



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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JULY 1980

AMA AFFILIATED

SINCE 1965

** PRESIDENT'S PAGE **

HI GANG!

As alot of you are reading this, you are also probably getting ready for this year's Nats that will be held at Wilmington, Ohio on August 10 thru 17. The C.D. for this year is Rick Gerling. I have talked to Rick and it seems as though he is working real hard to make this a good Nats for the pylon racers. There are also a lot of people who have worked the Nationals who have signed up to help Rick. So I think that we can all look forward to a good Nats for 1980.

We still have a few V.P.s that haven't as yet sent us any contest information. So, like I said last month, if you don't read anything about your district in the news-letter, it is because your V.P. hasn't sent it in.

Don't forget that the top ten finishers at the Nats automatically qualify for the N.M.P.R.A. Championships, provided that they are N.M.P.R.A. members before they fly in the Nats.

See you at the Nats,

BILL

Boy its really hot here. We haven't had a day under 100 degrees for almost a month. Paint sure dries fast.

If you haven't sent in your Nats entry blank you better hurry the price goes up drastically for late entries.

We (some of the Area F 1 Flyers) are going to the Texas Championship F 1 and Sport biplane races in San Marcos, Texas on July 18th, 19th and 20th.

We are going to fly demo races before the real races everyday just to give the public an idea of what our model aircraft can do. They are almost as fast as a full scale Formula 1 racers. Anyway I am taking lots of film with me.

On to new things. By the Nats Ron Gilman and Gary McPike should have their new Denight Special Formula 1 kit ready for delivery. Last week they already had orders for 30 kits. We really need some new disigns to freshen the apperance of our airplanes. I don't mean the Toni, Tomcats, Polecats, etc. arn't beautiful crafts, I would just like to see some different designs in the Static judging area.

I talked to Ed Allen and he gave me a tip he had found on the OPS in air adjustable needle valve. He changed the taper of the needle and made it similar to the Prather or K & B needle valve and made his adjustments less critical. I tried it on mine and it seems to work.

At Samuell Park East Flying Field in Dallas, we now have a muffler rule that makes exceptions to racing planes not having mufflers only during contests. This means you could actually get a citation from the Park Police for flying your F 1 with no muffler. Its kind of hard to get ready for contests and fly new engines and not make noise. I felt these rules were imposed arbitrarily but thats something else entirely.

What this led to was making the muffler that was discribed in the April 1980 MAN called the "Magic Muffler". John Jennings and George Parks duplicated the muffler shown in the article. They got a 700 to 1000 rpm increase over the mini pipe. There was no difficulty in needling the engine and for the first time they didn't have to use ear protection. You could actually hear the wind noise of the airplane over the engine noise. After seeing John's plane fly with the muffler I decided to build one with some changes to take into account the fact that we use up to 70% nitro and not just alcohol.

Bill Hagar and I went to the field to try our new muffler, it was 104° and the humidity was 65%. Using the same fuel and prop (a 8 5/8 x 7.2 with raked back tips) I had used to place second with one week earlier. I was flying a 5 lb 6 oz Bony Tony with 60% nitro 20% oil and 20% alcohol fuel.

The engine a ST-40 turned this prop 21,000 even in similar conditions

one week before. With no other changes we removed the mini pipe and installed the new muffler. The engine cranked up and peaked at 23,300 rpm, An improvement of 2,300 rpm.

We couldn't believe it but the tach doesn't lie. I flew the plane and it seemed very fast. It needles much like the mini pipe. Just back it off 500 to 600 rpm and let it go. I have solved my noise and practice problem because the muffler was very quiet. The only problem is the muffler is 1.75 x 6.5 inches long and I can't practice with the cheek cowl. If anyone wants the exact dimension write me and I will send them to you.

Matt Smith

NORTH WEST DISTRICT

Fifth Annual Western Formula I Championships

September 20th and 21st, 1980

Boundary Bay Flying Field - Vancouver, B. C.

September 20: 9:00 a.m. Pilot's Meeting

10:00 a.m. to 4:00 p.m. Racing

September 21: 9:00 a.m. to 4:00 p.m. Racing

Entry Fee: \$10.00

Entry By Pre-Registration Only Before September 14, 1980

Scale Judging: Friday September 19th, 1980 7:30 to 10:30 p.m.

at Town & Country Inn. Banquet Saturday night.

Contact: Doug Rankin Sr.

Andrew McIndoe

11300 Williams Rd.

5508 E. Broadway

Richmond, B. C

Burnaby, B. C.

