPRA

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February 1980

AMA AFFILIATED

SINCE 1965

** PRESIDENT'S PAGE **

Hi Gang,

Listed on this page are your new area V.P.s for the 1980 season. It is up to the V.P. to gather and keep a running total of championship points, to get contest results to the newsletter editor and a contest calendar for your area. We will try to print all of what we get.

Our Championship race will be held in Florida this year. We are all looking forward to another visit to this area as the group always does a great job. We will let you know more of the details as they come in.

For some of you just getting into the N.M.P.R.A., in order to qualify for the N.M.P.R.A. Championship Race you must finish in the top 20% of a district, be an N.M.P.R.A. officer, be a past N.M.P.R.A. Championship Race winner, or finish in the top 10 at the A.M.A. Nationals.

Here is your list of area V.P.s.

See you next month,

Bill

Quarter Midget Executive V.P. - Wayne Yeager

Formula I V.P.s

N.C.E. Art Arro
N.E. George Zink
S.W. Mac Moffat
S.C.E. Dennis O'Brian
S.C.W. Ed Rankin
N.C.W. Mel Reed
N.W. Don Rice
Canada Frank Anderson
Mexico ---

QM V.P.s

Wayne Yeager
Dave Latsha
Larry Laulom
Greg Doe
Clyde Young
Jack Aycok
Stan Brown

THE LAST LAP

February has rolled around again with just eleven weeks to the opening race in our district. Practically everyone I have talked to is in the process of working the bugs out of their trimable needle valve system, including me. As soon as these systems become standard equipment the lives of our "very valuable engines" should become much longer. With the average price of reworked engines being about \$165.00 the \$60.00 investment in the trimable needle valve should pay off fast.

Now, on to the current topics of "The speed and safety of Pylon Racing" After conversations with Bill Hager and Johnny Clemens, I dug through back issues of M.A.N. and American Aircraft Modler and Model Aviation to early 1969 when times started dipping into the 1:40's and occasionally the high 1:30's.

In reading the articles (I'll send you copies of these if you want specifics) they are almost redundant in their similarity. A) Slow down the planes B) Spectators are scared C) Flying site problems, noise, etc. D) Insurance problems E) Safety of Contestants and workers.

Granted these are logical complaints, but if the American public let logical complaints stop them Henry Ford would never have built his first Model T. just look how transportation has progressed with sound engineering and modern technology.

To quote a few statistics for other sports: In 1978 there were 446,878 hospital treated Bicycle injuries, baseball had 399,874, Football had 394,827. Included in these are several hundred repeat hundred fatalities. Surely there are people in our hobby that can help us solve some of the problems we have now with Public Relations, Safety and Insurance.

The NATS this year has been up in the air longer than the Goodyear Blimp. The sites considered this year were: Wilmington, Ohio, Lake Charles, La., and San Antonio, TX. After months of deliberation between officials of these cities and the AMA a decision was reached. Art Arro called Bill Hager tonight (2-12-80) and relayed that Wilmington, Ohio will be the official site of the 1980 NATS.

You heard it hear first. !!!

There has been much concern over losing a race as large as Bakersfield which in the past has had as many as 100 entries.

Gary Hover is trying to organize a race similar to Bakersfield to take the place of this traditional race. If you want to help him or have some comment contact Gary Hover, 1504 16th St., Los Osos, Ca. 93402

If you have not paid your 1980 NMPRA dues please do so as soon as possible.

The cut off date to keep receiving newsletters is March 15, 1980. After this time you will NOT receive a newsletter until we receive your dues. All new NMPRA members that haven't been a member for the last two years will receive back issues previous to the month they join.

That's all for this month. If you have any comments write or call me.

Matt Smith

QUARTER MIDGET NEWS

One of the many problems associated with this job is that some people expect a monthly newsletter article. Now who the heck's got time to write monthly newsletter articles when you've got balsa to glue, polyester to sand, paint to mop on? Don't expect any literary masterpieces from this pen cause a Harold Robbins I "ain't". There are those who think I can't race either but that's another story. Anyway, we'll try to keep this space filled with something sensible and if I've got nothing nice to say, I'll probably say something nasty..

