

NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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NOVEMBER 1980

AMA AFFILIATED

SINCE 1965

* PRESIDENT'S PAGE *

Hi Gang!

Those of you that didn't go to the Championship race at Titusville, Florida this year missed a great race. Dave Shadel turned in a new low fast time of 1:09.0. A lot of flyers had times in the middle and low teens.

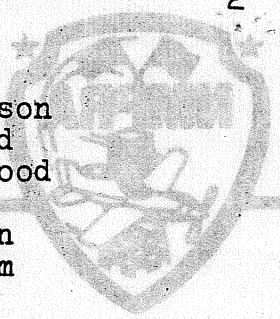
Usually it rains a lot in Florida. Well, this year we had perfect weather both days. Saturday was a little on the humid and windy side, but still a beautiful day. Sunday was perfect as it was cool, sunny, and dry all day. Like I said, if you didn't make this one, you missed a great contest.

Our thanks to the Moonport modelers and Rod Gier and his wife for a job well done.

Here is the way they finished:

- | | | |
|--------------------|--------|---------------------|
| 1. Tom Christopher | 1:17.1 | 11. Bob Reuther |
| 2. Greg Doe | 1:13.1 | 12. Lou Hipkins |
| 3. Dave Shadel | 1:09.0 | 13. Dave Latsha |
| 4. John McDermott | 1:17.6 | 14. Robert Schuster |
| 5. Brian Richmond | 1:14.7 | 15. Bill Hager |
| 6. Dave Pearce | 1:19.4 | 16. Gary Hover |
| 7. Bill Grove | 1:15.1 | 17. Bill Preis |
| 8. Laird Owens | 1:15.4 | 18. Ken Hulik |
| 9. Glen Sicotti | 1:24.8 | 19. Tom Nay |
| 10. Bob Wallace | 1:24.1 | 20. Gail Jacobson |

- 21. Norm Johnson
- 22. Pete Reed
- 23. Eric Ristrim
- 24. Tom Castellano
- 25. Mike Helsel
- 26. Bob Brogdon
- 27. Ernie Nikodem
- 28. Tom Dooly
- 29. Irwin Funderburk
- 30. Dubb Jett
- 31. Ron Schorr
- 32. Mack Moffat
- 33. Ed Rankin
- 34. Bill Williamson
- 35. Ray McFarland
- 36. Chuck Greenwood
- 37. Dave Layman
- 38. Scott Johnson
- 39. Lloyd Burnham
- 40. Rick Oliver
- 41. Jim Maki
- 42. Bruce Richmond
- 43. Steve Barrett
- 44. Dennis O'Brien
- 45. Bob Violet



Don't forget the up-coming elections for President. So far Dave Shadel and I are running. A ballot will be in the next newsletter.

We had two unfortunate things happen at this year's race. One- a flyer was severly cut due to horseplay.

Also, someone thought that it would be fun to Hot Stuff the locks shut on some of the rooms. Eight of them to be exact. The Motel had to call a locksmith out to take the doors apart, get the locks out, and replace them. This cost them \$382.00.

These people went out of their way to give us a break on our rooms and to see to it that we got to and from the airport. They were told that we were a responsible group of adults and this is what they get in return.

After discussing this with the N.M.P.R.A. Officers that were present, we decided that we - THE N.M.P.R.A. - would pay the bill as it was one of group that was responsible.

Horseplay almost always leads to trouble. Think about it.

See you next month

BILL

A NEWS FLASH FROM WAYNE YEAGER
per Ron Young

Cox is in production on pistons and cylinders for the Cox 15.
K and B will begin production in the spring of 1981.

Its almost Turkey time again and with few exceptions the racing season is over till next spring.

For people like me its back to work on the racers for next year, and yes even a cursed scale plane. (We really fly scale planes at every race sort of anyway.

I finally saw a real Form I airplane at San Marcos this year that had almost as many colors as a Richmond special.) You may actually be able to paint a scale paint job on a Form I and get it judged number I.

"Heres some hot news." The 1981 NATS planning meeting was held in San Antonio, Texas November 8, 1980 at Brook Air Force Base.

