



NEWS RELEASE

NMPRA

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MAY 1980

AMA AFFILIATED

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** PRESIDENT'S PAGE **

Hi Gang,

Just received official word that everything is OK for our Championship race for 1980. The dates are October 25 and 26. The site-Titusville-Cocoa Airport, Florida. The airport will be available on the 24th for practice. It looks as though the Moonport Modelers Club is getting everything together early. I think we can all look forward to a good time in Florida this year. I'll pass on more information as I get it.

I've received a few letters concerning mid-air. Most of the comments are about the lack of a good rule as to what to do. As it is right now it is up to the C.D. of each contest to determine what to do in the case of a mid-air.

Some of you who have written in think that we should discuss and vote on a rules addition spelling out what to do in case of a mid-air. Here is a typical example of what has been happening. At a particular race, one flyer was allowed to finish after flying right through another plane. While another flyer under the same circumstances was told to land and received a "0". In each case neither plane was damaged. The first pilot went on to finish very well at the contest. While the second pilot didn't make the top ten because of the "0". Is this fair?

Some people think the planes involved in the mid-air should land and receive a "0", while some say they should land and receive 1 point each. The most popular comment is that all planes should land and the heat be re flown after the planes involved are safety checked. Of course, this is only done if the plane or planes that are involved are still flying after the crash. If they crash or can't continue, or course they will receive a "0" and the race goes on.

I think that this is worthy of our attention. Please send me more input on this. If we get enough input, we will vote on a recommended change and forward to the A.M.A.

See you next month- Bill

Two races are history and with one approaching this week things have started with a bang.

Bill and I went to a Q-500 race in Austin on their new field which the city has constructed in connection with the Austin RC C and it is really nice.

If at all possible you should read Pappy de Bolts Flight Line News in the June Model Airplane news.

I was going to print the FAI Pylon rules proposals verbatim in this month newsletter, but Pappy covers this and a couple of other issues such as noise better than I could hope to.

Send your comments to me or Bill Hagar.

I have received several requests for specific details on the in air adjustable needle valve. I mentioned two months ago. I will explain it as well as I can and if I don't get through call me.

I am using a Prather mount and a needle valve off an OPS 65 marine engine. The needle valve part number is 995 and lists for \$17.50. You will also need to replace the o-rings on the needle valve unit on the inside and outside with red silicone #006 o-rings as the Buna N, Butyle rubber and Viton o-rings all expand and lock up the unit on exposure to Nitro.

The beauty of the unit is you can actually change engines and not have to install or even turn the needle valve. Once the engine is set in the morning all adjusting is done on the transmitter only. This allows the pilot to lean or richen the plane in the air, as long as any piece of the plug element is left at all.

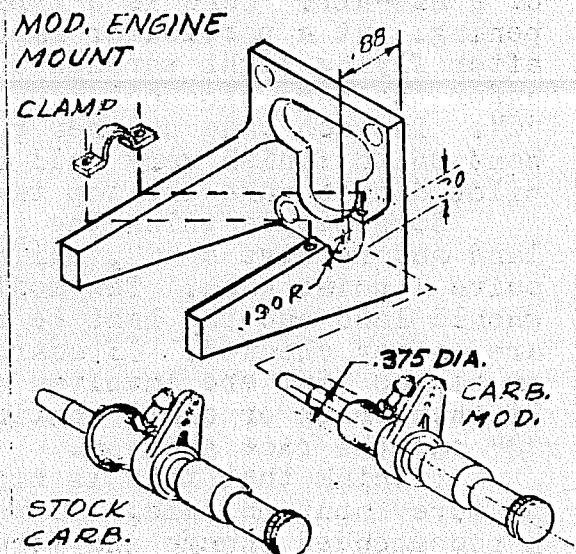
Several engine builders had told me once the engine went lean it would die if you richened it but after several times of doing this very thing obviously you can do it. I escaped two zeros last week with no more than the push of the trim lever.

I will explain how I installed the unit and include a crude drawing but it doesn't matter where the unit is as long as you have 90 degrees of throw on the adjusting arm.

