



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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JULY 1979

AMA AFFILIATED

SINCE 1965

* PRESIDENT'S PAGE *

Hi Gang! Boy, I never thought moving could be so tough. But, after much driving, little sleep, and a sore leg that put me out of commission for a few weeks, here we are in Texas. We left a lot of fine modelers in the Ohio area, but after three weeks and one contest in Texas, I find more of the same fine folks here. It must run in the hobby.

Something has been brought to my attention lately and I need your comments on it. Lately I've read several letters regarding flying other people's airplanes after they've crashed theirs. The current opinion is that when you enter a race, you state whether you have one or two airplanes. If you enter one ship and crash, that should be it. What do you think about this???

(Editor's note: before writing Bill on this, think about situations such as being shot down, a broken motor mount, radio problem, and/or stress cracks on your one and only airplane. I feel that the winning combination in pylon requires superior flying ability, highly tuned equipment and a good caller. Throw in luck also. Flying other people's airplanes is not much of a factor.)

Let us know your opinion on this matter.

See you at the races,

Bill Hager, President

P.S. Two other officers have also moved recently. New addresses are listed below:

SW District VP
Gary McPike
28925 Parkheath
Agoura CA 91301

SE Associate VP/QM
Greg Doe
RT #9, 166 Pony Dr.
Murfreesboro TN 37130

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* QM PRESIDENT'S MESSAGE-JULY *

This is the "Nats" issue; however, most of the "Nats" rules have been discussed previously and those rules predictions have come true. For those of you who have the Nats entry blanks, the deviations from the "Nats" rules are given except that no mention is made of the idle rule. The statement is made that the 78-79 rules will be used. What that means is, come to the Nationals and be prepared to idle on landing (means land at cruising speed as far from your position as possible, then shout "it was idling on landing" as it whiz by dead. If anyone

May 6, 1979 results in order of finish:

	<u>Best Time</u>		<u>Best Time</u>
1. Dave Latsha	1:38	8. Paul Zink	1:34.3
2. Vance Sutton	1:45	9. Artie Talisman	1:58
3. Al Grove	1:40.2	10. L. Wiederhoeft	1:47.2
4. Bob Blouch	1:32.8 FTD	11. Lew Hipkins	1:53
5. Dick Beltz	1:39.6	12. John Majikas	2:05
6. Frank Heil	1:46.8	13. Herb Adams	----
7. Dick Berner	1:35.6	14. Warren Batson	----

DAYTON PYLON CLUB RACES - DAYTON, OHIO - MAY 19-20, 1979

Submitted by Wayne Yeager, NCE-VP

Quarter Midget: 16 entries 5 rounds 2 mile course

1. Wayne Yeager	1:30	9. Heatlie
2. Timcoe		10. B. Martin
3. Knepper		11. Hager
4. Sumner		12. Kilsdonk
5. Polzin		13. Cohen
6. Keats		14. Gall
7. Trestan		15. Hulik
8. D. Martin		16. Hisey

Formula I: 16 entries 5 rounds

1. Keats	1:21	9. Dudan	1.27
2. Onori	1:22	10. Hisey	1:32
3. Polzin	1:28	11. Preis	1:22
4. Hager	1:24	12. Knepper	1:29
5. Hulik	1:29	13. Yeager	1:38
6. B. Johanson	1:25	14. Kane	1:31
7. Brunner	1:26	15. F. Johanson	1:46
8. Arro	1:28	16. Cohen	2:48

U.P.R.C. - First Race of 1979 Season - NIAGARA FALLS, ONTARIO - May 20, 1979

Submitted by UPRC Pylon Cuttings

Formula I: 12 entries

	<u>Plane/Motor</u>	<u>Points</u>	<u>Time</u>
1. Dave Kelly	Stinger - K & B	15	1:33
2. Hal de Bolt	Mustang - K & B	13	1:36
3. Chuck Boyer	Mustang - K & B	12	1:43
4. Bob Ball	Toni - Terry Tiger	10	1:36
5. Mike Burg	Minnow - St	10	2:28

Dave Kelly had 5 firsts for first place. Bob Ball had 10 points going into his last race, a solo run which would have given him second place, but those solo runs seem to always be a problem. Bob had a D.N.F. and finished fourth behind Hal de Bolt and Chuck Boyer. Mike Burg from Lockport, New York, first time in Form I, came in fifth.

