



NEWS RELEASE

NMPRA

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March 1981

AMA AFFILIATED

SINCE 1965

PRESIDENT'S PAGE

Hi Gang,

Well all of the voting for District V.P.'s is done. Here are the results. We've underlined the winners.

Q.M. Exec. V.P.

Wayne Yeager 11
Doug Brueshaber 2
Eric Ristrum 2
V.P. S.W. District
Gary Hoover 4
Eric Ristrum 1

V.P. N.E. District

Tom Dooley 5

V.P. N.C.W. District

Leon Elbert 4

V.P. N.C.E. District

Art Arro 5

Mike Helsel 2

Wayne Yeager Declined

Previously voted in at District Meeting.

V.P. S.C.W.

Ed Rankin

V.P. S.C.E.

Greg Doe

The N.W. District usually votes in their own V.P. at a meeting after the first of the year. I'm sure I'll hear who it is any day now.

We are running a little behind this year in our nominations and voting. Nominations re open for Q.M. District V.P.'s. Please send all of the Q.M. District V.P. nominations to Wayne Yeager. Wayne's address is 38235 Castle Dr. Romulus, Michigan 48174.

Don't forget for those of you who haven't sent in your dues. Send them in today to John Jennings.

See you next month

Bill

1981 NMPRA MEMBERSHIP APPLICATION FORM

Name: _____ Phone: () _____
 Address: _____ State: _____ Zip _____
 New Member _____ Renewal _____ 1980 NMPRA No. _____
 Racing Interest: Formula I _____ QM _____ Both _____
 Compete in 1980? Formula I _____ QM _____ Both _____
 Send to John Jennings - 106 Greenway - Sunnyvale, TX 75182
 Amount \$13.00 U.S. - Payable to NMPRA

NEWS

How does it always happen that just as I am finishing my racers the paint starts falling off the house, the clutch goes out in the Mustang, and I bend the crankshaft in the mower. I guess it wouldn't be fun if it wasn't for small obstacles.

I got a letter from Dave Tappin of the British Model Pylon Racing Assoc. inquiring as to the acceptance in the USA of the new FAI rules changes. The people I have talked to seem to think the new rules are O.K. and the use of mufflers would allow us to fly at many places we now can't even crank up a Form 1 airplane. Also alcohol is \$1.25 a gallon and nitro is \$25.00 a gallon. The only real problem is the engine builders would have a clear cut advantage for the first year or two. So much for the good points.

If you have any thoughts about FAI send them to Bill or me.

Dave was also inquiring about having the FAI International Championship race in the USA in 1982. (Sounds like a Las Vegas Special to me.)

The only other thing I have to say is as you go to the races this year try to cut the workers a little slack. I have seen experienced racers man the flags and watches and still screw up. Though they do make up excuses for the mistakes they make quicker than any group of people I have ever seen.

Matt

South Central East District

SMYRNA AIR RACES

The Middle Tennessee Radio Control Society will host the Smyrna Air Races on April 25th and 26th. Events will include Quickie 500 on Saturday (S.E.M.P.R.A. rules) and Formula 1 on Sunday. First place in Q-500 will pay \$50.00, with trophies and cash through 10th place. First place in F-1 will pay \$150.00 with trophies and cash through 5th place plus fast time. The race location will be the Smyrna Airport, a decommissioned airbase 20 miles Southeast of Nashville, Tenn. off Interstate 24. This is an active airport with services for those considering flying in. The race site will be a 100 ft. wide taxiway.

The basic S.E.M.P.R.A. Quickie 500 rules are: K&B .40, Spickler kit, rework wood props, and 3½ lb. minimum weight.

For more information about the Quickie rules and directions to the field, contact the contest director or Hobby World. Greg Doe (CD), Rt. 9, 166 Pony Dr., Murfreesboro, Tn. 37130
615-459-6845

Hobby World, 6602 Hwy. 100, Nashville, Tn. 37205

615-356-1225



North East District

Roger Binger asked me to mention the PGRC'S 8th Annual Pylon Race, for Form 1 on June 20th and 21st, at Bowie, Maryland. Standard class will be using 40% Nitro supplied by the club. Also here are some motels close to the field.

1. Holiday Inn: 301 & RT 50 Bowie Phone 301 261 8298
2. Rip's 301 & 197 Bowie Phone 301 262 0400
3. Forest Hills 301 3 miles south of field
Phone 301 627 3969

