



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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MARCH 1980

AMA AFFILIATED

Since 1965

** PRESIDENT'S PAGE **

Hi Gang,

Well, it looks as though we will have the 1980 Nats at Wilmington, Ohio after all. It should be a good and well attended Nats. Enclosed is a copy of the Nats schedule.

You might note that we have lost a day of Quarter Midget. Past attendance has been blamed, although the Nats Committee must not have looked too far into the past as in 1976 at Dayton, Ohio we had over 80 entries in QM and FI.

Also, while Quarter Midget is down in most areas, Ohio is right in the center of the greatest concentration of QM in the United States.

The NMPRA has been allowed to sit in on the Nats planning session in the past. This year we were not asked. I have already written the AMA in regards to this issue. More letters from others would help. Write to: AMA ATT: John Worth and the Nats Executive Committee.

Last month your district VPs were asked to vote on a proposal to let the top 3 or 5 finishers of the Canadian Nats qualify for the NMPRA Championship Race. The vote was to allow the top three finishers of the Canadian Nats to automatically qualify for the Championship Race, provided that they are NMPRA members before the race.

When we were thanking people for the 1979 NMPRA Championship race, we left out someone. Bob Reuther of Hobby World donated the fast time cash award compliments of Hobby World. Bob said he would like to do this every year. Thanks BOB!

The Championship race is still scheduled for Florida this year. I have still not heard anything from Dennis O'Brien on this yet. As soon as I do, we will pass it on.

See you next month.

BILL

A Special note from the President

The annual Bakersfield Race is no longer being held. This would have left a large void in Pylon Racing, as this race in the past has been one of the top races of the year.

Well, Gary Hoover and the San Luis Obispo Club have decided to continue the tradition. They are working very hard planning this contest. I think they will pull it off!

I believe we can look forward to a race every bit as good as the old Bakersfield races.

GOOD LUCK GUYS

Bill Hager

Treasurer's Report

by

Ed Rankin

We must have more membership renewals !! As of 3/4/80 we only have 180 renewals. Last year we had about 380 paid, (400 total) members, at the end of the year, as compared to 450 in 1973 (I don't know what the count was during this time.). If we don't get to the level of last year some of our programs must be reduced. We have already reduced administration and printing costs a considerable amount so that dues will not have to be increased.

We are considering awarding rings at the Championship race similar to those given for the Super Bowl. However, this tremendous reward will be very costly, and can't be done unless our membership reaches approximately the 400 level. This prize will really be worth working for, and each of us would look forward to receive a prize such as this that we could wear forever.

So if you want to be apart of this program, and many others, send in your dues NOW !! Remember, you must be in the NMPRA to help formulate our racing rules. As an example the NMPRA met a challenge by AMA to improve our safety procedures. We drafted a set of safety rules and the AMA approved them 100%. There will be cases such as this in the future, so be a part of the organization that advises the AMA on racing rules.

There was a lot of information to print this month so I will be brief.

Look carefully over the Nationals information and make plans ahead of time if possible.

The FAI Racing suggestions seem to be a step in the right direction, but the terminology seems slightly vague.

Why don't they just say they don't want any funny Mustangs or Bobcats?

See you next month. Keep em flying and Turn Left "

Matt Smith

The National Air Races will be held July 4th, 5th and 6th at San Marcos, Texas. They will be flying unlimiteds, F 1, and T-6's. The Confederate Air Force will also be on hand during this race. Admission is \$7.00 a day.

* MEMBERSHIP INFO *

Hi Everybody,

As most of you know, I am your 1980 Secretary (really Kathy, my wife). If anybody has any problems with membership processing, please let me know. So far, renewal response has been excellent, with about 227 memberships being processed at this time. We (really Kathy), have been able to respond to membership applications within a day of receipt usually. It looks like we have picked up about 25 new members so far, with new people in Hawaii and Canada. That's it, so I will see you later.

John Jennings

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

Remember this is the last Newsletter you will receive this year if you have not sent in your dues by April 1, 1980.

NEW PRODUCT REPORT

Below is a Photo of a new F-1 Kit by Speed Glass Products, "The Super LR-1A."

It was designed by Ed Allen and Harley Condra. Today's market could use a few new kits for Racers. If Ed and Harley's reputation has anything to do with this kit it should do well.



Q. M. Executive - Vice President - Wayne Yeager

Received a letter From Duane Gall and I'm going to print it verbatim.

