

VINTAGE T/R NEWS

JANUARY 2005

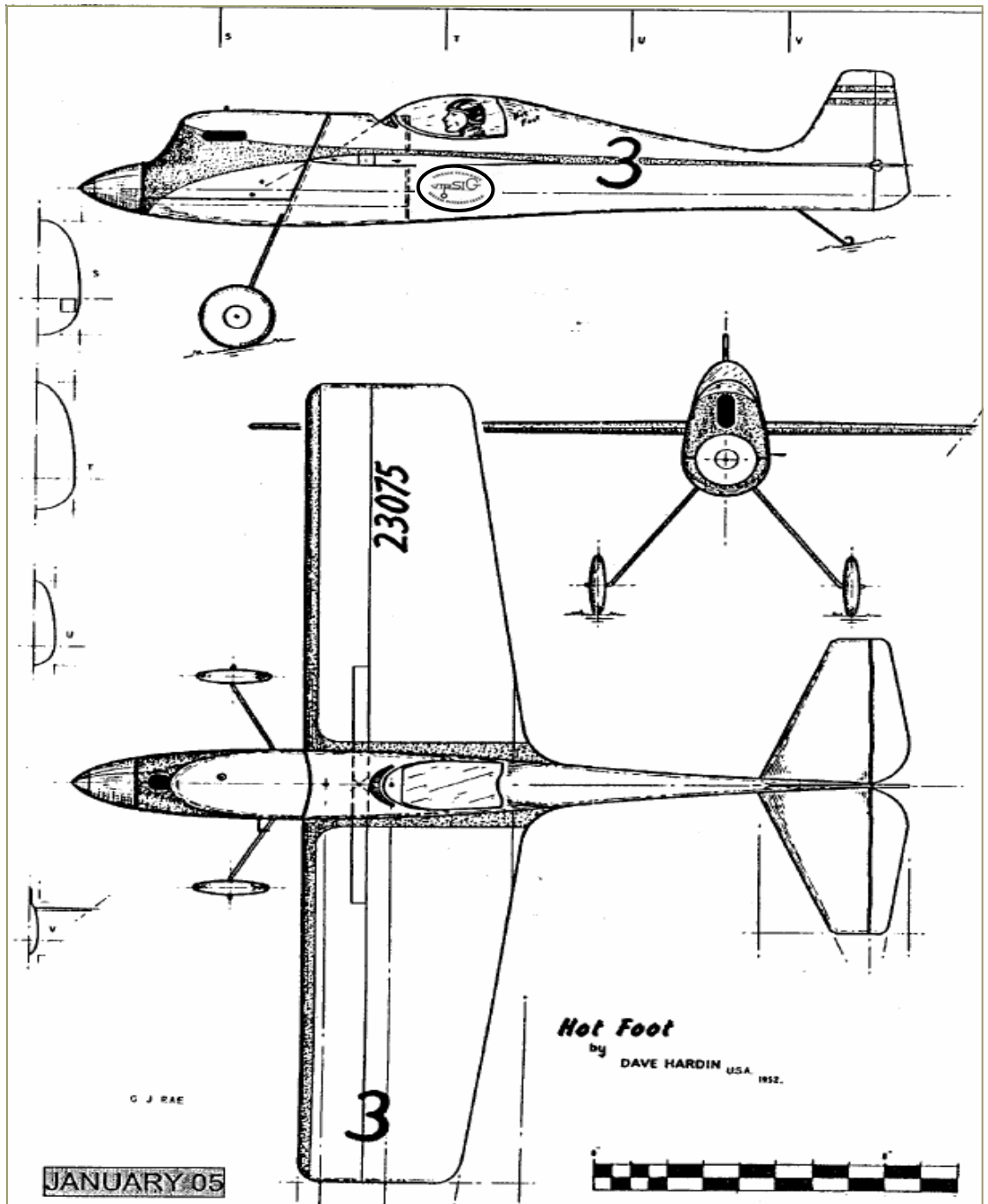
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SPECIAL POINTS OF INTEREST:

- MORE PICTURES
- CAPTION COMPETITION
- VTR RULE CHANGES

LEAD STORY HEADLINE: 2004 LEAGUE TABLES



LETTER FROM YOUR EDITOR

Well it has been a while since you had your last VTRSIG Newsletter—for this I apologize, but as you are all aware I have been away from the fold for well over a year now. Dave Finch has encouraged me to put a few issues together and Dick has agreed to collate, publish and distribute as before.

