



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

President:

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

QM Exec. & Vice Pres.

Wayne Yeager
38235 Castle Dr.
Romulus, Mi. 48174
313/941-6661

Treasurer:

Ed Rankin
6072 Wonder Dr.
Ft. Worth, TX
817/292-0465

Secretary:

John Jennings
106 Greenway
Sunnyvale, TX 75182
214/226-1018

Editor:

Matt Smith
10223 Abraham
Dallas, Texas 75227
214/285-3579

JUNE 1980

AMA AFFILIATED

SINCE 1965

** PRESIDENT'S PAGE **

Hi GANG!

Well, this season is well under way by now. Here in Texas as I write this it is 109 degrees with the promise of hotter weather to come. We take a summer break and won't start racing again until the end of August.

If you haven't seen anything in the newsletter from your district it is because your V.P. has not sent anything in. We haven't been receiving contest reports like we should. Talk to your V.P.

We are kind of glad to see that our safety rules are being sent out to all C.D.s. We are also glad that there are some rules that have been approved as guide lines and not made a part of the safety code.

I think that we are all better off from the insurance stand point.

V.P.s - Don't forget - get those contest reports in as soon after a contest as you can. As I also write the pylon article for Model Aviation magazine, you may get additional coverage.

Bill

I have learned that practice does not make perfect. However, that doesn't mean it won't help you. Especially if you are not yet on the upper end of the learning curve in flying F-1 airplanes. One of the most important things you can do is get a very experienced F-1 flyer to go practice with you. You will soon see your times start to drop. In our sport consistency pays off long before speed.

On a different note I talked to Johnny Brodbeck today and the next run of needle valves such as the one Prather sells will be all brass and not aluminum. This will help needle settings a ton.

I have been using the OPS in air adjustable needle valve in my airplane. I have not missed a needle setting or had an engine flame out this year. I have raced in four races, got 2 second places and crashed in the other 2 races, one was radio problems and the other was pilot error. But the main thing is I don't even think about having a lean engine run.

We now have a Park Police Enforced Muffler rule at the Samuell East Field in Dallas. If you want to practice with your racer you must have a muffler. Several of us have, or are in the process of making copies of the muffler which appeared in M A N. At first we didn't like the idea but you don't need ear protection and it goes as fast or faster than before.

That really shook up the sport flyers.

The airplanes seem to be more efficient in the fuel department and that can't hurt either.

It's time to get ready for the NATS again so its back to the workshop.

See you next month.

Matt

Pro Racing News North East District

Formula 1 started with 10 entries, but five dropped out because of the high winds. Originally there were 5 of the 10 on 72.400 which would have left us with two plane heats. As it was, after the drop outs, they arranged two and three plane heats. John Papageorge changed the matrix five times. The five rounds of racing were run off in one hour. Tom Castellano turned an amazing 1:23.5. I assured him the dirt storms were "lapping in the engine", but he didn't seem convinced. Arnie Wile, Tom Dooly and Bob Barkowski only completed one heat. There were no major crashes, through Drew Telford had to go to his back up due to a hard landing. That is also what took Bob Barkowski out of the races. Formula 1 results:

<u>Place</u>	<u>Name</u>	<u>Time</u>	<u>Points</u>
1	Tom Castellano	1:23.5	12
2	Drew Telford	1:40.1	10
3	Arnie Wile	1:58	3
4	Bob Barkowski	1:47.7	2
5	Tom Dooly	2:21	2

* * * * * NCE DISTRICT NEWS * * * * *

THE 7th ANNUAL RCCD PYLON RACES
or
BATTLE WITH THE ELEMENTS

The Radio Control Club of Detroit (RCCD) hosted their 7th Annual Pylon Race during the weekend of June 7/8, 1980. The average weather conditions in southeastern Michigan for early June are mild, sunny with a mean wind speed of 9.1 mph. However, this date was the exception with gale force winds, thunderstorms, 1.3 inches of rain, 45°F temperatures and a tornado watch for the better part of the weekend. The race site was held on a sod farm which quickly became flooded and quite muddy after Saturday's thunderstorms. However, this weather didn't deter the intrepid pylon pilots from having fun!

Three events--Quickie 500 (Handicap Rules), Quarter Midget and Formula I--were scheduled, but QM was dropped due to the conditions. There were 19 entires in Q-500 with only two pilots flying in the Novice or Advance Class. Most everyone has graduated to Expert Class and are flying 10 full laps with some fantastic racing as a result.

A couple guys broke rudders during the push-off and credit should be given to Glen Spickler for designing a plane that flies (but not too well) without a vertical tail. The over enthusiastic callers were given 5-minute epoxy and pins to repair the damage. A 3-hour break was taken after the third round to let Mother Nature pass through with thunderstorms and heavy rains. Racing was resumed after relocating the course to higher ground and laying a sheet plywood bridge across the pond leading to the starting line. At the end of 5-rounds Mike Lasker emerged the winner with 17 points; Joe Cohen and Ken Heatlie flew off for 2nd place, and Joe cut out. Fast time was flown by Art Arro posting a 1:55 on the 2½ mile course. Everyone departed for home or nearby motels to thaw out and get into clean clothes.