DALLAS PYLON RACE - May 26-27, 1979

Reporter - Ed Rankin

Six rounds of Q-500 were held on Saturday for 16 entries. George Parks won again followed by John Crumholt and Gale Helms for second and third place, respectively. I wasn't there on Saturday, so I can only report the winners. However, I heard it was a very exciting race.

Sunday was a fantastic day of F-I racing at its best in this district as can be seen in the contest results. Five rounds were flown with 24 entries and the winner was not determined until the last round. George Parks won this event also, proving his consistency and good

piloting capability. He was only beaten once by Steve Barret (age 17) in a race where Steve turned a 1:14.1 and George turned a 1:15.4. George is the only one I know of who has managed to make the new K&B's run fast consistently. We certainly hope that this is an indication of things to come with the K&B engine.

Phil Bissell asked me why the times were faster this year in this district compared to last year. The answer is that we have better pilots and better engines which breeds keener competition. For example, in this race we had ten people who were capable of winning and nearly all of them flew against each other during the contest. This combination yields fast races because they are all top pilots flying the tightest course possible to get across the finish line first.

The contest results include the top ten to show the improvement in this district this year.

24 entries 5 rounds

<u>Place</u>	<u>Name/NMPRA No.</u>	<u>Airplane/Eng</u>	<u>Points</u>	
1	George Parks 56H	Toni/K&B	19	1:15.4
2	Ric Oliver 26H	Toni/ST	17	1:18.9 ²
3	Gale Helms IH	Toni/ST	17	1:20.5 ²
4	Robert Barrett 23I	Toni/ST	17	1:21 ²
5	Tim Edwards 21H	Toni/ST	17	1:25.5 ²
6	John Jennings 12I	Pole Cat/ST	16	1:19.2
7	Ed Rankin IER	Mustang/ST	15	1:21
8	Chuck Greenwood 22H	Toni/ST	15	1:31.6
9	Clay/Steve Barrett II	Toni/ST	14	1:14.1 ¹
10	Sam Fly 7I	Toni/ST	13	1:15.8

¹Fastest Time

²Tie broken by fastest time

CHATSWORTH, ILLINOIS - MAY 27, 1979 (reported by Art Arro)

The Pontiac Chiefs hosted their 4th Annual Pylon Race under fair skies, warm temperatures, and moderate winds. Quarter Midget and Formula I were flown, drawing 11 and 10 entries, respectively. Formula I was flown first and the combined factor of a turf course and crosswind takeoff took their toll in noseovers. A set of "High Point Swept Forward Landing Gear" really helped in takeoffs; my own dual rate elevator also worked well in this situation. After the second round the course was shifted and there were no more problems in the takeoff department.

Bill Pries won Formula I with a perfect 20 point score. Bob Onori and Art Arro tied for second but Bob took the place due to his faster time. Bob also won Fast Time of the Day with a 1:25 flat which wasn't bad considering the wind.

I didn't remain for QM and only the results are shown below. Wayne's time of 1:27 flat is the fastest in the midwest area, I think.

On a closing note, thanks were given to the C.D. and his tireless workers for their consideration in switching the course to a more favorable wind position. Leroy Webb, the C.D., also provided tips on obtaining gasoline for the contestants to drive home.