I have been able to turn up at a few venues and have been regularly in touch with Dick Hart and the Barton Bunch, plus of course all the publication sand email, so I have an idea how you are all doing—competition wise.

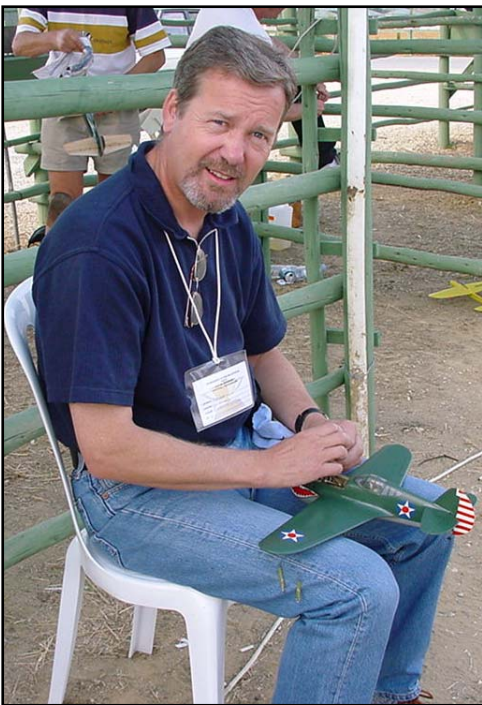
Obviously, I have limited copy to present to you, the membership, but have been fortu-

nate to gather material from all the regular contributors.

John Mealing has provided the 2004 League Tables, which unfortunately only record four events. (CD's, please retain placings and times and pass to John or me so the records are up-to-date.)

Dennis has sent the minutes of November's AGM where all matters to do with Vintage Team Racing were discussed. These are included in this issue. If you were not present and you have a view or wish to comment, please do write to me.

RULE CHANGES THE EFFECTS?



I am interested to note that the BMFA book is to be updated with all the rule changes that have occurred over the past few years. An attempt to get the BMFA to accept changes and in particular Vintage Class records was met with little help. In fact, the Records Officer of the time refuted my attempts to get them on the record books, suggesting that so

such records should exist for VTR.

Rule changes were submitted to the BMFA approximately 3-4 years ago, after consideration and agreement with the VTRSIG officers. CB was not too helpful, altering several of the rules to his own words and not deleting or replacing sections that had been changed. Revisions were made and amendments were noted and passed on to the incoming Secretary. A complete revamp is well overdue and most welcomed. It was agreed that all other rule changes should be trailed for 12 months to prove they were workable.

Terry McDonald, a couple of years ago, compiled a definitive list of approved models. I checked and added the 1/2A models and some A/B models not included or missed. The change of A line length appears to have had the desired results with nothing detracting from the racing itself. As a spectator, nothing seems to have changed...the racing is still frantic and exciting.

The variation in model choice is still amazing, with beautifully made models being rolled out. Not only are they works of art, but functional and fast. brightly colored, beautifully

New Contact Information

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styled models makes it more interesting for the spectator and inspires others to join our fold.

The motion to move the wing position at the last AGM must be the most profound rule change that I have witnessed. I am not sure what the motive to change this rule is, but as I understood the objective of the Vintage Team Race Movement was to preserve the original draft rules originating at the F.A.S.T. club to retain the original design and concept—minimizing the use of modern materials and technology as and when possible and practical. I am not sure this change is in the spirit of the movement. However, it has been submitted and approved democratically. (My thoughts only)...Perhaps vintage A and B are destined to become formula classes just like vintage 1/2A is.

Any response to the above comments would be appreciated.