NMPRA-NE 1981 RACING SCHEDULE

May 3	Hadley, Mass	F-1 and F-500
May 17	Niagara Falls, Ont	F-1 and Sport
	Bowie, Md	Q-500
June 7	Waterford, Ont	F-1 and Sport
June 13	Harrisburg, Pa	QM and Q-500
June 14	Somers, NY	F-1 and F-500
June 20-21	Bowie, Md	F-1 (Std and Exp)
June 28	Hamburg, NY	F 1 and Sport
	West Suffield, Conn	F-1 and F-500
July 11-12	West Suffield, Conn	F-1 and F-500
	Harrisburg, Pa	QM and Q-500
July 11-18	Canadian Nats London, Ont	F-1 and Sport
	(Tenative dates: Sport; 13-14 F-1; 17-18)	
July 18-19	Bowie, Md	QM and Q-500
July 25-26	Hadley, Mass	F-1 and F-500
July 26	Rochester, NY	F-1 and Sport
Aug 2-9	AMA Nats Seguin, Tx	F-1 and QM
Aug 16	Somers, NY	F-1 and F-500
	Hamburg, NY	F-1 and Sport
Aug 22	Harrisburg, Pa	QM and Q-500
Aug 30	Mayville, NY	F-1 and Sport
Sept 19-20	Lockport, NY UPRC Champ Race	F-1 and Sport
	Rough River, Ky QM Champ Race	QM
Sept 20	Bowie, Md	F-1 and Q-500
	Balston Spa, NY	F-500 and FAI (!!??)

Looks like a good schedule for '81 with lots of racing for everyone. Please let me know of any additions, changes, or corrections and I'll try to get the word out.

So, get those last minute jobs finished early (the ones we all try to get done at 3 AM before gettin' up at 6 to leave for the race!) and get set for another challenging, safe season of racing.

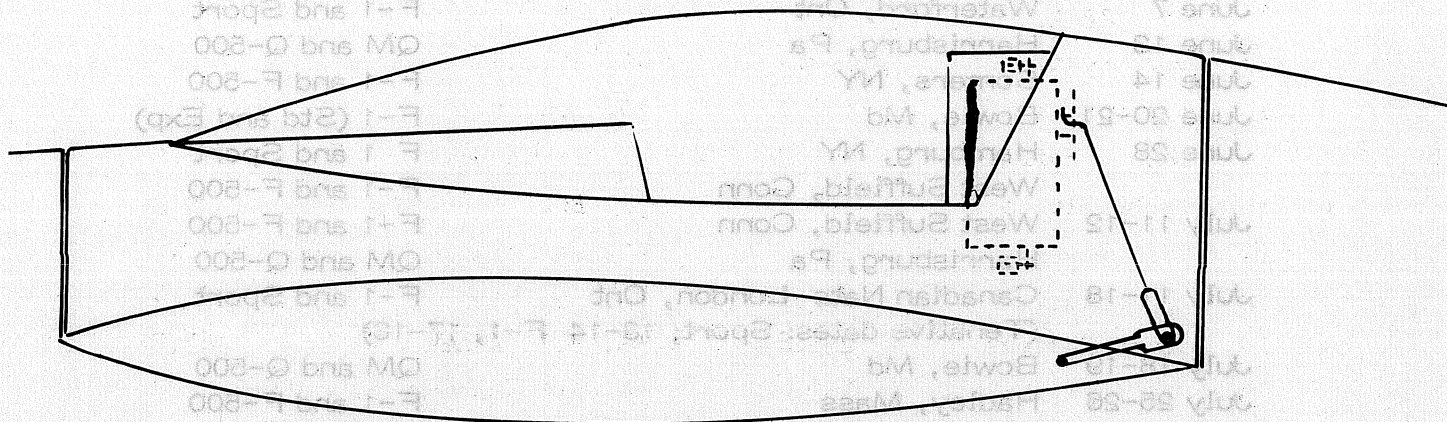
Tom Dooly
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Wappingers Falls, NY
12590
(914) 462-4296 Home
(914) 897-3549 Office

POLECAT PROFUNDITIES

Tired of servicing and hooking up the aileron servo linkage in your two-piece Polecat? Well, fret no more since here is a neat idea to eliminate your problems.

The original two-piece Polecat instructions, written by Jim Maki and later refined by Bruce Richmond, specify that the aileron servo be installed (including linkage) from the bottomside of the wing. The clevises are then secured to the aileron torque rods located on the wing topside. This is accomplished using hemostats, canted long nose pliers, cuss words and much consternation. This procedure is particularly exasperating when you discover a noisy servo and elect to change it between heats. Also, this servo position tends to be neglected due to the difficulty of access and many Polecats have lost all nine lives as a result.

Well, my fellow aurilophiles, here is a new installation technique which minimizes or eliminates the aforementioned hassles. The simple sketch shown below replaces a thousand words, but I'll add some explanation anyway.



Basically, the aileron servo is mounted behind the pilot compartment using a head rest to hide the lower case. The servo is installed in a near-vertical position with the push-rods dropping down to the aileron torque rods. These rods must be bent at an unusual angle to properly receive the linkage. Be careful of the geometry since it is easy to install some undesired aileron differential movement. This can be eliminated by using the proper offset holes in the servo output wheel. That's all there is.