I'd like to acknowledge the many people who contributed so much last year. To all the AVP's who spent so much time gathering contest results and took the time to keep track of who's who, to the many CD's who stepped forward and did the job when no one else would, to that Zink guy, first name George, for keeping track of points all year, to Shorty Holsclaw who travels so far and that Kentucky bunch for working so hard to put on the Championship race and for making it such a great event, and finally to Jake who did such a great job at this desk for such a long time and making it such a tough act to follow, to all of the above, take a bow! We need more like you. Super job people!!!

As of this writing the Nats location hasn't been settled but word is expected soon. As Jake indicated, the rules have stabilized and with the two year rule, should stay stable for a while. I believe they reflect the current "state of the art" and there's no problems other than one item relating to the recent AMA ruling on "insert heads" and the excessive use of "shims" or "gaskets".

Now whatever you do, don't run around hollering "the sky is falling" when all of a sudden we can't use our Ron Young Cox's. Keep calm, stay cool. I've had conversations with both Cox and Joe Friend of the FCCB and as soon as some facts are gathered hopefully we'll have an additional ruling from AMA which will settle these issues.

Keep the faith people,

Wayne Yeager

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

S.C.E. RACE SCHEDULE

February

Titusville, Florida

Q-500 February 23rd
 F-I February 24th
 C. D. Rod Gier
 (Confirmed)

April

Nashville, Tenn.

1/2 A Quarter-Midget
 Q-500
 April 19th and 20th
 C.D. Greg Doe
 (Confirmed)

and

Atlanta

Q-500 Quarter-Midget
 April 26th and 27th
 C.D. Bob Brogdon
 (confirmed)

May

Atlanta, Ga.

Q-500 F-I
 May 24th and 25th
 C.D. Bob Brogdon
 (Confirmed)

September

Labor Day Weekend
 Formula I 2 days
 C. D. Bill Helms
 (Confirmed)

Orlando, Florida

Possible F-I and Q-500
 no date yet

October

Titusville, Florida

National Championships
 Date to be announced

***** RESULTS OF TANGERINE INTERNATIONAL 1979-80 *****					
NAME	PTS.	TIME	NAME	PTS.	TIME
1) Jim Moorhead	29	1:17.0	12) Dave Latsha	15	1:22.9
2) Bob Brogdon	27	1:17.6	13) Bill Williamson	8	1:19.0
3) Bill Preis	24	1:17.0	14) Jim Maki	8	1:27.2
4) Brian Richmond	21	1:17.1	15) Greg Doe	7	1:28.1
5) Bob Violett	20**	1:15.9*	16) Charles Brunner	5	1:23.8
6) Dennis O'Brien	20	1:17.3*	17) Jim Bartels	5	1:24.5
7) Bob Reuther	20	1:20.4*	18) Bruce Richmond	3	1:24.5
8) Bob Schuster	20	1:33.5*	19) Dave Donut	2	1:29.4
9) Gail Jacobson	19	1:20.0	20) Tom Nay	2	2:14.5
10) Rick Cranmer	18	1:27.5	21) D.C. May	1	1:39.1
11) Erick Meyers	17	1:18.9	22) Nevin Jenkins	0	-----

Note:
 ** =
 fast time of
 meet
 * = finishing
 position
 determined by
 time.

NORTH EAST DISTRICT NEWS

Bernice Williams editor of P.R.O. Racing News sent this tentative schedule for the 1980 NCRCC racing circuit.

- May 4 Hadley, Mass. F-1 and F-500
- July 12 - 13 NCRCC Conn. F-1 and F-500
- July 19 - 20 Hadley, Mass. F-1 and F-500
 (Two meets one each day entrance fee will be \$7.00 each day or \$10.00 for both days with no refund if you don't make the second day.)
- August 3 NCRCC Conn. F-1 and F-500

NMPRA SAFETY RECOMMENDATIONS NOW OFFICIAL

AMA Insurance coverage for Pylon Racing events now hinges on adherence to these safety rules plus existing safety rules in the rule book.