First you disassemble the needle valve unit completely, also removing the fuel inlet. Then you chuck the unit in a lathe by the spray bar and turn down the whole brass unit to .375 O.D.. Then file a flat on the fuel inlet hole. Wash the unit carefully then screw in the fuel inlet. At this point put some liquid soap on both o-rings grooves and install the silicone #006 o-rings. Lubricate the inner o-ring with lubriplate #106 or a good lithuim grease.

Reassemble the needle valve unit but do not grease the outer o-ring. You will find you can move the air adjusting arm with 8 to 12 inch ounces of Torque which is well within the strength limits of even the KPS-18 and FP-20 serros.

The next step is to mill a groove with a .375 or 3/8 cutter bit .300 inches deep in the side of the mount. You can put the needle up or down, what ever turns you on.



The center of the groove is cut .887 from the back of the mount. You then drill and tap two 4-40 holes on each side of the groove. Then cut a small strap and drill two holes in a small metal strap to clamp the unit in the mount. Then run Hot Stuff around the needle valve unit and screws to cement the whole mess in the mount. Cut a hole in the top or bottom of the fuselage for the needle valve exit and install the mount and needle valve unit.

Install the fuel tubing running from the tank through the cut off into the needle valve inlet. Then make a dump into the carb, out of a Super Tiger or a K & B fuel inlet, preferably K & B since they are made in one piece. Screw a nylon bolt in the other side of the carb. Cut off flush with the inside of the carb. Then Hot Stuff the nylon bolt. Hook the needle valve outlet to the carb with fuel tubing and you are ready to go.

NORTH DALLAS RC CLUB RACE

REPORTER - ED RANKIN

Our racing season started with a "rained out" contest in Oklahoma City on April 27th. We sure all disappointed, but you can't out-guess the weather. This weekend turned out to be beautiful weather for racing with 80° F. and a 5 MPH wind from the west. The race was held at the North Dallas Clubs new field in Frisco which has a 50 ft x 400 ft runway and mowed grass over-run on each end. The Club really did an excellent job.

Q-500 was held on Saturday with 27 entries. The race was run on the Q-M course and many fast times were recorded. The winners were: (1) Paul Cleays (2) Bill Hager (1:27.5) (3) Ron Ables (4) J P Honway (5) George Parks.

F-1 was held on Sunday with 19 entries. We have lost some pilots and gained some this year, but we still manage to maintain our average. The competition is improving in our district as indicated by 13 of the 19 entries clocking under 1:30, with several in the low 1:20's. This is a good indicator of "Things to come", considering this was the first race of the season.

Several displays of good sportsmanship and friendly cooperation was evident through out the contest. I would have given Steve Barrett the sportsmanship award. After Steve had crashed his only airplane on number one pylon (cause unknown), he pitched in and helped his dad and everyone else. Steve is a very competitive pilot, and it is hard to be at a contest with out an airplane to fly. The mass improved pilot in this district was Matt Smith placing a well deserved second in the contest. Matt has worked real hard all winter to put it all together, and flew the best course he has ever flown all through the race. Gary Hiethold won first place with a perfect score for 6 rounds. No one could catch him. George Parks came the closest in a heat where he clocked 1:22 and Gary clocked 1:21.4, for nearly a photo finish.

The contest results are as follows:

<u>Place</u>	<u>Name</u>	<u>Airlane/Eng.</u>	<u>Points</u>	<u>Time</u>
1	Gary Heithold	Tonie / St	18	1:21.4
2	Matt Smith	Tom Cat / St	16	1:27.5
* 3	Dr. Bob Barrett	Tonie / St	14	1:25
* 4	Ed Rankin	Mustang / St	14	1:25.4
5	Chuck Greenwood	Tonie / St	12	1:29

*Tie broken by fastest time



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Shim saga, Chapter II. Last month I made a statement that said something like, "You just can't cheat on this figure". I'm sure a lot of people snickered at that remark but what I meant was, you can't cheat without physically reworking the engine. Saying someone can't cheat is a little far out because someone will find a way. Anyhow.....