Roger

LETTER FROM DICK HART



Hello everyone, it's been over a year and a half since I was able to pull an issue of the newsletter together. I won't bore you all with excuses; they are the same ones you hear more and more these days. I will say it's hard to stay current with what's happening on the UK Vintage Team Race scene from over here, but thanks to regular e mails from Roger Reese and Dennis Ward I get the flavour at least.

I did fly Vintage B with Matthew at the US Nationals last year, John Ridley and Julio Isidro also flew. We did not do so well, mainly because I was running too lean in the heat, and I believe because half the oil was Synthetic. I think our well run in Enya prefers all castor, I'm not sure that the metallurgy is that sophisticated. I also had a rub on the top half of the cowl, probably because I hadn't listened to Professor Ridley when he gave me the model.." make sure that you

mill the topsides of the engine lugs" says he, "or the prop driver will rub"..Well, they are machined now so I guess we will try again this year. I must say that the design, No 11 flies a dream and lands well; Matthew says it's much better than our Blue Star.

We have a second No11 that I am preparing for Barton B, but don't know if I will have it ready for the Nats (US or UK), I am short on time. I have included photos of both models elsewhere in this issue; I hope they do justice to John's superb workmanship. The other things to notice are the super parts from Stuart Robinson, the circular bellcrank assembly, the shutoff and the wheels. The tank on the red No11 is a chicken hopper design that John built. It worked very well for us at the US Nats. I do not intend to go to all that trouble for the Barton B. The Irvine has a nice small venture with loads of suction and a regular uniflow tank will work just fine. Don't take my word for it, Gordon Isles spent ages making a chicken hopper tank for his beautiful new model, only to find that it would only run the cell out. He rushed home and spent half the night making a regular uniflow tank and came back the next day with a 34 lapper. I also remember Malcolm Ross telling me that in his Dalesman days, he used a uniflow tank with great reliability.

Its only the Enya with it's great big front intake that needs the help of the chicken hopper, that's partly why we went with the standard unmodified venturi rule for Barton B, the Irvine should work with almost any tank set up. Barton B is an "all comers" event designed to allow a broad entry and great looking models

that incorporate the KISS principle (Keep It Simple, Stupid!) I have included some other e mails on this subject elsewhere.

I heard that the second Barton B event held at the Bash earlier this month was an even greater success than last year, sixteen models and some exciting racing. The experts are still winning but the underdogs are snapping at their heels it seems. I do not have a detailed report or pictures unfortunately, but if someone has digital images please either e mail them to me at;

richard_hart@anadarko.com or post me a CD to;

2115 Gunwale Circle

Willis, Texas 77318 U.S.A.

In fact, if you have anything to contribute, hard copy or electronic, please let me have it. I want to do four editions this year if I can and I need your help to do it. Roger is back in harness doing more of his beautiful drawings and sending me copy.

I will be sending out membership reminders to all those who have not paid their dues for this year, I may have been a poor Newsletter editor but you have all been having fun nevertheless with plenty of Vintage meetings during 2004 and 2005 promises more of the same. We need everyone's support to keep the movement healthy. I will send out this newsletter to everyone I have listed as being paid up plus the honorary and overseas members.

I was last in the UK for Christmas 2004 and Matthew and I went to the Barton Meeting between Christmas and New Year. We flew in Mini Goodyear and British Goodyear; it was just wonderful to finally get to fly on the Barton Circle, built by the determination of a dedicated band from the

Barton Club, with support from all over the country (including VTRSIG by the way) and under the stewardship of Ken Morrissey. Now it's done it's not obvious just how much went into it, but I know that it took an awful lot of hard work and effort sustained over many, many months from the planning to the realisation and I for one owe them all a debt of gratitude.

It has not all been work over here though, I have been flying, but because Matthew is now at University in Edinburgh, I do not have a regular pilot to fly team race. In any case being over here has been wonderful from the perspective of being able to pursue one of my other long held ambitions; to fly jet speed. There is still a band of stalwarts over here that fly regularly; they are bunched up in groups across the country; California, Florida, Texas and Indiana/Ohio. California is just too far to fly to, but I have flown up to Cincinnati, Dayton, Akron and St Louis, across to Jacksonville Florida and driven up to Dallas to compete. There is even one meeting a year here in Houston. All these locations, except Florida, have at least two good circles each and the local clubs take good care of them. I am a few years too late to see the original circles in Cleveland, Ohio. They disappeared as part of an industrial development 8 or 10 years ago I believe but there were five of them, fenced and with stands and pits. They must have been a sight for sore eyes!