Formula 1 and Quarter Midget. Following approval by the Executive Council on November 10, AMA President Earl Witt, in agreement with RC Contest Board Chairman Joe Friend, has directed that NMPRA safety recommendations for Formula 1 and Quarter Midget RC Pylon Racing be required for AMA sanctioned contests effective January 1, 1980. Previously the Executive Council amended the AMA Safety Code to require all AMA sanctioned RC Pylon Races to be in accordance with the safety aspects of the current AMA rules; these NMPRA-proposed safety rules which have been adopted by emergency action, plus the safety rules already in the rule book, must be followed in order for the AMA liability insurance to be in effect.

Sport Pylon. Similarly, by joint action of the AMA President and RC Contest Board Chairman, the previous rule book recommendation for using the Formula 1 or FAI Pylon Race courses has been changed so that it is required that either the Formula 1, Quarter Midget, or FAI Pylon courses be used—particularly in regard to spectator distances—for 1980 AMA sanctioned events.

The emergency actions described above will be followed up after publication by a ratification vote by the RC Contest Board. Any AMA member wishing to affect the outcome of this vote, either pro or con, should contact the district member of the RC Contest Board as soon as possible, or if revisions are thought necessary such suggestions should be sent as soon as possible to RC Contest Board Chairman Joe Friend, 62 Joysan Terr., Freehold, NJ 07728. Assuming ratification of these emergency actions, they will become a permanent part of the AMA rules even if not printed in the 1980-81 rule book (action may not be finalized in sufficient time for printing in the rule book).

The text of the new emergency safety rules adopted with effect on January 1, 1980, is as follows (numbering is relative to the 1978-79 rule book):

39. RC Pylon Racing Formula 1

2.2. Contest Directors for this event must be familiar with the following safety rules, and these rules must be used in the operation of a contest. Violation of these safety procedures may result in cancellation of AMA sanctions, cancellation of the C.D.'s license, and cancellation of all NMPRA Championship points that the contestant who has violated these rules would have earned in such a contest.

Safety, of course, is an item that cannot wait for rules or paperwork. During the course of a racing event, an unforeseen situation may arise that requires immediate controls. The Contest Director, therefore, has the authority to initiate any procedure which he feels is necessary to eliminate a dangerous situation.

2.2.1. The pit and spectator areas must be outside the minimum distances described for the race course.

2.2.2. A protective barrier must be at the No. 1 pylon and at the lap counter stand for the workers to stand behind. The barrier should be at least 4 ft. high and made of at least ½ in. plywood or its equivalent.

2.2.3. No workers (except the No. 3 pylon judge) or contestants will be in the Danger Area near the No. 3 pylon.

2.2.4. The Ready Area for the heat that is after the one already flying should not be out on the course between the No. 2 and No. 3 pylons; landing of aircraft between the No. 2 and No. 3 pylons will be permitted only at the direction of the C.D. Contestants will be disqualified in the heat for violation of this rule.

2.2.5. Contestants walking across the race course during a race will be disqualified from the contest. Contestants and helpers must remain inside the course until all planes have safely landed.

2.2.6. The Contest Director or his appointees must monitor the location of spectators, contestants, and vehicles to insure that they are outside the boundaries specified for the race course outlined in the AMA Rule Book. A minimum number of people should be out on the course. The C.D. or the Starter should chase anyone out of the flying area who they feel does not belong.

2.2.7. Contestants are prohibited from consistently flying below the tops of the pylons (the top of the pylon is the uppermost part of the pylon pole). Situations may occur when one cannot avoid flying below this height. However, deliberate and repeated violations will be grounds for disqualification.

2.2.8. If an aircraft is damaged during a heat, such as a mid air collision or hitting a pylon, and continues flying, the Starter may disqualify the contestant if, in his opinion, the aircraft has sustained enough damage to make flying unsafe. In this situation, a contestant must land his aircraft immediately after notification or face automatic disqualification from the contest. If a contestant is disqualified for unsafe flying, or receives two cuts during a heat, he must pull out of the race immediately after being personally notified or face automatic disqualification of that heat. A disqualified pilot should not land his aircraft until the remaining aircraft in the heat have finished racing. A disqualified aircraft should be flown at a higher altitude out of the way of the other aircraft; however, if a pilot is experiencing radio problems, he must land immediately. The Starter or C.D. has sole authority to disqualify a contestant for unsafe flying, and his decision is final.