Dear Wayne-

Heres a statement that you can use in the NMPRA Newsletter if you want to.

Before you guys jump all over me, I want to point out that I asked for a ruling from the Contest Board on whether or not the Ron Young engines met the current AMA rules. I don't expect the Boards ruling to keep anybody from competing with what they've already got, in fact I'll probably own a Ron Young engine by the end of the season since you can't get Rossi's anymore. But the fact is that nobody decided about these engines last year. There was a lot of argument but no resolution. Now we have a ruling (at least) and can deal with it openly.

What will happen now? Well Cox will probably catalog their free-flight heads and shims for the R/C version of their engine. CD's will probably allow these engines to race, pending another official ruling-we'll probably continue just as we have, and life won't change one bit.

I'm not a bitcher or a prima donna, and I'll fly by anybody's rules. I just like to know what the rules are.

Duane Gall

Duane is correct. Before the ruling there was much argument. Those who flew a Ron Young Cox said there was nothing wrong with them and those that didn't would look at one, see all those shims and mumble, Illegal! All Duane did was ask AMA for a ruling to resolve the arguments and I think he did the right thing. He's taken a lot of flack from people who thinks he's trying to get the Ron Young Cox declared illegal and nothing is farther from the truth.

As you know, the RCCB did make a ruling as a result of Duane's letter, however, that ruling has to be clarified and part of it reversed. Since taking over this office, I realized the one big controversy is the legality of these engines and to this end I have spent some time. I have conversed with Roger Theobald of Cox, Ron Young, and several other interested parties. Following are the facts;

Cox did produce two different engines originally, a R/C and a Speed version. The differences were:

(1) Two different crankshafts, one with a square shaped intake port for R/C and for Speed a teardropped shaped port giving it more beef around the port because of a possible failure due to the anticipated higher RPM.
(2) Two different heads, one finned and one button insert type for higher performance. The arguments that the button head is for free-flight only are incorrect! I have Cox's ad's in my possession that list the two engines. The Speed version designed for Goodyear/Free-Flight is catalog number 2800. The R/C is catalog number 2810 and following is verbatim, the first paragraph of the ad.

"Conquest .15 R/C Catalog No.2810- This is the finest "out of the box" engine available for Quarter Midget pylon racing events. It developes the torque and horsepower needed to turn the course, while still retaining a reliable and smooth throttle response. A special racing muffler and slotted or straight exhaust extractors are available. For even higher performance the insert type trumpet shaped glow head and unfinned head may be installed."

As you can see, there is no question of the button head legality. Incidentally, the word "cataloged" does not apply because in the rule book under Quarter Midget, you will not find the word except under carburetor. In the Form I rules yes but not QM.

(3) Another difference is the upper crankcase whereas the speed version is approximately .025 longer than the R/C. This difference is also in the heads whereas the button head slips into the the liner aproximately .100 and the finned .085/.095. Cox says these engines are set up for approximately

.015 piston TDC to head clearance. Cox now manufactures only one version of the Conquest .15 which is the R/C version and rather than throw away all those speed version upper crankcases, they use them and shim to obtain the proper piston to head clearance. All engines produced have shims in them, the amounts vary depending on what upper crankcase is used.

Roger Theobald informs me their production process is as such: All these different upper crankcases are mixed in a bin or something and as the girl (thats right) assembles a engine, she picks out a crankcase, drops it on the rest of the engine, minus the head, clamps it down in a holding fixture, and measures the top of liner to piston TDC dimension. Their assembly specification is .116 and whatever the difference between her measured dimension and .116 is, shims are added accordingly. The head is then installed which eats up .100 of the .116 leaving a piston to head clearance of approximately .015/.016. You just can't cheat on this figure, shim the head higher and you lose power, take shims out to lower the head clearance and you will run hot , probably suck a plug, and maybe not finish a heat.

The arguments that these engines are being shimmed to change the exhaust timing are not true. They are being shimmed for proper head clearance, however, the exhaust timing does change with it but my informants tell me there is no gain.

Since garnering this information I have conversed with Joe Friend of the RCCB asking for a different ruling. He indicated that if Cox is shimming as I've described, then this is not "excessive" but rather standard practice and these engines would not fit into their ruling of "excessive shims" not allowed. After some conversation, it was mutually agreed the Board would publish a definition of the word "excessive" and this is where we stand at this time.