Matthew set a senior jet record at the US Nats last year of 191.2mph and I managed almost 192mph in practice a couple of weeks ago. Breaking the 190 mph barrier is a challenge, I must say. There are a lot of variables, mostly with the weather.

The engines have been tuned to perform best when the temperature is in the 80's and the humidity is around 50-60%. Air pressure is also a factor. I keep track of every piece of data I can but as yet do not have a great correlation.

Up in Ohio for example, the models fly faster in the afternoon, almost without exception. Here in Texas they seem to do better before noon. After lunch the models just loose up to 10 mph and it's hard to understand why. I don't know whether it's the changing drag on the wire and model, or changing performance of the engine, or both.

We fly on a 33 thou monoline 70 feet long here in the US. In the UK we can fly on a 65foot 26 thou line so I am hoping that if the weather co-operates I can go fast at the UK Nationals this year.

Dick

BELOW: Ken Morrissey, Matthew and Dick Hart at the U.S. Nationals 2004



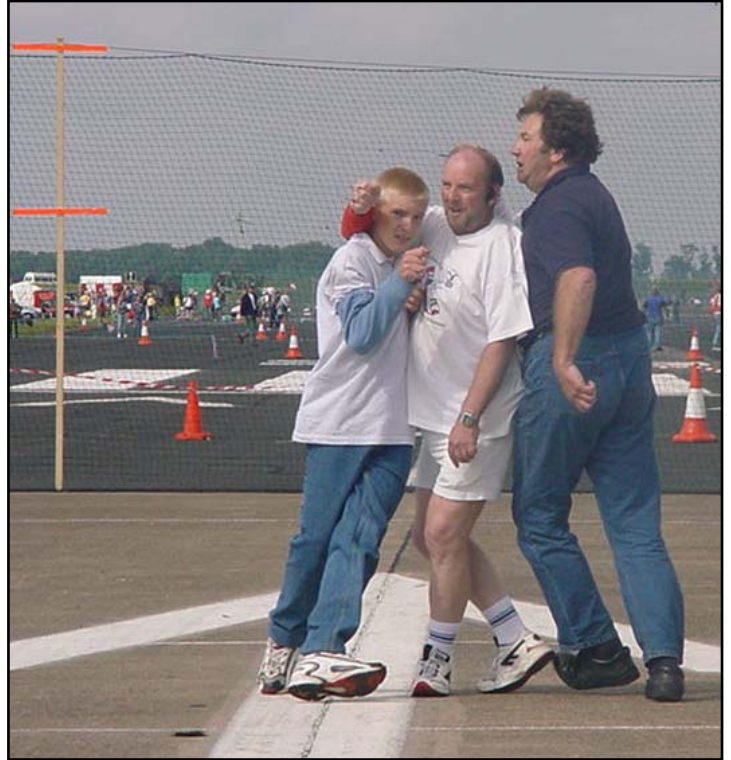
PHOTOS



TOP LEFT: John Ridley and Julio Isidro with their beautiful 'B' model also at the U.S. Nationals 2004

TOP RIGHT: Fitz (center) gives Matthew Hart (left) an early lesson in T/R pilot technique as they both navigate their way around Dick Miles (right) [NATS 2000]

BOTTOM RIGHT: Fast F2C action from Smith/Brown in Muncie at WC2004



VSTIG INDIVIDUAL RACE POINTS

Pilot	Blanton 15th/16th		May		South Bristol 20th June		Hucknall 4th July		Nationals 24th - 26th August	
	1/2A	A	B	1/2A	A	B	1/2A	A	B	
Coogood	8	13	4	3	4	5	4	4	11	7
Haywood	9	11		4	6		3	3	5	8
Isidoro	6	7	6						7	4
Andrews		5	2		5	4	1	2		2
Holmes	5	10	2				2	2		
Smith	10	8						3	8	
Green							5			6
Taylor	7								6	5
Flick		6								
Ross		9	5							
Bainbridge										
Green		12							0	3
Gough										
Bailey										
Andrews	0	0	0						2	
Green	4			1			1	2	2	
Larsson									3	
Blades									10	
Langworth									9	
Ferriman									4	1
Leaman					2					
Simon					1					
May										
Robjohn					3					
Morrell										
Whitehouse										
May					2					
Valiant						1				