If any aircraft sustains landing damage, the C.D. will inspect the model for safety before it can be flown again.

If flutter is detected on an aircraft, the contestant must land the model and it must be inspected by the C.D. before it can be flown again.

2.2.9. Hard hats are recommended for all workers and contestants on the pylon course during a race.

8. Materials and Workmanship. Add the following paragraphs to this sub-section under the paragraph, "Workmanship must be . . . as a result of damage:"

All aircraft to be entered in this event, including back-up models, must undergo the following safety inspection before the contestant is accepted. It is recommended that this safety check be conducted at the time of registration.

8.1. Short pieces of rubber tubing will be used to secure all clevises to prevent them from coming disconnected in flight.

8.2. Throttle shut-off will be visually inspected, and may be functionally tested during the contest.

8.3. All screws holding the engine to the mount and the mount to the firewall must be in place and be secure.

8.4. Receiver and battery pack shall be protected against vibration in accordance with the radio manufacturer's recommendations.

8.5. Washers will be used on all screws holding the servos to mounting trays and also on screws holding the tray to the rails (all washers will be approximately the same diameter as the grommets). Servos mounted directly to rails will also have washers on the mounting screws. In addition, all servo trays will have at least one extra safety screw (not necessarily turned down tightly) placed between the grommets on the rear of the tray to prevent the tray from slipping out of the grommets in flight.

8.6. A keeper, or collar, will be on all push-rods that have a right angle bend that connects them to the servos. S-bends are acceptable. If a clevis is used at both ends of a push-rod, one of the clevises will be secured so that it will not turn.

8.7. All control surfaces will be firm on the hinge line without excess slop (at the discretion of the safety inspector).

8.8. Positive, thread type, wing bolts or screws will secure the wing in place on all two-piece aircraft.

8.9. A positive method of holding the wheel on the axle will be used, and the wheel shall not bind.

8.10. The entire aircraft shall be inspected for any stress cracks.

40. RC Pylon Racing—Quarter Midget

2. General. Add the following paragraph under "all AMA regulations . . . of the utmost importance:"

All of the paragraphs under section 39 paragraph 2.2 that pertain to safety shall apply to this event.

12. Materials and Workmanship. Add the following paragraph under "Workmanship must be . . . as the result of damage."

All of the paragraphs under Section 39 paragraph 8 pertaining to safety inspection shall apply to this event.

41. RC Sport Pylon Racing.

Change last paragraph to:
Use of either the Formula 1, Quarter Midget, or FAI Pylon Racing course is required, particularly with regard to spectator distances.

A 1980 race schedule has been finalized and is listed below for your reference.

<u>DATE</u>	<u>EVENTS</u>	<u>LOCATION</u>	<u>SPONSOR</u>
May 4	Q-500, 1/2A	Milan MI	CAPS
June 7/8	Q-500, QM, F-1	Rochester MI	RCCD
June 22	1/2A, QM	Milan MI	Falcons
Aug 16/17	1/2A, QM, Q-500	Marysville MI	River Dist. Eagles
Aug 24	QM	LaSalle MI	Hobby Stop
Sept 6/7	Q-500, QM, F-1	Sylvania OH	Flying Tigers
Sept 27/28	Q-500, QM, F-1	Utica MI	Skymasters
Oct 5	1/2A, QM	Marysville MI	River Dist. Eagles

While we have plenty of 1/2A, Q-500 and QM races, there is a marked absence of Formula 1 events. I trust that additional Formula 1 races are scheduled in the district. The Illinois area schedule has not been received and we are counting on them to fill in the gaps. I'm personally going to try to promote at least two more Form 1 events in the district, but need help from the racing associations such as the C.P.C. I welcome any ideas or assistance in this department.

On the subject of race promotion, I'd like to salute Kraft Systems, Inc. for their recent full page color ad taken at the Las Vegas Championship Race. Their 1980 catalog also has several scenes from Las Vegas which helps promote our sport. This event was also well covered in *Model Aviation*, *R/C Modeler* and *R/C Model Builder*; these articles all help promote racing to the modeling fraternity. Let us all encourage writing articles, giving discussions at club meetings, and displaying our racers whenever possible.