Canada

Canada

(604) 2770216

(604) 291 1170

QUARTER MIDGET PYLON - POCA TELLO, IDAHO

AUGUST 2, 1980 - Contest Director Ken Goss

Prizes: 1st \$300 2nd \$200 3rd \$100

Entry Fee: \$6.00

Registration: 8:00 to 9:30 Field Open: 7:00 First Heat: 10:00

AMA & FCC Required - AMA Rules - Racehorse Start - Documentation
on Unique - Aircraft is Required - Spectator Admission \$2.00 per Car

For Information: Ken Goss 1-208-237-3175 Rick Kent 1-208-226-2869
Al Culver 1-208-232-6779

P G R C held their seventh annual Formula 1 race on June 21-22, 1980 With the total of 26 entries. Running 5 rounds Saturday and 4 rounds on Sunday. Feild fast time record was broken by Tom Castellano who was flying a Pole Cas with a STx40 the ET was 1:14.

C. D. Rodger Binger
Hyattsville, Md.

Expert Class

	<u>Name</u>	<u>Plane</u>	<u>ET</u>	<u>Points</u>	<u>Eng</u>	
1	Pete Reed	Pole Cat	1:19.6	25	ST x 40	
2	Gale Jacobson	Pole Cat	1:15.5	20	KB 65	**
3	Lloyd Burnham	Minnow	1:14.6	20	ST x 40	**
4	Dave Latsha	Pole Cat	1:18	19	ST x 40	
5	Bob Wallace	Denight	1:21	19	KB 65	

** Fly off

Standard Class

1	Deith Palmer	PoleCat	1:35	25	ST x 40
2	Joe Soke	Toni	1:41	22	ST x 40
3	Richard White	Toni	1:42.8	21	KB 65
4	Richard Polace	Toni	1:43	19	KB 65
5	Phil Sibille	Toni	1:41	17	KB 65

Big Sky R C Club

C.D. Glen Mische
Gt Falls, Mt.

Contest schedule:

Missoula, Mt. July 19th and 20th - Sport Pylon
Gt Falls, Mt. August 23rd and 24th - Sport Pylon and F 1
Billings, Mt. August 30th and 31st - Sport Pylon and F 1
Gt Fallas, Mt. September 6th and 7th - Sport Pylon and F 1
Helena, Mt. September 20th and 21st - Sport Pylon and F 1

Race report for June 29th race:

	<u>Name</u>	<u>Plane</u>	<u>ET</u>	<u>Points</u>	<u>Eng</u>
1	John Pistelak	Pole Cat	1:49	15	x 40
2	Jerome Weiland	LRL-A		12	OS-40
3	Leon Elbert	Toni	1:32	8	x 40
4	Mike Spreey	Pole Cat	1:48	8	KB
5	Mel Reed	Minnow	1:15	8	KB

CALIFORNIA STATE CHAMPIONSHIP FORMULA I RACE

May 17-18, 1980

by Gary Hover, C.D.

This year's SLO Flyer's Race, the California State Championship Formula I Race, held at Camp San Luis Obispo was again an unqualified success. Those pilots and their families who attended were treated to two full days of racing, a Calcutta Race and a Saturday family Bar-B-Q to which 135 attended.

In attendance at this year's race were 3 Canadians, Doug Rankin, Andrew McIndoe, and Guy Johnson, in addition to Ramon Virgilio from Mexico and Don Rice from Seattle. We really appreciated the turn out by those who had to travel such a long distance and hope they will return again next year.

Saturday saw 5 full rounds of racing for the 34 expert and 14 standard contestants. At the end of the 5th round, first place was held by both Dave Shadel and Jerry Boyce with perfect scores. Only one point down in 3rd was the ever present Ron Gilman and his Denight Special.

Round 6 started off Sunday at 8:30. Dave Shadel was the first to drop from the top three with a flame out in Round 6. Jerry Boyce was then in sole possession of first with Gilman still only one point down. In Round 7 Ron Gilman, who had been consistantly going fast, posted the event's best time at 1:12.8. In Round 9 Boyce faltered placing 3rd in his heat and allowed teammate Ron Gilman to emerge the victor of this year's event.

The competition in Standard Class was pretty clear cut with Jay Replogle taking it all and posting a best time of 1:28.0. This year's Standard Class was well attended with the reappearance of some old faces and few new faces. Two of the older faces were Jerry Skoczylas who placed second and Don Dombrowski placing sixth.

The Calcutta event this year again pitted the 12 fastest pilots against each other including Chuck "Dara" Smith who qualified with a 1:20.0. Auctionier Tom Christopher called the qualified pilots forward to be sold in the winner take all event. When all was done, \$1,040 had been assembled with 50% going to the winner. The preliminary heats went smoothly with the biggest surprise being Laird Owens beating Dave Shadel thus knocking one of the favorites out of the competition.

The final heat, Laird's Denight Special was a casualty as it slammed to the ground rounding pylon #3 in a tightly contested race involving Tom Christopher and Jerry Boyce. In the closing laps of the race, leader Christopher managed to cut #1 pylon allowing Bakersfield's Jerry Boyce to win. Believe me, Jerry was really smiling when he received his reward of \$520.