Sunday, June 8, was very windy with gusts to 30 knots and temperatures in the mid-40's. At a 9:30 pilot's meeting, it was decided to wait 2 hours for better conditions. At 11:30 the pilots voted to fly Formula I and switch QM to the 5th of July. Sixteen entries were static judged and pilots began running engines to check the ground RPM. Everyone was down in RPM due to the cool weather and low barometric pressure.

Dave Keats, the CD, decided to drop out due to overcrowding on one frequency and this gesture allowed 5 heats of 3 each to be flown. Of the remaining 15, we had flyers from Illinois, Indiana, Ohio as well as the locals from Michigan. Jim Gager and Alan Booth displayed their new pretty "Estrellita" Formula I ship which will be available in near-finished form by this summer.

Five complete rounds were flown with many close races and some heartbreakers. Dan Kane had a perfect score until a wind gust held his ship on the ground long enough to break a prop. This was during a freebie also! Several other flyers had landing problems due to gauging the approach while flying in 30 knot winds. Art Arro and Mike Lasker tied for 1st with 17 points each. Art won the flyoff and emerged the overall winner. A well deserved 3rd place went to Dennis Sumner (BAZOOM) in his first Formula I race ever. Dennis did some fantastic flying and did not luck into this position. Fast time was taken by Ken Hulik at a 1:29.67 which was quite good considering the weather conditions--cold and windy. The final results are listed below:

6/8/80 Oklahoma City F-1 Race

Reporter - Ed Rankin

The weather was very threatening when we started the race with thunder clouds and 25 - 30 MPH wind, but we raced anyway. This conditions remained stable throughout the day. We had 20 entries and flew 6 rounds with 4 plane heats.

Dave Harter has continued to build-up Willow Lake and the race course facilities. The take off pad has been widened where there is plenty of room for four planes. Grass landing strips have been lengthened and the grass is growing good. He has built a workshop on the facility that would make your mouth water. We owe Dave a debt of thanks for building this facility for us to race.

'Ole "Hager the Horrible" did it again and won F-1, but he had to fly it off with Steve Barrett to take home the gold this time. Looks like he has caught on to our Texas weather by winning the last two races. He was only down by one point, and that was in a heat with this reporter. We enjoy joking with Bill because he is truly a good sport.

Our district is getting some top national race pilots with Whit Stockwell moving to Houston, Bruce Richmond moving to Dallas, and with Bill Hager moving to Dallas. Come race with us, its going to get exciting.

Oklahoma City 6/8/80

<u>Place</u>	<u>Name</u>	<u>Airplane/eng.</u>	<u>Time</u>
1	Bill Hager	Toni / ST	1:20
2	Steve Barrett	Toni / ST	1:24
3	Gary Heithold	Toni / ST	1:24.6
4	Norm Johnson	Pole Cat / ST	1:20.3
5	Dr. Charles Monnet	Toni / ST	1:30.5
6	Dr. Bob Barrett	Toni / ST	1:20

Wichita, Kan. 5/25/80

<u>Place</u>	<u>Name</u>
1	Mike Southard
2	Norm Johnson
3	Mark Harter

June 21, 22 Dallas RC Club Pylon Race

Reporter - Ed Rankin

"If you don't like the weather in Texas, just wait awhile and it will change". This old "saying" was personified by Sundays climate. Early in the morning it was hot, humid and cloudy. Then the strom came with two hours of cold rain. It finally cleared -up and racing continued at 1:30 and five rounds for the 25 F-1 contestants was completed by 4:30.

A special thanks to Bruce Richmond for working as our starter and to the Dallas R/C Club members for working the pylons and lap counting. It was tough for them because they didn't have tents for shelter.

There were many exciting races during the contest, but I think the best one was with Hager and Rankin in the fifth round. Rankin was off first and Hager was off third and the distance between them remained constant by the take off order until the 8th lap when Rankin went off course slightly between pylon 1 and 2. Hager got the lead and there was a photo finish with Hager clocking a 1:19.6 and Rankin clocking a 1:19.8. After Hager was reminded

that this was the first time he had beaten Rankin since coming to Texas he said, " That's just a taste of it, get ready for some more." Great racing, lots of friendly FUN.

Congratulations to John Jennings for his first place with a perfect score. John has had very little time for racing because he has been working full time and going to College at night. However, school is out for the summer and he is in gear again. John and I fly our course very similar, (right on top of the poles) and we both have had a rash of "0's". He gave me a good lecture about this and said just "re-program" yourself to go "around" the pylons, and I think it worked.

Q-500 was held on Saturday with 25 entries. The winners were: (1) George Pakrs (2) Jerry Small (3) Ricky Kipff (4) Phil Bussell (5) Dave Layman.

The F-1 race results are enclosed along with the district points. We are past our mid-point in number of races with 5 down and 4 to go, and the race is on to qualify for the Championships at Titusville, Fla.