The NATS for 1981 will tentatively be held at Seguin, Texas just outside of San Antonio, Texas.

Texas Lutheran College is close by for Dorms, and there is plenty of campground area.

The runway is 12,000 feet long and smooth enough to fly off with no problems.

The strip has no planes based there and is only used for shooting touch and go's for student pilots and can be easily shut down for one week of total model flying.

George Parks and his wife Donna attended the meeting to make sure the NMPRA and pylon racers were adequately represented.

It appears that we will get back the day of Quarter Midget we lost and that we will fly in the morning. George says that the flying site is about as good a site for Form I and Quarter Midget as you could wont.

Last year the racers kind of got excluded out of any planning and boy did it show up in Quarter Midget.

The nominees for NMPRA President this year are the incumbent Bill Hager and Dave Shadel. Both these gentleman are more than qualified for this post and will represent our interests to the best of their abilities.

There is a ballot included in this issue. Please VOTE. Votes received after December 8, 1980 will not be counted.

Send all votes to Ed Rankin, Treasurer, 6072 Wonder Dr., Fort Worth, Texas 76133

Included in this issue is also a copy of a letter from the manager of the Ramada Inn in Titusville, Florida concerning the \$380.00 we spent repairing locks (some one shot a little "HOT STUFF" into.) It makes a lock into an almost solid chunk of brass.

This is a hell of a way to spend our money but what else could we do. Maybe someone could resist the urge to pull this stupid stunt next time.

If you have a soapbox you want to stand on write to me about it. I should have plenty of room for the next couple of months.

Also included in this issue is a eulogy for Bill Pachak written by Duane Pisciotta from Pueblo, Colorado.

See you at the races

Matt Smith

NMPRA BALLOT FOR PRESIDENT 1981

The nominees are:

Bill Hager _____

Dave Shadel _____

Send to: Ed Rankin
6072 Wonder Dr.
Ft. Worth, Texas 76133

Glow Bee "Fireplug" Problems and Solutions

After three years of hard use my Globee Fireplug began to exhibit problems in lighting glow plugs (dimly) and taking a charge properly. (no meter indication) I thought the cell had deteriorated and began searching for a replacement in hobby shops and electronic supply houses but to no avail. My next step was to consider some maintenance which was not done since the unit had been so reliable.

Upon removing the bottom case cover by a quick half turn, I discovered extensive dust, fuel residue and general FILTH in the inside of the Fireplug. There was an oil film covering the wirewound pot and the battery contacts were dirty also. I removed the lead wires by simply pulling them off the battery tabs and began a general clean up campaign. The battery terminals were lightly cleaned with emory paper.

Electronic contact cleaner (or TV Tuner cleaner) was sprayed throughout the interior of the unit and Q-Tips were used to swab the pot contacts and all exposed terminals. The screws which feed thru to the top of the Fireplug were found to be loose and both were tightened.

The battery was connected back to the tabs taking care to observe correct polarity (red = Positive)

A new piece of foam was installed under the cell and the entire unit was reassembled. The outside case and meter bezel were cleaned with glass cleaner and Armor-all (STP Son of a Gun) applied overall. Electrical tape was wrapped around the junction of the upper and lower case parts.

The glow plug lead terminal were cleaned with fine emory cloth and the plug socket was sprayed with the contact cleaner. I was amazed at the CRUD which was flushed out of the plug socket. The leads were connected to the binding posts with the original plastic nuts or the correct size metal nuts. Finally, I wrapped a new rubber band around the case and glow plug lead to serve as a strain relief.

The entire cleanup operation took about 10 minutes of free time to perform.

Now for the results; my aging Fireplug has found a new youth by lighting glow plugs almost to incandescence. I found that I had to use a much lower pot setting to achieve the same brightness than before cleaning. I also measured the voltage drop across an OPS RC 300 plug (which draws a lot of current) before the clean up and after clean up. The results were .6 volts, after .2 volts.

I'm convinced that this simple maintenance step save me a lot of money in shopping around for a new cell (which wasn't needed anyway) and probably a few nonstarts on the flight line.