I've blabbed on quite a bit and I hope my explanation is somewhat understandable. Duane Galls letter did serve it's purpose, the RCCB will issue something that says Cox engines are OK and we will have a season with no controversy, RIGHT? Gads I hope so---

More on the type of material these shims are made of next month.

Nats News--- Quarter Midget has got a shaft from AMA. They cut us down to two days flying. Said low entries is the reason. They forgot the 83 entries at the Dayton Nats which relates to possible 50-60 this year. They also switched us to afternoon flying. Just lovely!!

Wayne Yeager

S C W District Race Schedule

April 27	F 1	Okla. City
May 3 - 4	Q 500 - F 1	North Dallas Club
May 11	Q 500	Austin
May 17 - 18	Q 500 - F 1	Ft. Worth
May 24 - 25	QM F 1	Wichita, Kansas
June 8	F 1	Okla. City
June 21 - 22	Q 500 - F 1	Dallas
Aug 17	F 1	Okla. City
Aug 30 - 31		
Sept 1st	Q 500 - F 1	Dallas
Sept 20 - 21	F 1	Okla City

WESTERN DISTRICT RACING NEWS

The Western District met February 22 for their annual meeting with 33 persons in attendance. Main items to be discussed were the 1980 Race Calendar, New pylons and starting a Western District Pylon Racing Association.

New Pylons - Much to my surprise and delight Russ Kime and Chuck Bentz volunteered to build the district new pylons. With these new pylons there will be more room in the trailer and this will allow us to have more barriers for the workers. Gene Sidwell donated some of the needed plywood. With Russ doing the engineering and Chuck playing Rembrant, the district will have new pylons for the May 17 and 18 race.

1980 Race Calendar - We have 6 races this season with 2 of them sponsored by the NMPRA Western District. San Luis Obispo is promising an interesting race and with the Western States International Air Race, we should have some exciting race days.

The Formula 1 Racing Calendar for the Western District is:

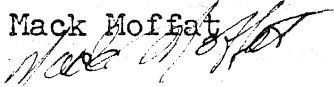
March 22 - 23	Valley Flyers/Sepulveda Basin
May 17 - 18	SLO Flyers/San Luis Obispo
June 14 - 15	NMPRA Western Dist./Sepulveda Basin
July 12 - 13	NMPRA Western Dist./Sepulveda Basin
August 30 - 31 - 1	Western States International Air Races /Sepulveda Basin
September 27 - 28	Valley Flyers & SGVRCL/Sepulveda Basin
October	NMPRA Championships/Florida

Western District Pylon Racing Association - The person who originated this idea, tabled the idea, but much discussion on similar items was conducted. Ideas being thrown around were; a group of people who work pylon races, similar to the pattern judges; bring a friend to work or you work or YOU DO NOT RACE; etc.

Old business was conducted with a lot of words being thrown around. At the end of this we concluded the meeting.

That's it for this month.

Mack Moffat





NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

Q.M. Executive Wayne Yeager
Vice President 38235 Castle Dr.
Romulus, Mi. 48174
313/941-6661

To AMA President Earl Witt, Executive Director
John Worth, and all District Vice-Presidents.

Sirs,

I understand the Executive Council has changed the standard in which a C.D. receives free AMA dues for running a contest. My understanding is the new requirement is either a minimum of 50 entries or the running of two contests regardless of entry numbers.

This rule will probably eliminate free membership for over 90% of the existing C.D.'s and will destroy any incentive the C.D.'s have had in willingness to perform a necessary and at times thankless function. There is a lot of work in the organizing and running any contest and free membership is meager wages for the work involved. I'm certain many C.D.'s will refuse to run any contest because it simply is not worth the time or effort.

In the past I believe AMA has been somewhat lax in their qualification criteria and possibly in the distribution of free membership, however, this move is too severe. The Council has went from one extreme to another.

As you can see by this letterhead, my thing is pylon. Of the many contests I entered last year, none had 50 entries which includes pylon at the Nats. Conversely giving free membership to a C.D. for running two or more contests means there could be as few as 5 entries each. Is this what the Council wants?

I would not disagree with the concept, however, the number is excessive. Without C.D.'s the number of open contests will drop drastically. AMA's policy of rewarding the person running an event has been peanuts compared to the work load but it has been inducement in the propagation of open competition and I don't believe AMA should sacrifice this inducement for the sake of dollars.

