



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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DECEMBER 1980

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PRESIDENT'S PAGE

The results from the election for President are in. What a race! We had almost 1/3 of the membership voting. The end result was Dave Shadel 55 votes and myself with 59 votes.

The January newsletter will have ballots for Q.M. Executive Vice President and for Formula I area V.P.s. Nominations are now open for Q.M. area V.P.s.

Send all nominations to me at my new address. Yes, I have moved again or I'm in the middle of moving as I write this. The new address is:

706 Glen Haven Dr.
Conroe, Texas 77302
Phone : 713-273-2086

Ed Rankin will still be Treasurer, same address. By the way, Ed's zip code is 76133. John Jennings will still be the secretary and you can send all address changes and dues for 1981 to him. Matt Smith will be doing the newsletter for the timebeing. So, for now there won't be any changes for 1981.

See you next month,

BILL

Don't forget to send all of the nominations for district V.P.s both FI and QM and QM Executive VP to me at the new address.

NMPRA FINANCIAL REPORT

1980

BALANCE FROM 1979 \$ 2,627.50

INCOME - 1980

Dues and NMPRA Books	4,136.45
Advertisement for Newsletter	1,098.00
Q. M. Championship Race	220.00
F-1 Championship Race	<u>208.00</u>
Total Income for 1980	\$ 5,662.45

TOTAL TO BE ACCOUNTED FOR \$ 8,289.95

EXPENDATURES FOR 1980

Newsletter (Printing and Postage)	\$ 2,508.44
Administration (Postage, Stationary)	202.17
Phone, Supplies	
Membership	481.72
Printing and Postage	\$ 99.00
Damage to Ramada Inn	382.72
Championship Awards	2,336.50
1979 Q M Shirts	\$ 75.00
1980 Q M Race	750.00
1980 F 1 Race	1,000.00
1980 F 1 Invitations	40.00
1980 F 1 Season Champ. Shirts	250.00
1980 F 1 Season Champ. Plaques	221.50

TOTAL EXPENDATURES 5,528.83

BALANCE \$ 2,761.12

The new year is upon us again. In most places in the country racers are at work getting ready for the upcoming racing season.

The FAI rules have been changed so that the F 1 planes we fly now are legal as long as they use FAI fuel and a muffler. This will make competing in FAI only a matter of fuel and a muffler and we won't have to build special trick airplanes just to compete on an international level.

Bill Hager was elected president by the slimmest of margins 59 to 55. This represents about one third of the paid NMPRA membership. This was about three times the amount of people that voted last year.

Let's all get behind Bill and support him and the NMPRA in the NEW YEAR. If you have any comments or construction tips please send them.

Matt Smith

SWC DISTRICT

1981 RACE SCHEDULE

May 3	Oklahoma City, Okla.	F 1
May 16 - 17	Austin, Texas	Q 500 - F 1
May 30 - 31	Dallas, Texas	Q-500 - F 1
June 13 -14	Fort Worth, Texas	Q-500 - F 1
June 27 - 28	Dallas, Texas	Q-500 - F1
Sept 5 - 6 - 7	Dallas, Texas	Q-500 - F 1
Sept 19 - 20	Oklahoma City, Okla	F 1 (2 Separate Contests)



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Q.M. Executive Wayne Yeager
Vice President 38235 Castle Dr.
Romulus, Mi. 48174
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Help wanted! No experience necessary! Anyone out there looking for a job?
Short hours. No pay! Little gratitude.

As you may have noted in the last newsletter, it's election time in the NMPRA and the QM section needs a few good people. (Sounds like an ad for the Marines) Last year we had a poor year in finding enough people willing to run for office. We only had VP's for 5 of the 8 districts, NW, SCW, NCE, SCE, and NE. I was given a name for SW(Cal) but that name was latter withdrawn because I understand the guy didn't really run for office but someone thought they were doing him a favor by nominating him. I was also given a name for a VP in NCW but no address. Turned out he was not even a member. Also, no one represented Canada.

There are members living in these districts plus some races, therefore they should have some representation in the association. The responsibilities of a VP is not as time consuming as you may think, granted there are some duties but anyone the least little organized can handle the job.

If you think you would be willing to donate some time by running for Vp then send your name in to Bill Hager. Sure could use you. Thus far I only have Greg Doe running in SCE.

I'm having a little trouble figuring out who is National Champ because I still need some data from NW and SCW. Will report as soon as known.

Christmas is coming up which means many of us are on our build cycle. Hope you all have a merry one and are able to keep your New Years resolutions, atleast for a couple of days anyway.

Don't know if we will be back here next year, but if not, thanks for the opportunity. Hope I didn't offend too many.