Last month we talked some facts. This month I'm gonna lay some opinions on ya plus some facts. Paper shims are yuck! (opinion) Cox uses paper gaskets as shims and I believe they produce an inferior engine. (opinion) Not when using just a couple but rather those engines with shim packs of .020-.025. Keep in mind you users of "insert type" heads, each time you change plugs, you must loosen the upper crankcase bolts, replace the head and, retorque those bolts and each time you do, you are squeezing and squeezing that pack of paper!(fact) Tell me how repeated plug changes keeps the shims from compressing to a thinner pack? How do you know you are torqueing each bolt the same amount? How do you know you are not tilting the whole upper crankcase slightly by uneven torque on the bolts? Anyone with paper shims should change to metal. (opinion)

I,ve written Joe friend of the RCCB for a ruling on the engines and I've asked for a blessing on the use of metal shims. Since writing him we,ve had a phone conversation discussing the same subject. You must understand, it is the duty of the RCCB to not only vote on proposals, but also interpret the intent of the rules, and this is where the metal shim issue is. (fact) Engine rule 4.2 Definition, states; "The engine shall be a complete unit, ready to run, needing only prop, fuel, and starting voltage, excluding: glow plug, exhaust extension, gaskets, head bolts, crankcase bolts, drive washer, prop washer, and prop nut. The excluded parts are not subject to rules regarding production and availability". You will note the word "shim" is absent in the list of parts that may be changed in an engine and that is what excluded means.(fact) Now don't go running around saying these are gaskets because although they do seal off two surfaces as gaskets are supposed to, the real purpose for using these multiple amounts is to shim!(fact)

The first line in the engine rule as indicated is; "the engine shall be a complete unit, ready to run, etc, etc. Substituting brass shims is altering the engine from the production version and shims are not on the excluded parts list. Therefore the RCCB must write an opinion on their interpretation of the rule and tell us if we can substitute metal shims for the paper.

Because of my low opinion of what I think is a sub-quality product, I have recommended the RCCB allow this replacement.(fact) Joe Friend has indicated he will be in contact with his Board and hopefully a favorable ruling will be forthcoming...

Thats all for now (fact)

Yeager

QM MESSAGE - MAY -

Just got word we have a new QM fast time record of 1:23.5 set by Jimmy Bartels at the Southern Regional Championship in Atlanta, Georgia. Pretty darn fast James! Tom Christophers record of 1:26.8 held for quite a while before it was broken by Jim Gagers 1:26.7 at the QM championship in Rough River last Fall but alas, poor Jim, his record only help up for 24 hours because Bobby Blouch turned in a 1:26.6 at the same race the following day. Since that was one of the last races of the year and the Atlanta race was one of the first this year, there's only been a few races between 3 different records. Gager and Blouch broke it by tenths but this time it was lowered by a whopping 3.1 seconds!! Tough to beat I'll tell ya - - Darned snotty nosed little kid..... Why aren 't records reserved for middle aged persons? Anyway, nice going Jimmy, see you someplace.