VSTIG 2004 FINAL LEAGUE POSITIONS

		Total 1/2A	Total A	Total B	Overall Total
Pilot	Pitman				
Toogood	Ward	26	28	27	81
Haywood	Haywood	18	28	0	46
Isidro	Ridley	13	11	17	41
Andrews	Taylor	0	13	15	28
Holmes	Orchard	8	12	6	26
Smith	Bollen	18	8	0	26
Green	Long	0	11	12	23
Taylor	Yeldham	13			20
Flack	Springham	0	11	5	16
Ross	Court	0	9	5	14
Bainbridge	Orchard	0	3	10	13
Green	Gilbert	0	12	0	12
Gough	Myszka	0	0	12	12
Bailey	Pickles	3	0	8	11
Andrews	Mealing	10	0	0	10
Green	Newbold	10	0	0	10
Larsson	Gustafsson		0	0	9
Blades	Blades	4	1	4	9
Langworth	Bellamy	0	4	0	4
Perriam	Darke	0	2	2	4
Leeman	Blades	0	1	3	4
Simon	Winstanley	3	0	0	3
May	Mealing	0	3	0	3
Rabjohn	Perriam	0	0	3	3
Morrell	Newbold	2	0	0	2
Whitehouse	Watson	0		2	2
May	Bellamy	0	0	1	1
Valiant	Cooper		0		0

AN E-MAIL FROM JOHN MEALING**BRISTOL RATTERS**

On the flying field we've been trying OLIVER RAT. It's loosely based on Dave Clarkson's A Rat, powered by any Oliver Tiger, original or replica. Flown on vintage A lines (46-8 ?). Same laps and pit stops as British Goodyear. Originally the idea of the combat team, who wanted a class that all of us could fly in. It's gradually taking off.

December saw the first entry from the combat side of the club with Chris Coote pitting for Richard Evans *"They wiped the floor with us Team Racers. A minute faster - the shame."*
They had a huge speed advantage over my Copeman tuned Mk IV

Mick Lewis thinks the class has possibilities for the kids, an alternative to Mini Goodyear. At least the engine starts, but keeping a levelish playing field on the engine performance is a problem. *"I doubt if there is a standard Oliver anywhere in the country":*

In vintage A, Steve Blades and I have acquired Oliver replica's from Steve Rothwell, in an effort to go sub 4 min. I need to build a decent model for it - not my usual hack. In B we are still plodding on with the Enya's, but they are off the pace these days.

In an effort to prove complete insanity, I have bought a Masniak powered F2C from Chris baker for Tim and me to have a dabble. 19 for 10 should test Tim's skills.

Digby Perriam, Gordan May and myself are giving Vintage Speed a bash. I got 143mph out of my McCoy powered Dizzy Boy at Santerem. Fastest flight of the weekend and only 7th on handicap!

Need John Allcock to turn his attention to the lesser classes to bring the records up. I'm building a Mile Master for Proto Speed, powered by a Fox 29R, so I can fly a class with a more achievable record.

Thoughts of building a novice 40 model for my MWS pylon motor that I bought at the Nationals. Not sure I will have time to fly it though, the season looks full already.