Quarter Midget:	Eleven entries	5 rounds	2 mile course
1. Wayne Yeager	1:27	6. Dave Sears	1:29
2. Floyd Fitzgerald	1:30	7. Steve Metzger	1:34
3. Bob Petrinee	2:00	8. Jim Curtis	2:15
4. Tom Dudan	1:33	9. J. Van De Voort	2:18
5. Jim Watson	1:39	10. Dennis Bielick	1:44

Formula I

Ten entries

5 rounds

<u>Place</u>	<u>Name</u>	<u>Airplane/Engine</u>	<u>Points</u>	<u>Fast Time</u>
1	Bill Pries	Toni/Tigre	20	1:26.8
2	Bob Onori	Toni/Tigre	16	1:25
3	Art Arro	Toni/K&B	16	1:29
4	Wayne Yeager	Toni/Tigre	15	1:28.0
5	Dan Kane	Toni/Tigre	12	1:33
6	Jim Gager	Mustang/Tigre	6	1:30
7	Steve Metzger	Toni/Tigre	6	1:37
8	Dennis Bielick	Toni/Tigre	3	1:42.0
9	Tom Dudan	Toni/Tigre	-	N.T.
10	Jim Buchman	Dara/Tigre	-	N.T.

HADLEY, MASSACHUSETTS RACE REPORT - JUNE 3, 1979 - FORMULA I - 13 ENTRIES

Submitted by B. Williams, Pro Racing News Editor

1. Helsel	1:19.6	7. Schroder	1:23.2
2. Reed	1:21.8	8. Barkowski	1:20
3. Weddle	1:28.5	9. Wile	1:30.5
4. Castellano	1:19.8	10. Willard	1:30.4
5. Weitock	1:20.4	11. Palmer	1:33.6
6. Wallace	1:31.1	12. Stenberg	1:38
		13. Papageorge	- N.T.

OKLAHOMA CITY F-I CONTEST - JUNE 10, 1979

Reporter - Ed E. Rankin

Interest in F-I is still growing in this district as exemplified by the 26 entries for this race. A beautiful day for racing with 75°F temperature and 20 MPH wind. We ran 5 rounds and Gary Heithold came out the winner. Gary is from Arkansas and is one of our "old timers" who has won many contests in the past. He was only one point down from a perfect score, and had a fast time of 1:25.

For some reason everyone was having trouble getting the proper needle setting, in addition to the usual problem of cut pylons. As a result, the scoreboard looked like someone was laying eggs because of all the zeros recorded. Once again, Gary proved that consistency is what counts in pylon racing.

There were many exciting races, but the best was in the flyoff for third place between Bill Priess and John Jennings. They both "cut-out" on the first try in a real battle to win. It was reflight, and Bill won it by only 10 feet at the finish line.

John is one of our "reborn" F-I flyers who quit in 1970, and started again last year. He has consistently placed high in every race, and will probably win one before long. He is running a close second to Tim Edwards in district points, and may come out on top soon.

Everyone is vitally interested in the district points because they all want to go to the NMPRA Championship race in Las Vegas. The district point standings for the top 11 are included in this race report.

Due to a crowd control safety problem, I have transferred the two Fort Worth pylon races to other locations. The June 23-24 Q-500 and F-I race will be held in Dallas at Samuels East Park and sponsored by the North Dallas Club with Dwayne Brown as the C.D. The Sept. 29-30 Q-500 and F-I race will be held in Oklahoma City at Willow Lake, and sponsored by the Willow Lake Pylon Club with Dave Harter as the C.D.

We now have 48 NMPRA members in this district, and 36 are active in contests. All contests have had 100% membership which is as it should be. The Willow Lake Pylon Club in Oklahoma City requires NMPRA membership in all of their races. We should follow their example.

The results of this race are as follows:

feeling was unanimous across the committee composed of extensive racing experience, both flying and directing events, in all racing sectors. As gleaned from the minutes of the AMA Council meeting on April 27, it seems that these improved safety procedures are not enough.

The next AMA meeting is scheduled during the NATS at Lincoln, Nebraska at a time and place to be decided. I would like to have a NMPRA meeting preceding the AMA meeting in order to consolidate our position on safety. I urge all racers attending the NATS to attend this meeting and select representatives for the AMA meeting. If you're not planning to attend the NATS and have some comments, please write Bill, myself and/or your district officer as soon as possible. We need your inputs and the future of pylon racing depends on it. DO IT NOW!!!!