Submitted by,

Art ARRO, NCE-VP

South Central West - Race News

Ed Rankin notified me that the June 8th race is still on but may possibly be rescheduled.

The HAPRA field in Houston is nearing completion and they are looking for a race date for F-I and Q-500 but don't have a firm date yet.

George Parks in Austin, Texas has confirmed that they now have a new paved flying site suitable for racing F-I. The Austin people also want to have a race this year.

As strange as it may seem the number of F-I flyers in Texas has almost doubled since last year. The Dallas Park Board has a new paved field budgeted in the Dallas greenbelt project. This should also be a good F-I site.

Things are finally looking up in the old SCW.

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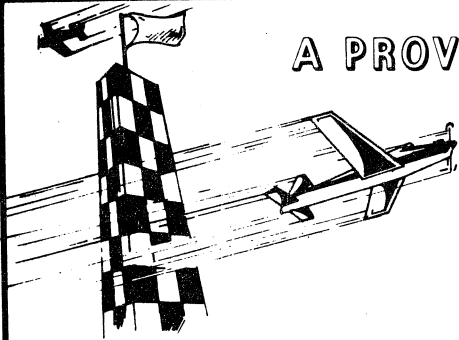
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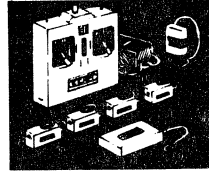
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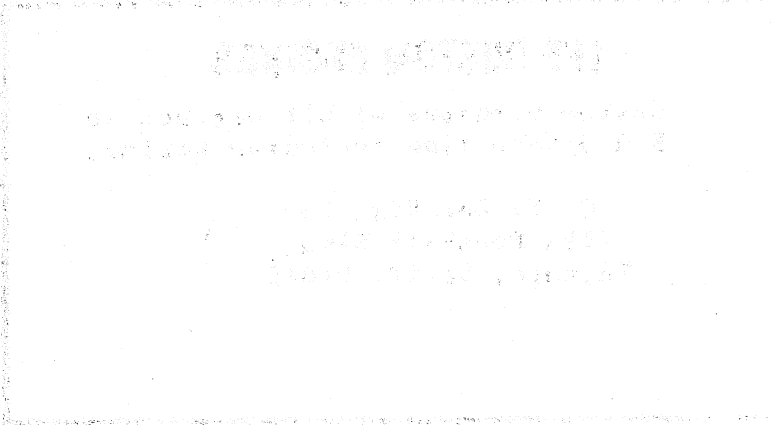
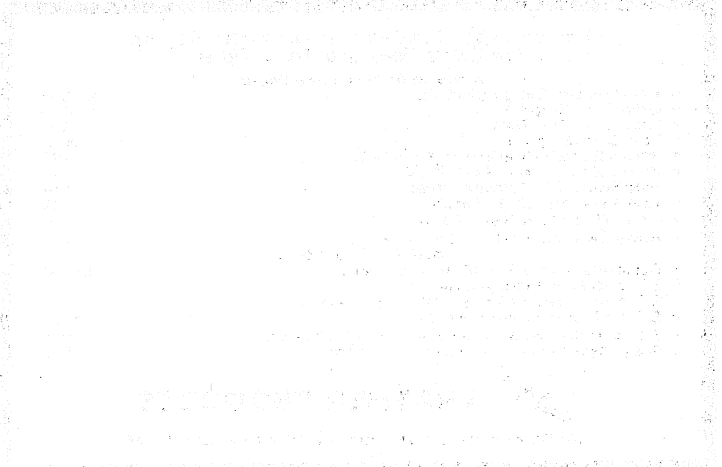
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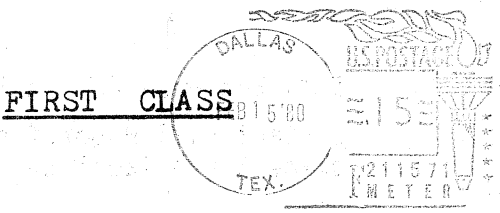
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