(I have asked John for more information on the Berkley Ratter's rules and designs)

MINUTES OF 2004 AGM FROM YOUR SECRETARY

AGM OF VTRSIG HELD AT
THE FRANK F HARRISON SCHOOL WALSAL
28/11/04
MINUTES OF MEETING
MEETING STARTED AT 1:00 PM

1. APOLOGIES FOR ABSENCE RECEIVED FROM BARRY PICKLES /STUART ROBINSON/ BRIAN WIN STANLEY
2. MINUTES FROM 2003 NOT READ OUT BUT OK
3. CHAIRMAN'S REPORT

COMMENTS ABOUT BARTON B CLASS, SEEMED AS IF IT WAS GOING GOOD. APPEALED TO MEMBERS TO SUPPORT BRISTOL MEETING NEXT YEAR MORE AS THE VENUE IS ONE OF THE BEST AND THE ORGANISATION IS ONE OF THE BEST. MICK REPORTED ON THE PROBLEMS THAT HAVE AROSE FROM THE NATS. THE SPEED PEOPLE HAVE COMPLAINED THAT THE VINTAGE PERSONEL DID NOT HELP TO ERECT THE FLYING CAGE, IT WAS COMMENTED THAT IT WAS UNDER STOOD THAT CONTRACTORS WERE ERECTING THE CAGES,

MICK ALSO SAID THAT THE SPEED PEOPLE ARE INVESTIGATING THE POSSIBILITY OF DETATCHING THE SPEED NET AND PUTTING THE VINTAGE NET ONTO THE TEAMRACE CIRCLE NET AT THE OTHER END OF THE RUNWAY ALONG WITH THE OPEN CLASS TEAMRACE. MICK ALSO SAID THAT WE NEED TO INVESTIGATE THE FEASABILITY OF MAKING SOME FORM OF LAP COUNTER VISUAL DEVISE TO ALLOW THE PUBLIC TO SEE WHAT IS GOING ON.

4. SECRETARY REPORT

DENNIS COMMENTED THAT HE HAD VERY LITTLE TIME THIS YEAR EXCEPT TO SAY THAT HEALTH PROBLEMS WERE NOW HOPFULLY SORTED OUT.

DENNIS SAID THAT THE WEATHER HAD NOT BEEN TO KIND ON THIS YEAR AND A COUPLE OF MEETING WERE BLOWN AWAY AND ALSO THE NATS WERE NOT THAT GOOD WEATHER WISE.

THE NEW LINE LENGTH IN (A) RACE WAS WORKING GOOD AND THE RACES THIS YEAR WERE VERY CLOSE INDEED. WE THOUGHT THIS YEAR WE WOULD HAVE TO LOOK AT ½ A LINE LENGTH BUT THE RACING HAS BEEN OK AND WE FEEL NO NEED TO LOOK AT CHANGING THE LINE LENTH FOR NEXT YEAR. FINALLY CONGRATULATIONS GO TO THE HAYWARDS ON WINNING THE A RACE AT THE NATS THEY HAD WORKED VERY HARD TO WIN THE COVETED TROPHY.

CHAIMANS REPORT /TREASURER REPORT/SECRETARY REPORT / PASSED OK, PROPOSAL JOE MYSKA/
SECONDED J MEALING

5. **ELECTION OF OFFICERS**

ALL OFFICERS AGREED TO STAND AGAIN FOR 2005
PROPOSED /JOHN WYNN SECONDED ALEX DELGADO

2005 OFFICERS

Hon President—Dave Finch

Chairman—Mick Orchard

Secretary—Dennis Ward

Treasurer—Dick Hart

6. **ANY OTHER BUISNINESS**

MICK ORCHARD BROUGHT UP THE SUBJECT OF RULE BOOK PROBLEMS AND CLOSING SOME OF THE LOOP HOLES FOUND. FOR EXAMPLE, THE USING OF ORIGINAL CRANKCASE TO PRODUCE HYBRID MOTORS LOOP HOLES CLOSE BY MEETING AND PROPOSED BY J MEALING AND SECONDED BY ALEX DELGADO. MICK FORWARDED A MOTION TO ENABLE THE BUILDER TO CHANGE THE VERTICAL WING POSITION ON A MODEL, IE IF A MODEL DESIGN HAS NOW THE WING ON TOP OF THE ENGINE BEARER THEN THE BUILDER CAN NOW HAVE THE WING UNDERNEATH THE BEARER, THIS MAKES IT EASIER ON SOME DESIGNS TO GET A TANK IN, PLEASE NOTE THAT THE ORIGINAL PROFILE OF THE FUSALARGE HAS TO BE MAINTAINED.