F-1 RESULTS

(4 plane heats, 25 entries)

<u>Place</u>	<u>Name</u>	<u>Airplane/Eng</u>	<u>Points</u>	<u>Time</u>
1	John Jennings	Pole Cat/ST	20	1:23
2	Matt Smith	Toni / ST	19	1:27.1
3	Ed Rankin	Mustang/ST	18	* 1:19.4
4	Gary Heithold	Toni/ST	17	# 1:22
5	Ray McFarland	Toni/ST	17	# 1:27.7

*Fastest Time # Tie Broken by Best Time

SCW DISTRICT POINTS

as of 6/22/80

<u>Place</u>	<u>Name</u>	<u>Points</u>	<u>No. Contests</u>
1	Gary Heithold	371.8	4
2	Bill Hager	335.8	4
3	Ed Rankin	300.3	4
4	Norm Johnson	289.2	5
5	Dr. Robert Barrett	287.1	4
6	Ray McFarland	280.9	4
7	Steve Barrett	229.3	4
8	George Parks	225.9	4
9	Matt Smith	220.9	4
10	Chuck Greenwood	163.8	5

CAN-AM PYLON SOCIETY

4th ANNUAL SPRING OPENER

Milan, Michigan

May 4, 1980

A warm, breezy day greeted the flyers, for a change, for the opening race for most flyers in the area. Prior to flying, all airplanes were safety checked in accordance with the new NMPRA/AMA guidelines. Q-500, as usual, saw many good, hard-fought races, with nobody having a perfect score at the end. Denny Sumner emerged the winner after a fly-off with Art Arro. David Cohen beat Mike Lasker in a fly-off for third. Art Arro won the fast time award with a 1:26.9.

A had an excellent showing also, as most of the people seem to have improved on their reliability, and many good races were enjoyed by the flyers.

**The Winning Combination for Pylon Racing
The Little Toni and Terry Tigre**

Available At Your Local Dealer

- World Record Design Little Toni..... \$129.95
- Little Toni Wing Kit..... 42.95
- Little Toni Q.M. Racer..... 89.95
- Little Toni Q.M. Wing Kit..... 32.95
- Joined Epoxy Wheel Pants (Formula 1)..... 12.95
- Joined Epoxy Wheel Pants (Q.M.)..... 10.95
- Axle Retainers - Formula 1 (Med.)..... 2.49
- Axle Retainers - Q.M. (Small)..... 2.49
- Heavy Duty Dural Gear - Formula 1 Med..... 5.95
- Heavy Duty Dural Gear - Q.M. Small..... 4.95

Available Direct Only

- Customize your S.T. X-40 (Must be new)..... \$110.00
- S.T. X-40 Rear Exhaust Extension..... 5.00
- S.T. X-40 Exhaust Adapter "O" Rings - Pkg. 3..... 1.50
- S.T. X-40 Drive Washer Puller..... 15.00
- S.T. X-40 Bar Stock Exhaust Adapter (11 1/2" Angle)..... 8.00
- Rossi Rear Exhaust Extension - Unslotted..... 5.50



PRATHER PRODUCTS

1660 Ravenna Ave., Wilmington, CA 90744 • (213) 835-4764

"RIVETS"

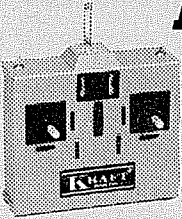
D.L'S. MODELS

'T'-TAIL Q.M. KIT

KIT \$75 DELIVERED - EPOXY GLASS FUSE.

1141 Columbus Ave., Lemoyne, Pa. 17043
Ph. (717) 737-7577 - Free Brochure

RACERS CHOICE: KRAFT



WRITE FOR FREE CATALOG
450 West California Ave.
P.O. Box 1268
Vista, California 92083
(714) 724-7146
TWX: 910 322 1471



LEE CUSTOM ENGINES

Custom versions of all engines in
K & B/Veco line including marine.

C. F. Lee Mfg. Co.
7215 Foothill Blvd.
Tujunga, Calif. 91042

Lets put your Ad here!

Contact Bill Hager for
price & availability

Lets put your Ad here !

Contact Bill Hager for
Price & availability

BOB REUTHER



HOBBY WORLD

Quality R. C. Products

6602 Hwy. 100 • Nashville, Tenn. 37205
356-1225



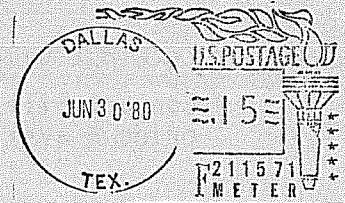
"MATCHED PERFORMANCE SYSTEMS"
K & B ENGINES • K & B FUELS • K & B GLOW PLUGS

"MATCHED FINISH SYSTEMS"
K & B SUPER POXY PAINTS • K & B FIBERGLASS
K & B SUPER POXY RESIN
K & B MICRO BALLOONS FILLER

12152 SO. WOODRUFF AVE., DOWNEY, CALIF. 90241

Matt Smith
NMPRA News Release Editor
10223 Abraham
Dallas, Texas 75227

FIRST CLASS



TO:

✓
Ed E. Rankin
6072 Wonder Dr.
Ft. Worth, Texas 76133