Below are results,
Maintain thy altitude

Gager

1	Jimmy Bartels	Flyoff 1:23.5	1:28.6	1:30.7	1:37.7	1:29.2	1:27.2	
			4	4	4	4	4	20
2	Dave Latsha		1:30	1:37	1:35.3	1:34	1:32.6	
			4	4	4	4	4	20
3	Stu Richmond	Flyoff 1:35.8	1:43	1:31.6	1:35.5	1:32	1:30.8	
			3	4	3	4	3	17
4	Cliff Smith		1:42.5	1:46.7	-	1:36.5	1:38.3	
			4	3	3	3	4	17
5	G. Jacobson		1:39.8	-	1:34.3	1:29.5	1:27.9	
			4	0	4	4	4	16
6	Greg Doe		1:41.7	-	1:37	1:35.4	1:34.5	
			3	0	4	4	3	14
7	Len Wiederhoeft		1:47	1:57.2	2:26.7	1:39.9	1:49.5	
			2	4	3	2	1	12
8	Tom Gardenhire		1:44.1	1:41.5	1:53.4	1:39.2	1:44.6	
			2	2	2	3	2	11
9	Charles Kruger		1:44.9	1:51.6	1:34.8	1:38	-	
			2	1	4	3	0	10
10	Forrest Whitson		--	2:10.1	1:58	1:50.5	1:42.6	
			0	3	1	3	3	10
11	Bob Reuther		1:49	1:47.5	1:35.7	--	--	
			3	3	3	0	0	9
12	Bob Schuster		1:56.5	1:37.2	--	2:06	--	
			3	3	0	3	0	9
13	Jim Moorehead		1:33.9	1:41	--	--	--	
			4	4	0	0	0	8
14	Arthur Reuther		--	2:05	2:10.8	-	1:40.9	
			0	2	2	2	2	8
15	Bill Northcutt		1:53	1:51.6	-	-	-	
			3	3	0	0	0	6
16	Mark Freiberg		1:54.1	-	1:57.4	-	-	
			2	0	3	0	0	5
17	Bob Brogdon		-	-	-	-	-	
			0	0	0	0	0	0
18	Lew Hipkins		-	-	-	-	-	
			0	0	0	0	0	0
19	Tom Baker		-	-	-	-	-	
			0	0	0	0	0	0
20	Paul Schattauer		-	-	-	-	-	
			0	0	0	0	0	0

In the 2nd race for the twelve fastest flyers, Dave Latsha was 1st, with a 1:32.6; Cliff Smith was 2nd with a 1:33.5, and Jimmy Bartels was 3rd with a 1:34.6.

United Pylon Racing Circuit

First Race of the 1980 Season - May 18, 1980 at NIAGARA FALLS, Ontario.

Sport & Form I - Five heats will be flown in each event.

Time: Start at 10:00 a.m. SHARP. Entry Fee: \$5.00 per event.

Sport: No rule changes from last season. As per AMA Rule Book Item 41 relating to engine displacement vs wing area and thickness to maximum .40 engine size. Engine must be front intake, side exhaust fitted with stock muffler and throttle. Dubro Mufflers and tuned pipes not allowed. Props to be stock sport or pattern type.

Form I: AMA Rules with 1 minute starting time and AMA Judging Procedure.

Remaining 1980 Race Dates: If 2 dates are given it denotes $\frac{1}{2}$ Midget and Newcomers Sport on the Saturday, Sport and Form I will be flown on Sundays.

Note: Therevised Lockport Race Date. This date was moved from August 16th, and 17th to miss the U.S. NATS.