Yours in racing,

Art Arro

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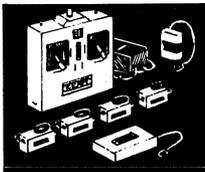
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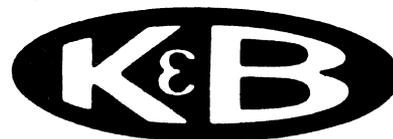
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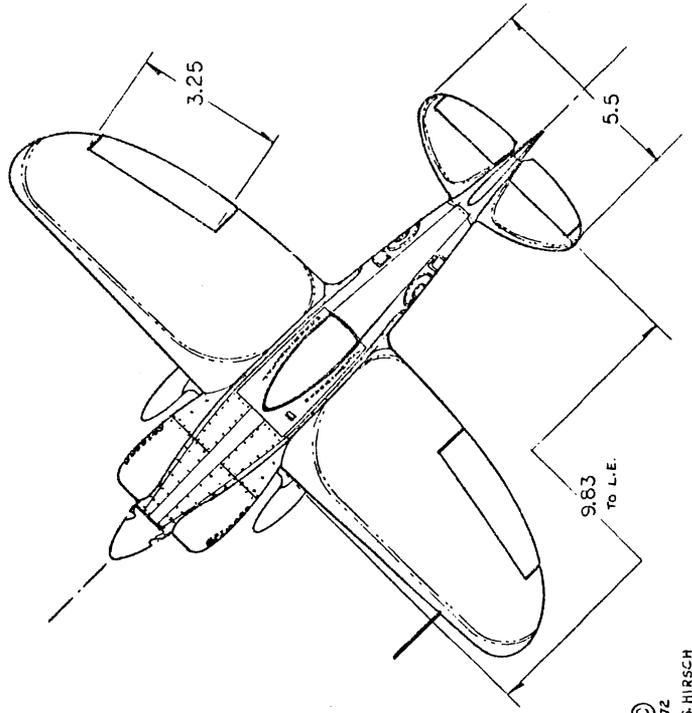
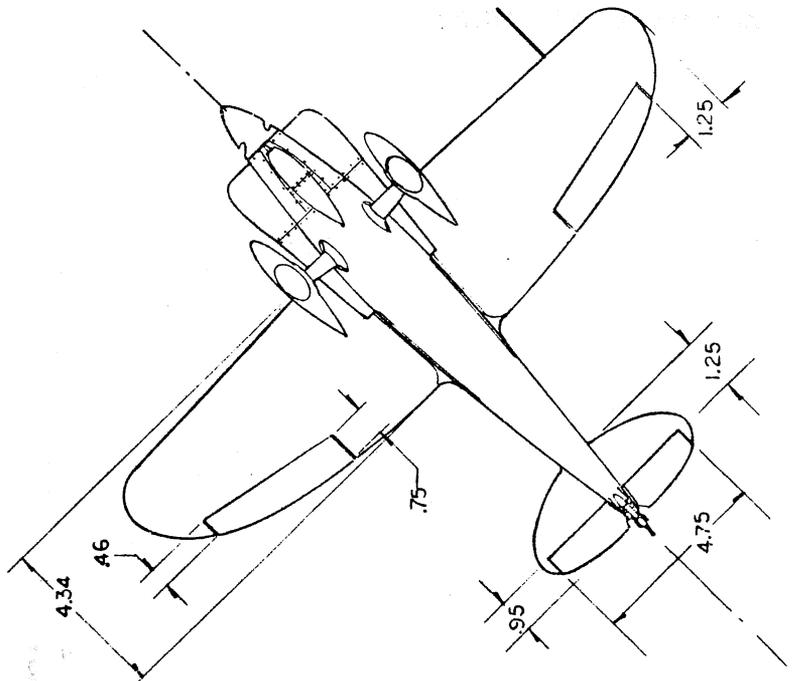