This year's awards included expert trophies to 7th, best finish which was won by Ron Schorr, fast time and trophies to 3rd in Standard Class. In addition, the wives of those winners who were present at the race received a beautiful indoor plant in appreciation of their supportive efforts.

This year's race also included our club's first race program. Program advertisements were sold with the proceeds directed toward offsetting the competition costs. The effort was professional and well done and will be attempted again next year as work has already begun.

I want to extend my sincere thanks to all who attended and especially to those who worked hard to put it on. We will see you next year in May.

<u>EXPERT</u>				<u>STANDARD</u>			
Place		Time	Points	Place		Time	Points
1	Ron Gilman	1:12.8*	35	1	Jay Replogle	1:28.0	31
2	Jerry Boyce	1:15.3	34	2	Jerry Skoczylas	1:32.0	30
3	Dave Shadel	1:16.2	31	3	Yasuhiro Tsuzulci	1:32.5	25
4	Eric Ristrim	1:19.5	29	4	Jim Kelly	1:37.4	24
5	Bob Smith	1:14.0	27	5	Paul Ristrim	1:46.6	23

WESTERN DISTRICT
 38611 CAROLSIDE AVE.
 PALMDALE, CALIF. 93550
 (805) 273-0109

DISTRICT POINT STANDINGS AS OF JULY 1, 1980

1. Dave Shadel	314.5	33. Bob Wilde	67.5
2. Tom Christopher	274.3	34. Paul Ristrim	64.6
3. Ed Hotelling	252.9	35. Jim Kelly (S)	58.4
4. Russ Kime	246.8	36. Andrew McIndoe	56.0
5. Keith Davidson	234.5	37. Jay Replogle (S)	54.2
6. Bob Smith	232.9	38. Don Rice	53.7
7. Ed Allen	224.8	39. Bob Novak	51.4
8. Eric Ristrim	218.6	40. Tony Amezcua (S)	50.1
9. Ron Schorr	217.6	41. Mike Atzei Jr.	47.8
10. Larry Laulom	217.2	42. J. Skoczylas (S)	46.6
11. Scott Johnson	215.7	43. Tad Sato (S)	44.8
12. Jerry Boyce	206.9	44. Guy Johnson	44.6
13. Mack Moffat	206.3	45. Jay Ross (S)	43.7
14. Gary McPike	203.9	46. Charles Bentz Jr.	42.7
15. Bill Grove	197.9	47. Ramon Virgilio	40.0
16. Ron Gilman	195.4	48. Jeff Bertken	37.7
17. Gary Hover	185.6	49. Jim Kimbro	33.2
18. Leonard Walker	182.5	50. Yasuhiro Tsuzuki (S)	33.0
19. Joe Zdankienicz	165.0	51. Joe Stream (S)	32.1
20. Gene Sidwell	133.5	52. Harry Gould (S)	30.6
21. Charles Bentz Sr.	131.1	53. Don Dumbrowski (S)	19.5
22. Laird Owens	125.3	54. Tony Lopez (S)	11.2
23. Chuck Smith	116.2	55. Bill Rutherford (S)	7.9
24. Rusty VanBaren	94.8	56. Leonard Leon (S)	4.0
25. Harley Condra	92.0	57. Jules Martin (S)	3.5
26. Doug Ruble	88.0	58. Richard Sulber (S)	1.2
27. Doug Rankin	83.4	59. John Braun (S)	1.2
28. Bob Root	78.8		
29. Ben Witherell (S)	78.7		
30. Dan Kaylor	78.6		
31. Robert Grove (S)	71.9		
32. Paul Frogge (S)	68.8		

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38611 CAROLSIDE AVE.
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The NMPRA hosted the third race of the Western District at Sepulveda Basin over the fathers day week end, June 14&15. 32 fathers (or potential fathers) showed up, 12 in the standard class.

We had two good days of weather for 8 rounds of flying. Sunday was a little hotter in both temperature and racing. The Basin is still dusty from the flooding earlier this year.

The southern calif. area has started a Timing Association to work at races. This was there first time and Sat. morning saw a lot of complaining about the No. 1 pylon. By Sat. afternoon the newness of the workers was worked off and things were back to normal. At the end of the contest the No.1 pylon displayed we had a good group of workers and if they continue, a lot of the problems associated with the No.1 pylon should go away.

Talking about pylons, Russ informed me the new pylons are ready, all we have to do is get them out of his driveway. We will have the new pylons at the July race.

With the timing association working this race we only needed 2 or 3 volunteers to help out. Thank you volunteers and thank you timing association people!