RULE CHANGE PROPOSED BY JOHN WYNN

SECONDED BY ALEX DELGADO

VOTE TAKEN

MAJORITY VOTED FOR RULE CHANGE

RULE CHANGE APPROVED FOR NEXT YEAR

TERRY MCDONALD AGREED TO UP DATE APPROVED DESIGN LIST FOR AIRCRAFT

I HAVE COLLECTED MONEY FROM THE FOLLOWING PEOPLE.

NO.	NAME	AMOUNT
0205	BAINBRIDGE, DUNCAN	£7
9827	COOPER, GERALD	£3
0203	DELGADO, ALEX	£3
9822	FLACK, GARY	£3
0097	GRAINGER, STEVE	£3
9958	MEALING, JOHN	£3
9826	MYSKA, JOE	£3
0075	NEWBOLD, KEN	£3
9805	ORCHARD, MICK	£3
9958	PERRIAM, DMJ	£13, (10 FROM LAST YEAR)
9809	PICKLES, BARRY	£3
9811	RABJOHN, PETER	£13, (10 FROM LAST YEAR)
9810H	ROBINSON, STUART	£3
9821	SPRINGHAM, JIM	£3
0401	SYKES, IAN	£3
0108	TOOGOOD, TONY	£3
9819	WARD, DENNIS	£3
9831	WHITEHOUSE, DAVE	£3
9967	WYNN, JOHN	£3

JUST JOHN RIDLEY TO CHASE FOR £20 FROM LAST YEAR.

TOTAL COLLECTED WAS £84.

I PAID £28 FOR HIRE OF ROOM THAT KEITH GARBITT WILL GIVE ME A RECEIPT FOR, SO DICK WHAT DO YOU WANT ME TO DO WITH THE REST? IT WAS ALL IN CASH. SHALL I SEND YOU A CHEQUE?

ATTENDANCE WAS 18.

FROM YOUR TREASURER

Cash Book for the period ending :31/12/04

Income

Date	Description	Amount
1-Jan-03	Balance b/f	£249.90
16-Nov-04	subs & newsletter arrears (2@10)	£20.00
16-Nov-04	donations	£5.00
16-Nov-04	subs& newsletters (30@10)	£300.00

Total Income £574.90

Balance £574.90

There were no expenses in 2004.
We did purchase £500 of Barton Bonds.

TALK ABOUT BARTON B MOTORS

Subject: RE: Barton B motors

There has been a lot of correspondence on this issue and in order to clear it up I called Ken this evening, here is what was said; The point of this class is to allow an average C/L modeler to have a go at team racing with a model that has a real appearance and feel. The red Irvine 25 was chosen because It is British and available "over the counter". THAT IS CURRENT PRODUCTION. All these engines, irrespective of their designation (R/C, sport pylon or Barton B) HAVE IDENTICAL INTERNALS. All red case engines fitted with an Irvine red anodised venturi and needle valve assembly therefore meet the Barton B spec, PROVIDED THEY HAVE NOT BEEN ALTERED INTERNALLY. Externally it is permissible to machine the lugs on top for drop in mounting (the safest method). Provided a silencer can still be bolted to the motor using the factory mounting holes, then the exhaust stack may also be shortened. (Although a silencer is not currently required, or supplied with the engine; this provision was included in order to pre empt any future requirement for the use of a silencer as a result of changing noise regulations).

LONG STORY SHORT; RED CASE MOTOR, UNMODIFIED INTERNALS, FACTORY RED ANODISED VENTURI & NVA, CAN BE FITTED WITH A SILENCER; LEGAL

In concept this was to be an easy thing to organise because the current production engines started out with a red coating.

Unfortunately the Irvine Engine manufacturing facility is in the process of moving and getting re-established. No cases have been sent for coating since last autumn and 25's are unlikely to get sent again until this summer. Ken has supplied 15 current production motors without the red case but with the red venturi. These are identical in every way to the red case motors and all but the 4 he supplied at the Nats last year have been engraved. John Broadhead has one, Mike Perkins has two and Ken could not remember the fourth but he has it in his book.