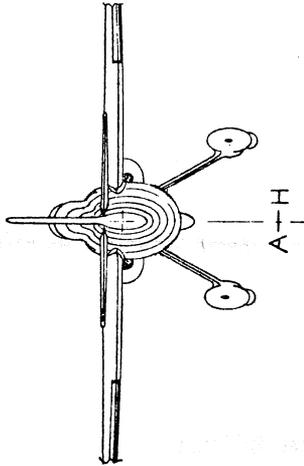
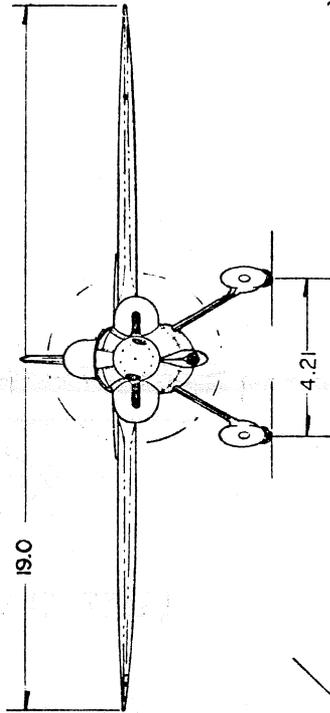
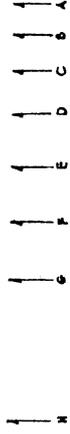
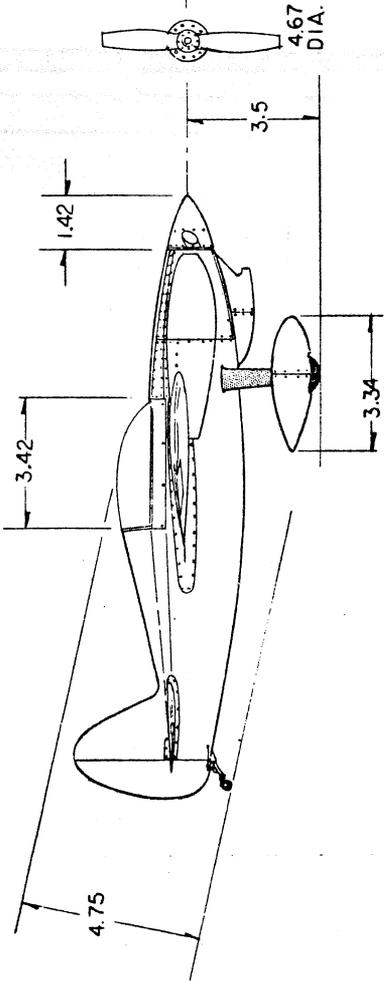
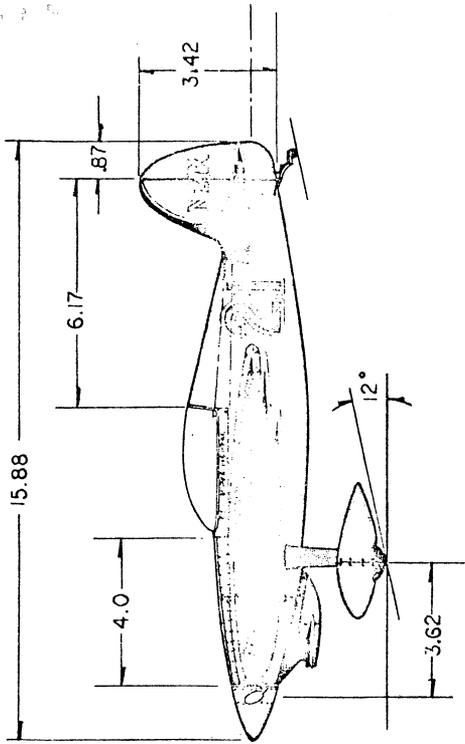
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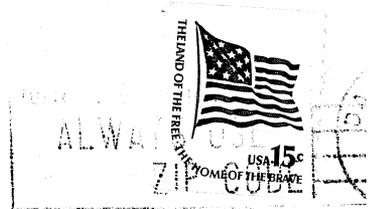
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