Waterfor - June 15, 1980

Hamburg (Hosted by N.F. Sunday Flyers) - June 28th and 29th

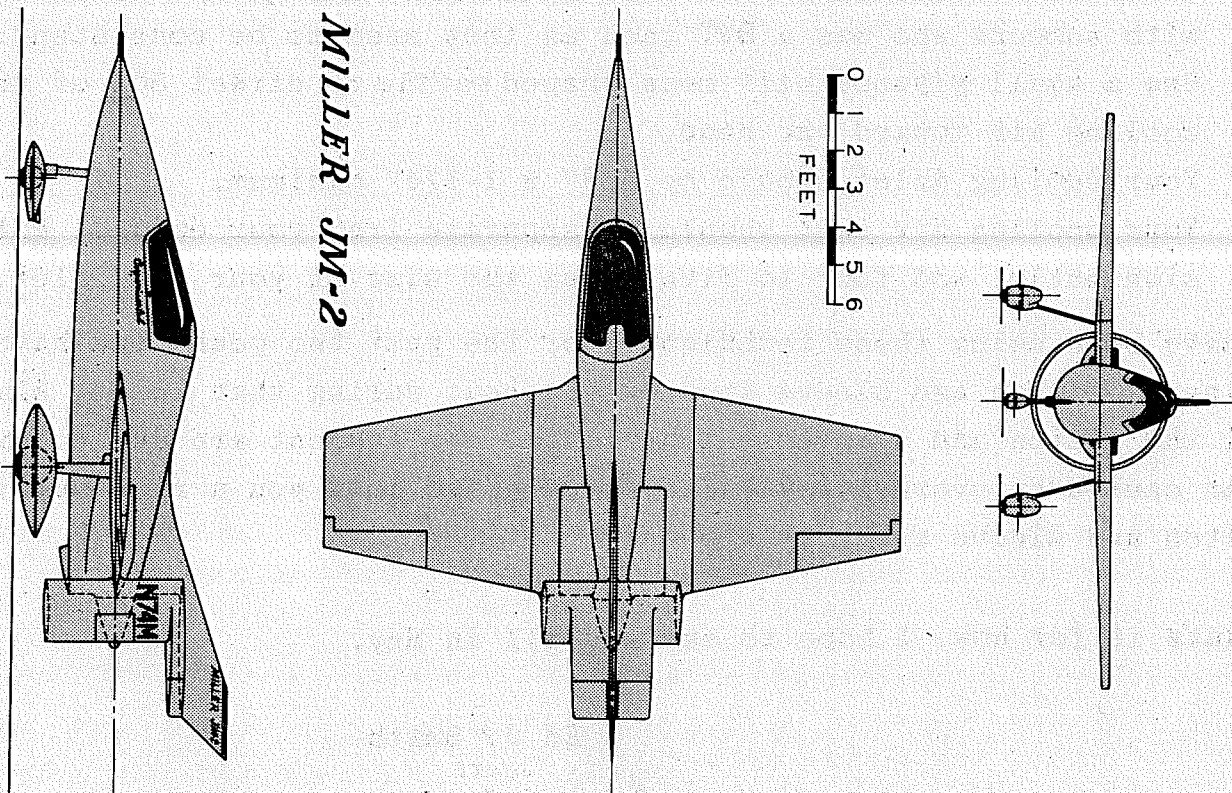
Rochester - July 19th and 20th

Lockport - August 2nd and 3rd

Waterford - September 6th and 7th

Hamburg - September 20th and 21st

Rodger Binger of P.G.R.C. is running the expert and standard Form I race on June 21st and 22nd in Bowie, Md.



ANOTHER CURE FOR BLOWING PLUGS:

Many people are still having problems lasting 10 laps without blowing a plug. Here is an idea you may want to try.

Most plugs are blown through the turns or just after a turn since the turn lugs the engine and leans it out slightly. The height of your tank is critical even under pressure. If the fuel level is too low during a turn the G-Force will cause your engine to lean out too much. The solution is simple. Raise your tank until you get a good consistent run around the turns. Good Luck.

Blowing plugs are caused by excess heat melting the element before the end of your run. This normally causes the engine to go rich after the element is gone. The excess heat is normally caused by the following:

- A. Too low rpm (lugs engine)
- B. No baffle to direct cool air to heat
- C. Too small cooling air inlet
- D. No or too small cooling air outlet (separate from exhaust pipe hole)

The following steps should eliminate your plug blowing problem:

1. Your peak ground rpm should be between 21,500 and 22,000. A good prop to start with is the 8-3/4" x 7 Rev-Up cut to 8" in length and depitched to 6-1/4" of pitch. Be sure your tach is right. The Heathkit tachs are not very accurate. Check your tach with someone who has a DWT tach as they seem to be consistent.
2. Use a small plywood half moon shaped baffle to direct 50% of the cooling air toward the head.
3. Your cooling inlet should be 3/8" x 1-1/4" minimum.
4. Your cooling air exit should be separate from your exhaust extension outlet and four to five times the size of your air inlet.

I have been using these techniques for the past two years and have not ruined a piston and sleeve from excess heat during that time. Almost all the piston and sleeves which require replacement are due to excess wear caused by overheating. It not only can cost you a race but the piston and sleeve are very expensive.

That's it for now, I hope to see you all in May.

Ed J. Smith

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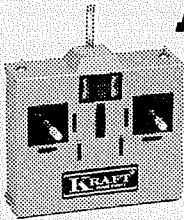
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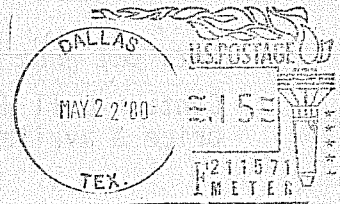
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