At the end of 8 rounds the experts had a tie for 1st. place between Dave Shadel and Ron Schorr. Dave Shadel did a little race psychology in his last heat by turning fast time of 1:13.4. The fly off was very close with Dave winning. Dave took 1st. place and fast time. Ron Schorr placed 2ed. with a best time of 1:19.4. Joe Zdankiewicz held in for a third place and a time of 1:16.0. Tom Christopher double cut his last heat and dropped himself into 4th. place. Ed Hotelling used up a polecat to get up to fifth.

The standard class was won by Tony Amezcua, his best time was 1:38.0. 2ed. was Ben Witherell, with a time of 1:28.2. Looks like Ben is practicing to be a expert. 3ed. was 2 points/2 planes Paul Frogge with a 1:37.0. Paul Ristrim 4th. with a 1:33.1 and Robert Grove 5th. with a 1:43.6.

The highlight of the contest was Keith Davison playing cornhusker with his Super LR-1A. He made a screaming dive out of No.1 into the 12 inch high corn and then pulled up smartly. Well, he got some of the corn, but it got his prop, and the leading edge of the wing looked like JAWS 2 used it for a teething ring. Charly S. how about getting a teething ring for your Dara? One of these days it's going to get hurt, chewing on Formula 1's.

Results of the race follows. Next race, same place, same time, July 12&13, see you there.

RESULTS NMPRA RACE
JUNE 14 & 15, 1980

EXPERT

1. Dave Shadel *
2. Ron Schorr
3. Joe Zdankiewicz
4. Tom Christopher
5. Ed Hotelling

STANDARD

1. Tony Amezcua
2. Ben Witherell
3. Paul Frogge
4. Paul Ristrim
5. Robert Grove

* Fast time - 1:13.4

May 17th and 18 Big State Pylon Racing Assoc.

Pylon Race

Reporter - Ed Rankin

Two beautiful days of racing attracted 18 entries in Q-500 and 18 entries in F 1. We tried again to encourage beginner pilots to enter the Novice event by awarding a large expensive plaque for first in Q-500 & F 1 Novice. However, there were only two pilots in each event that declared themselves as Novice. The remainder of the Novice pilots said they preferred to compete in points against the experts, because it meant more to them. (Expert and Novices fly in same heats) I think this is a real encouraging factor that contributes to the high competitive attitude in this district.

Six rounds were flown in Q-500 on a F 1 Course, and the race was finished by 3:30. The results are as follows:

- 1 George Parks 1:47
- 2 Rick Kapff
- 3 Ray McFarland
- 4 Richard Brunkew
- 5 Tim Edwards

1st place Novice Ken Clark

Well guess who won the F 1 event? None other than "Hager the Horrible", "Yankee - Carpet Bagger", otherwise known as Bill Hager our NMPRA President. This was Bill's first Trophy since he and his lovely family moved to Texas.. His reason for not getting into the winners circle before now was, "The competition is tougher in this district". Bill was down only by one point for the whole contest. This "ole-man", your reporter, beat him in a real close race with a 1:25.2 and Bill clocked a 1:25.7.

Congratulations to Ray McFarland for his fine third place win in both Q-500 and F 1. Ray and his Dad, Wendel have been racing for 1½ years, and have really been working at it hard. Also, they built steel safety cages for all the pylon and lap counter workers which we greatly appreciate.

A work of thanks to the Fort Worth Flying Aces Control Line Club and the Thunderbird R. C. Club for working the race for us. Without them we could not have had a contest.

The results of the F 1 race are as follows:

<u>Place</u>	<u>Name</u>	<u>Airplane/Eng</u>	<u>Points</u>	<u>Time</u>
1	Bill Hager	Toni /ST	17	1:25.7
2	Gary Heithold	Toni /ST	16	1:26.0
3	Ray McFarland	Toni /ST	15	1:30.8
4	Steve Barrett	Toni /ST	14	1:26.6 *
5	George Parks	Toni /ST	14	1:25.4 *
1st Novice	J. P. Hanway	Minnow/ST	7	1:26.3
6	Ed Rankin	Mustang/ST	13	1:25.2 **

* Tie Broken by Flyoff

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- Joined Epoxy Wheel Pants (Q.M.)..... 10.95
- Axle Retainers - Formula 1 (Med.)..... 2.49
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- Heavy Duty Dural Gear - Formula 1 Med..... 5.95
- Heavy Duty Dural Gear - Q.M. Small..... 4.95

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- S.T. X-40 Bar Stock Exhaust Adapter (11 1/2" Angle)..... 8.00
- Rossi Rear Exhaust Extension - Unslotted..... 5.50



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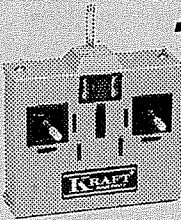
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FIRST CLASS



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