Merry Christmas
Wayne Yeager

DAVID LATSHA, 1141 COLUMBUS AVE., LEMOYNE, PA. 17043 PH. (717) 737-7577

END OF YEAR N.E. DISTRICT POINT STANDINGS, DECEMBER 3, 1980

<u>POSITION</u>	<u>NAME</u>	<u>HOME TOWN</u>	<u>POINTS</u>	<u>NO. OF CONTESTS</u>	<u>PLANE USED</u>	<u>ENGINE USED</u>	<u>BEST TIME OF YEAR</u>
1	Dave Latsha	Lemoyme, Pa.	478.9	5	D.L.'s "Rivets"	Cox	1:20.5 *
2	Bob Blouch	Lebanon, Pa.	302.1	3	Blouch Mustang	Cox	1:23
3	Hal Debolt	Buffalo, N.Y.	225.0	3	Firecracker	Cox	1:38
4	Garry Gau	Tonawanda, N.Y.	222.9	4	Cosmic Wind	Cox	1:46
5	Len Wiederhoeft	Mechanicsburg, Pa.	215.5	4	D.L.'s "Rivets"	Cox	1:39.9
6	Lew Hopkins	Philadelph, Pa.	167.2	4	D.L.'s "Rivets"	Cox	1:40
7	Al Grove	Philadelph, N.Y.	164.9	3	P/Toni	Cox	1:42
8	Frank Heil	Lindenhurst, N.Y.	162.6	3	P/Toni	Cox	1:45.4
9	Dick Berner	Glendale, N.Y.	114.9	3	P/Toni	Cox	1:35
10	Vance Sutton	Poughkeepsie, N.Y.	114.0	3	P/Toni	Rossi	1:48
11	Warren Batson	Poughkeepsie, N.Y.	110.4	3	P/Toni	Cox	1:38
12	Ernie Nikodem	Lockport, N.Y.	101.5	3	P. 51	Cox	1:41
13	Mark Freiberg	Philadelphia, Pa.	57.8	4	P/Toni	Rossi	1:34
14	John Majikas	Bedford Hills, N.Y.	50.5	2	P/Toni	Cox	1:55

* Fast time of 1980 new Q.M. record.

If there is anyone out there not listed above, please forgive, did not hear from you or your C.D.. 1980 for Quarter Midget brought out a variety of different race planes that were seen throughout the racing season; Prather "Little Toni", Debolt "Firecracker", Booth "Estraleta", Brueshaber "Shark", Model Merchants "LR-1A" and "Midget Mustang", D.L.'s "Rivets", J-Craft "Pole Kitty". All of these are available in kit form, plus a few more not mentioned. In addition to these, there were other super good scratch builds seen, like the "Blouch Mustang".

1981 will bring about some good racing for the quarter Midget season. Florida is back in Q.M.. There was a recent Q.M. race held in October, a week after the Form I Championship at Orlando. Twenty entries showed up! This is some comeback. Texas is again showing Q.M. interest. Bowie, Md. (Washington D.C. area) is strongly thinking of Q.M. races in 1981, after several years off. Ft. Wayne, Ind. Atlanta may be back this year under the influence of Jim Gager. This in past years was a super race. Atlanta will start the Eastern area in May with the NMPRA Q.M.. Southern area Championships. Harrisburg will follow in July with the North/East NMPRA Q.M. Championship. Other real good ones around the country, then finally Rough River, Ky. - cream of the crop NMPRA Q.M. race in September.

The old story Q.M. racing is dying out! "Wrong", there are new super really good kits available; Cox engines "will" be available and Race's will be available. Form I people are getting back into Q.M. racing. Why? Look at the above - good planes, good engines, good racing. Look at some of the low times posted above, and there were plenty of other low times not listed in this N.E. report. "Jake" turned at 1:25 flat with his Pole Kitty this year.

Take another look - think about it - get with it. Good luck next year.

Dave L.

BREAK-IN PROCEDURES FOR FORMULA I

The proper break-in of any engine is an important factor in regards to the performance and life expectancy. This applies to Formula I even though most of these engines are fitted during the rework stage. The final mating of the moving parts can best be achieved during a proper break-in. By proper break-in I mean running the engine in the RPM range in which it will be operated, but under a light load to prevent excessive heat build up.

The aluminum-brass-chrome (ABC) metallurgy of both popular Formula I engines--K&B and Super Tigre--require special break-in procedures to properly mate the piston/sleeve surfaces. Also, the rotor seal and conrod to crank/wrist pin fits must be established. These fits are best established at actual operating temperatures which are obtained on high nitro fuel at a slightly rich needle setting. There is a fine line between a proper and an excess temperature which will ruin any fine racing engine. The following break-in procedures have been used successfully by the author and are also recommended by Clarence Lee.

For initial break-in, we recommend several bench runs with 50% nitro content fuel and a test prop. Limit the runs to about 2 minutes in duration and use a 9x6 maple prop cut to 8"-8½" in length. The engine should be mounted on a sturdy test stand and run at a rich two cycle about 21,000 + RPM. I use a large 12 oz. tank and quickly stop the engine after about 2 minutes by pinching off the fuel line. Don't pinch off the pressure line or let the tank run dry since the engine will quit excessively lean and those precious fits will be lost. Be sure to check all engine and mounting screws as well as the glow plug for tightness between engine runs.

After several runs the piston/sleeve fit will have loosened up and the engine may be mounted in a plane for inflight break-in. Stick with the 50% nitro and replace the test prop with a regular racing prop. Set the engine off a little on the rich side and be prepared to shut down if it goes lean in the air. Also, do not fly out the tank as the tendency is to go lean, blow the plug, and cause permanent damage. This inflight break-in step is a good time to trim your plane. After a flight or two, replace the fuel with your standard racing setup and put in a couple more flights, slightly leaning the engine to a full power race setting.

Limit your practice flying on high nitro (60%+) fuel as it only shortens engine life expectancy.

After completing this procedure, which can be accomplished in a single afternoon, you should have a properly broken-in Formula I engine ready for maximum performance and life on the racing circuit.

Keep the engine clean and well lubricated between races, and it should last a long time.

Yours in racing (Formula I)

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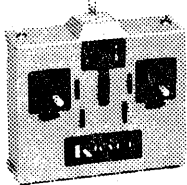
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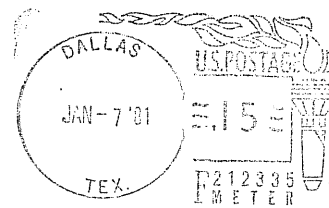
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