I speak for my entire organization when I ask the Executive Council to scrap this rule and formulate a more realistic solution.

My records indicate there were 86 different contests in the Mid-West over the last 4 years including the Nats in Lake Charles and Lincoln, and not one had over 50 entries. Should be evidence of a necessary change.

Your attention to this matter would be greatly appreciated.

Thank You,

Wayne Yeager

X. REPORT ON PROPOSAL FOR NEW POLICY FOR AWARDING FREE MEMBERSHIPS TO CONTEST DIRECTORS

MOVED by V. Mankowski (IX), seconded by D. Brown (III) AMA adopt a new policy for awarding free memberships to Contest Directors, as a result of the rewrite of the contest class definitions. Further that the "Instructions to Contest Directors" show these changes and the policy be in effect as soon as rewritten "Instructions to Contest Directors" is sent out.

15 CARRIED
free CD
membership

The new basis for CD memberships provided free are:

- 1 free CD membership for AA contest*
- 2 free CD memberships for AAA contest
- 5 free CD memberships for AAAA contest.

* For Class A and/or B contests, 1 free membership if 50 contestants or more enter; or, regardless of how many entrants, a free membership will be given if the CD held 2 A or B contests during the year.

The motion passed: 8 for; 4 against (I,II,V,E.D.).

(Note: FAI team trials are not effected by the new structure: qualifying stage = 1 free CD membership; semi-final stage = 2 free CD memberships; finals = 3 free CD memberships)

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

President Bill Hager
4622 Bridgeport Dr.
Garland TX 75043
214/226-2779

March 10, 1980

Mr. John Worth
Nats Executive Council

Dear Sirs:

On reviewing the 1980 Nats schedule, I see that a day of Quarter Midget pylon racing has been taken away from the flyers. Reasons were supposed to be the past couple of year's attendance and the results of an enquirey of some of the local people of Dayton, Ohio--none of whom are the least bit involved in pylon racing.

It has been past practice to ask that someone from the large special interest groups attend the Nats planning meeting. We were not asked to sit in on this one. Why? Five minutes on the phone to me would have gotten you a good representative for pylon racing.

If it is true that past performance was used to determine to cut a day from QM, then you must not have looked too far into the past.

Yes, the last few years were a little low in QM. But every other event was also down in attendance. The A.M.A. still has events that only have five or six participants. We had 39 entries in Quarter Midget in 1979.

Let's go back to Dayton, Ohio in 1976. According to the A.M.A., this was one of the best attended Nats and the A.M.A. ended up with a profit instead of a loss. Pylon Racing had over eighty entries in Quarter Midget and Formula I.

This year's Nats is being held right in the middle of the hottest Quarter Midget area in the country. I think we need added time, not loss time.

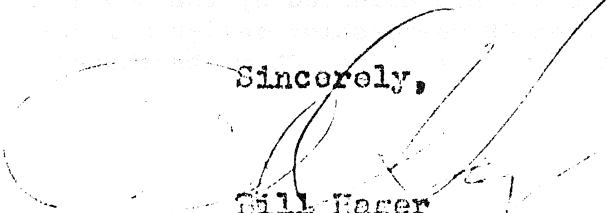
While I may now be living in Texas, I have been here only since June 1979. I moved from Dayton, Ohio where I was probably the only one pushing and promoting pylon racing. I was president of the Dayton Pylon Club, founder and president of the Ohio Pylon Racing Association, and founder and president of the Dayton Association of Model Aircraft Clubs, the group which was responsible for the 1976 Nats. I was also C.D. of pylon racing at the 1976 Nats.

I think that it will be a mistake cutting time from pylon racing this year.

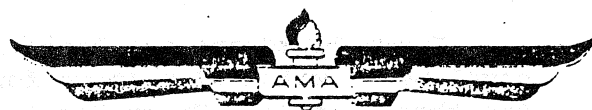
In the past, the N.M.P.R.A. and the A.M.A. have worked together in Nats planning, rules, proposals, and safety. We look forward to more of the same in the future. But it is a two way street.

Please let us know of any changes or opinions regarding the Nats schedule.

Sincerely,


Bill Hager
President N.M.P.R.A.

AMA Model Aeronautics



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THE NATS RETURNS TO OHIO!