Eureka! Why didn't I think of that, or at least why didn't the combined "talents" of Violett, Maki and Richmond stumble across it? I believe their oversight was due to a lack of equipment; namely, a suitable micro servo which could fit within the tiny volume afforded behind the pilot compartment. The solution lies in the Novak Bantam Midget or equivalent servo. This servo is fast (0.3 sec), lightweight (27 gr), strong (24 oz in), and small enough to fit in the allotted space. The Novak servo is quite reliable and proven by Bob Root ('79 NMPRA Champ), Tom Christopher ('80 NMPRA Champ) and Bob Novak himself who also flies Form I. Another bonus with the Novak servo in this installation is the multitude of holes in the output wheel to adjust differential and availability in positive or negative pulse systems.

In closing this article, I can't claim originality since I first saw it in Dave Keat's Polecat late last year. However, I feel that this "trick" should be published for all to use.

Yours in racing (Form I, of course)

Art ARRO

Quarter Midget National Points Total

(best five contests.)

1. Dave Latsha	478.9	37. Paul Schattauer	170.0
2. Wayne Yeager	460.5	38. Al Grove	164.9
3. Doug Brueshaber	457.9	39. Frank Heil	162.6
4. Duane Gall	448.1	40. Rex Knepper	162.6
5. Roger Schlenker	441.2	41. Lew Hipkins	161.0
6. Dick Steine	409.0	42. John Krauer	160.4
7. Dennis Sumner	396.9	43. Charles Smith	122.0
8. John Kilsdonk	386.3	44. Warren Batson	118.4
9. Gail Jacobson	385.7	45. Lyle Larson	116.0
10. Al Pooley	376.5	46. Dick Berner	114.9
11. Jack Clark	369.1	47. Vance Sutton	114.0
12. Jim Gager	362.1	48. Ernie Nikodem	101.5
13. Dave Keats	348.1	49. Jim Maki	78.6
14. Bob LaBrash	331.8	50. Don Fuller	78.3
15. Dennis Hoffman	325.9	51. Brian Gates	77.9
16. Bobby Blouch	302.1	52. Bob Schuster	76.3
17. Greg Doe	296.4	53. Gary Walker	72.2
18. Al Schwartz	262.6	54. Jim Eide	70.4
19. Jimmy Bartels	256.8	55. Bill Adams	63.3
20. Cliff Smith	253.9	56. Art Reuther	63.0
21. LeRoy Webb	245.2	57. Mark Frieberg	57.8
22. Allen Booth	242.4	58. John Majikas	50.5
23. Ken Heatlie	239.6	59. Jim DeYoung	50.5
24. Steve Metzger	236.8	60. Bob Petrinec	46.4
25. Forrest Whitson	225.1	61. Toby Grether	43.8
26. Hal DeBolt	225.0	62. Jim Moorhead	37.7
27. Gary Gau	222.9	63. Bill Williamson	27.0
28. Bob Nelson	222.7	64. Jim Lackey	25.9
29. Len Wiederhoeft	215.5	65. Denis Bielick	23.5
30. Fred French	210.8	66. Jim Allen	21.0
31. Ken Hulik	198.5	67. Dave Cohen	21.9
32. Joe Cohen	191.8	68. Bob Brogden	16.8
33. Bob Hisey	190.4	69. Tom Dudan	12.5
34. Bob Reuther	185.7	70. Tom Baker	6.4
35. Dave Timcoe	181.9	71. Wally Miller	3.7
36. Stu Richmond	181.1		

Quarter Midget Finals N C E
(best five)

1. Doug Brueshaber	457.9	19. Bob Nelson	222.7
2. Wayne Yeager	453.5	20. Ken Hulik	198.5
3. Duane Gall	448.1	21. Joe Cohen	191.8
4. Roger Schlenker	441.2	22. Bob Hisey	190.4
5. Dick Steine	409.0	23. Rex Knepper	162.6
6. Al Pooley	376.5	24. John Krauer	160.4
7. Jack Clark	369.1	25. Dave Timcoe	151.7
8. Jim Gager	362.1	26. Charles Smith	122.0
9. Dennis Sumner	345.5	27. Fred French	85.3
10. John Kilsdonk	334.7	28. Don Fuller	78.3
11. Bob LaBrash	331.8	29. Jim DeYoung	50.5
12. Dennis Hoffman	325.9	30. Bob Petrinec	46.4
13. Dave Keats	324.1	31. Jim Lackey	25.9
14. Al Schwartz	262.6	32. Dennis Bielick	23.5
15. LeRoy Webb	245.2	33. Jim Allen	21.0
16. Allen Booth	242.4	34. Dave Cohen	20.9
17. Ken Heatlie	239.6	35. Tom Dudan	12.5
18. Steve Metzger	236.8	36. Wally Miller	3.7

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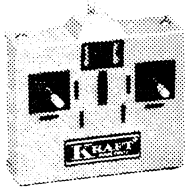
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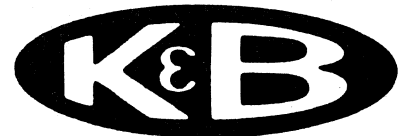
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