God only knows what the price of a "ZERO" is these days!

Submitted by: Art Arro
NMPRA NCE-VP



NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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

Heard some complaints about the availability of Cox engines. Seems there are those who resent having to buy an engine from Ron Young. They feel there should be more outlets available. One guy asked me; " Why should one person have a monopoly?"

The facts are; Cox Hobbies are moving because their building lease expires at the end of the year and because they have not finalized the location, some of thier stuff is packed away. This is the case of the Conquest 15 which were boxed up and shipped to K&B for storage. When Cox gets settled, they will determine who is going to manufacture the Conquest 15, K&B or themselves. Untill that time they aren't doing anything to answer your local hobby ahop request for engined and won't untill they move.

Now back to Ron Young; Because he knows people at Cox/K&B, whenever he needs parts for engines, he journeys over and digs them out of the boxes himself. The truth is; if it wasn't for Ron, we wouldn't have any way to get parts. I think we owe him some gratitude for keeping us going. Ron informs this writer he has enough engines to last all thru next year including all the stock engines you want.

Since Ron is certain there will be engines available for quite some time, I think we should move ahead slowly on any moves to change the engine rules in QM. We should be prepared with some standby rules in case the 15 supply dries up but don't get too hasty yet. Keep the cover on the panic button. We should examine all the proposals and possibly try them out befor AMA makes their final rulling.

I have discussed the rule proposals with Joe Friend, chairmen of the AMA contest board, and Joe and I are in complete agreement that all proposals, other that the real nutty ones, should be accepted on the initial vote to gove them a fair chance through experimentation or whatever. Those rejected on the first vote are gone forever and many deserve a better chance than that. An example was the proposal to eliminate the idle rule a year ago. Because it was one part of another two part proposal, the single proposal was voted down. The final vote then rejected the two part proposal leaving us with nothing. Thanks goodness for emergency proposals because that was the only thing that saved us.

Any of you who are looking for your national standings will have to get after your district V.P.. Greg Doe is the only ine who has sent me his District finals. I've written eceryone but thus far, no answers.

Question? Why is it that the NMPRA, The National Miniature Pylon Racing Association, the association that should encompass all RC racing, has nothing to do with the largest participation event in the country, Quickee 500?

WMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.



G.M. Executive
Vice President
Wayne Yeager
38232 Castle Dr.
Rohlfus, MI 48174
313/941-6861

October 27, 1980

Mr. Ed E. Rankin, Treasurer
N.M.P.R.A.
6072 Wonder Drive
Fort Worth, Texas 76133

Dear Mr. Rankin:

I have enclosed a copy of the locksmith's bill for damages sustained to our room locks during this past weekend's competition. It was a regrettable incident and I thank you for your organization accepting the full responsibility. Your prompt attention to this matter would be greatly appreciated.

Nevertheless, I sincerely hope that you had a successful competition and a fulfilled weekend.

Sincerely yours,

S. K. Hall
General Manager &
Vice President

SKB/jfr
Encl.

cc: Moonport Modelers

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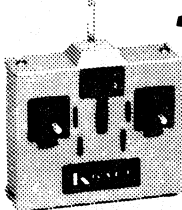
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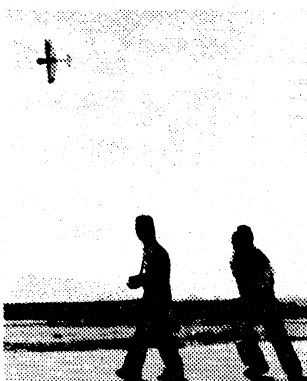
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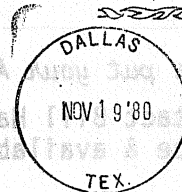



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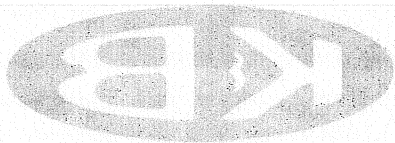
Matt Smith
NMPRA News Release Editor
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