August 10-17, 1980

• RC Pattern, Pylon, Scale, and all Control Line Events at Wilmington. • Free Flight, RC Soaring and Helicopter at Wright Field--Dayton. • Indoor at University of Cincinnati. • Giant Scale added to RC Events. • No increase in Entry Fees.

The biggest National Model Airplane Championships ever was held in 1976 at Dayton-Springfield-Columbus, Ohio. For 1980 the Ohio combination of cities is Wilmington-Dayton-Cincinnati. The details were finalized on Feb. 16 at a joint meeting of AMA's Nationals Executive Committee and the Nats project staff of the Western Ohio Radio Kontrol Society (W.O.R.K.S.).

The meeting was a culmination of months of preliminary effort by the WORKS which overcame many obstacles concerning dates, facilities, and finances. As a result of this tremendous advance effort, the stage is now set for another great Ohio Nats.

Radio controlled Scale model flying will have more time in the 1980 event schedule, with Giant scale added to the usual Precision and Sport scale events. RC Soaring and Helicopter will have excellent site conditions at Wright Field, home of the Air Force Museum and scene of the 1976 Nats RC, Control Line, and Scale events. Free Flight at Wright Field will have over a mile of retrieval, regardless of wind direction. At the University of Cincinnati the field house offers Indoor fliers a smooth arched concrete ceiling with a 64' peak.

RC Pattern and Scale fliers at Wilmington will find a new site layout, basing all contestants together near the central circle with transportation provided at flight time to either of the other two circles. The arrangement is similar to that used in the 1977 RC Aerobatic World Championships at Springfield, Ohio, with centralized control, scoring, monitoring, and refreshments. The concept provides togetherness by not dividing up into separate groups--all fliers are centrally located until time for each to fly.

Low cost dormitory housing is located right on the airfield at Wilmington and also within just a few miles of Wright Field. At Wilmington the on site lodging is expected to restore a lot of the old time Nats atmosphere, with contestants and helpers on the scene during evenings. Camping is also available on the airfield at Wilmington, for both tents, trailers, and mobile homes -- no camping, however, at Wright Field.

As last year the basic entry fee for Open age (19 years and up) AMA members will be \$20, with \$5 for Juniors (not over 15) and \$10 for Seniors (15 thru 19). In addition, there will be a \$3 fee per specific event entered, except for RC events which will have a \$10 event fee. However, Juniors and Seniors will have one event free; Open (adult) members will have no free events. Mechanics (non-flying helpers) will pay a \$5 fee. Note: Free Flighters and Control Liners typically pay as much or more than RC'ers since they usually fly different events each day.

Entry Forms are available from AMA HQ. Simply send a self-addressed and stamped envelope -- with 15¢ postage for each entry form desired (30¢ postage for 2 forms, 45¢ for three, etc.). Entry Forms will be available by the end of March. The postmark deadline for Nats advance entry is July 23rd. For anyone who enters in advance but cannot make it to the Nats, the Basic Fee will be refunded upon request. Thus the risk for advance entry is minimized and the savings are considerable -- as last year the Late Entry Fee is \$50 (for entry at the Nats, after the July 23 deadline). So avoid late entry penalty -- enter in advance!

OFFICIAL SCHEDULE, 1980 NATIONALS

	Sunday Aug. 10	Monday Aug. 11	Tuesday Aug. 12	Wednesday Aug. 13	Thursday Aug. 14	Friday Aug. 15	Saturday Aug. 16	Sunday Aug. 17	
Free Flight. Outdoor events 8 am—4 pm at Wright Field unless noted otherwise. (Times may be changed to suit weather conditions.) FF	Indoor HL Glider ¹ Pennyplane ² Easy B2 AMA Scale ⁴ Peanut Scale ⁴	Indoor 9 am—9 pm AMA Stick Cabin Paper Stick FAI Stick ³	A-1 Towline C Gas Payload Rocket	½A Gas Wakefield ³ Gas Scale Peanut Scale Rubber Scale	D Gas Coupe d'H. FAI Power ³	A-2 Towline ³ A Gas Electric	Mulvihill Rubber B Gas HL Glider		
Notes: 1 9am—2 pm; 2 2 pm—9 pm; 3 by rounds; 4 4 pm—9 pm.									
Control Line. 8 am—noon and 1 pm—5 pm unless otherwise noted. All events at Wilmington Air Base. CL		Jr.-Sr. Slow Combat Op. Scale Race	Op. Slow Combat FAI Team Race Form 40 Speed A Speed FAI Speed Jr.-Sr. Aerobat.	Op. Slow Com- bat Finals ⁴ FAI Combat Jr.-Sr. Scale Racing B Speed ½A Speed Op. Aerobat. ½A Prof. Proto Speed	Jr. Combat Sr. Combat Op. Rat Race Jet Speed D Speed Op. Aerobat. Carrier I Carrier II	Op. Combat Jr.-Sr. Rat Race ⁵ Jr.-Sr. Slow Rat Race ⁶ Op. Aerobat. Finals Profile Carrier	Op. Combat Finals Op. Slow Rat J. Walker Flyoff Precision Scale Sport Scale		
Notes: 4 If not completed Tuesday; 5 8 am—noon; 6 1 pm—6 pm.									
Radio Control. All events at Wilmington Air Base except Soaring and Helicopter at Wright Field. RC	7 am— 2 pm 2:30 pm— 8:30 pm 8 am—5 pm		Pattern Qualifying ⁷	Pattern Qualifying ⁷	Pattern Qualifying ⁷	Pattern Qualifying ⁷	7 am—11 am Pattern Finals ⁷ 11:30am-5:30 F.1 Pylon Start 5:30 pm Precision, Giant and Sport Scale	7 am—11 am Pattern Finals ⁷ Start Noon Precision, Giant and Sport Scale	8 am—2 pm Precision, Giant and Sport Scale
		Q.M. Pylon	Q.M. Pylon	F.1 Pylon	F.1 Pylon	Soaring ⁹	Soaring ⁹	Soaring ¹⁰	
	AMA Nats HQ (Office Hours for Contestant Business) at Wilmington Air Base.	8 am—7 pm	8 am—7 pm	8 am—7 pm	8 am—7 pm	8 am—7 pm	8 am—5 pm	8 am—5 pm	

Late Entry and Add Events Schedule—must be accomplished at AMA Nats HQ, Wilmington Air Base, except for Indoor events, no later than the following:

Non-Scale	Indoor	by noon, at Indoor site, each day.
	Control Line	by 4 pm on the day before event is to be flown.
	FF Outdoor	
	Radio Control	See RC Events: Transmitter Processing Schedule.

Notes: (All except Indoor) Nats entry, adding of events, model and transmitter processing, must be accomplished at Wilmington Air Base.

Scale	RC Precision, Giant & Sport	See RC Events: Transmitter Processing Schedule.
	Indoor (AMA and Peanut)	10 am Sun., Aug. 10, at site.
	FF Outdoor Rubber	9 am Tues., Aug. 12.
	FF Outdoor Gas/Peanut	
	CL Precision	9 am Wed., Aug. 13.
	CL Sport	

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 - Joined Epoxy Wheel Pants (Q.M.)..... 7.95
 - Axle Retainers - Formula I (Med.)..... 1.98
 - Axle Retainers - Q.M. (Small)..... 1.79
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 - S.T. X-40 Exhaust Adapter "O" Rings - Pkg. 3..... 1.50
 - S.T. X-40 Drive Washer Puller..... 10.00
 - S.T. X-40 Bar Stock Exhaust Adapter (11½° Angle)..... 8.00
 - Rossi Rear Exhaust Extension - Unslotted..... 5.50



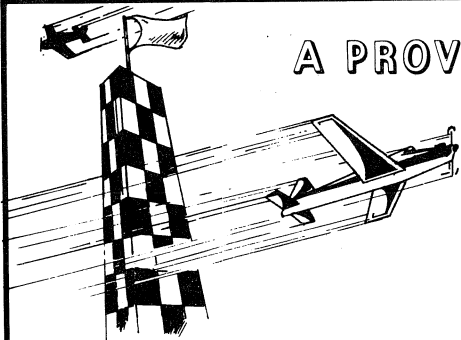
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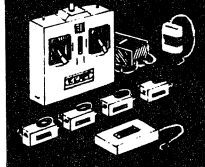
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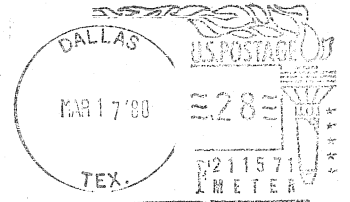
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FIRST CLASS



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