SO, EXCEPT FOR THESE FOUR ENGINES ONLY PLAIN CASE IRVINE 25'S THAT ARE ENGRAVED BARTON B SPEC WITH THE SAME PROVISOS AS FOR THE R3ED CASE MOTORS, ARE LEGAL.

There is a predecessor motor to the current production Irvine 25, it has a plain case, a shorter and smaller exhaust, is out of production and is ILLEGAL.

All 40 or so of the Irvine 25's that Ken has supplied to date are identical, irrespective of their external appearance. Ken has kept a record of them all; they have all been dimensionally checked. Other red case engines with the right venturi may be legal, but they would need to have their internals dimensionally checked before they could be used in competition. WE WANT TO BE AS SURE AS WE CAN THAT ALL THE ENGINES USED COMPETITIVELY ARE IDENTICAL INTERNALLY. A supply of identical spare parts has been put to one side by Irvine and spares will be available at the Barton Bash this year.

What started as a simple concept has turned into something more complex, I suppose because it is in the very nature of competition for us all to look for the "racer's edge". If this were allowed to develop unchecked however, the idea of this class being open equally to all comers would be degraded, and that would be a shame.

Hope this clears up this issue...

Dick

BARTON B TEAM RACING

The control line technical committee have asked if Barton B will be run at the 2005 Nationals. Brian Winstanley has suggested the VTRSIG might oversee the running of an additional class.

Our Secretary has been in touch with Dick Hart and Dave Finch for their opinions, especially as an already full agenda of racing fills the three days of competition. Dick comments below:

-----Original Message-----

From: Hart, Richard

Subject: RE: BARTON B TR

From my perspective I think that this would be a good idea. Lord knows how we would fit it into the schedule at the Nats though.. Although I have been out of the UK Vintage scene for a couple of years, I do have a Barton B and do intend to return next year. As a "founder" member of the Barton B concept team the only thing I would say is; Barton B is meant to be a class that anyone can enter competitively. I spent quite a long time on the rules to give everyone a fair chance. I will not say equal chance because care with the model design and team practice also play their part, but the models look good, have a purposeful feel on the handle and the engines, fuel and props are standard. I spent a long time over figuring out the line lengths and thickness because remembering that this is an all comers event, safety has to be uppermost in everyone's mind. I guess shortening to 56 ft so that the event can be run safely at the more confined venues is OK provided the rotational speeds are sensible. I would always oppose going to the Vintage B thickness of 15 thou single strand though; 18 thou multi-strand is much, much safer, especially in wet weather.

Remember this event is not supposed to replace vintage B it's supposed to compliment it...if folks want to go balls out then build a vintage B, there are still loads of good Enya 29's and Merco29's around for about the same price as an Irvine 25..

Dick

-----Original Message-----

From: DENNIS WARD [<mailto:teamward@hotmail.com>]

Subject: Fw: BARTON B TR

hello boys what do you think of this

From: "patricia winstanley" <ivory@colenso2.fsnet.co.uk>

Subject: Fw: BARTON B TR

Would you care to comment would VTRSIG be better at overseeing this class

Brian

----- Original Message -----

From: john.whiteside1

Subject: FW: BARTON B TR

Hi Pat and Brian

Have a look at this and a think for the next Committee meeting 7/2/2005

Regards JCW

-----Original Message-----

From: Jo Halman [<mailto:jo@halman.f9.co.uk>]

Subject: BARTON B TR

Dear John

I have been asked by the CL Tech Committee to write to Barton Club and ask, firstly, if the Club would like to run Barton B at the 2005 British Nationals.

And, secondly, if Barton Club would be willing to allow Barton B to be run as a BMFA class with effect from January 2006. This means that the rules would be published in the BMFA rule book where the class rules would carry a full acknowledgement to the Barton Club.

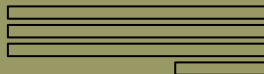
I would be grateful if you could acknowledge receipt of this email and also let me know when the next Barton Club Committee meeting is scheduled and whether these two requests would be discussed then.

Regards, Jo

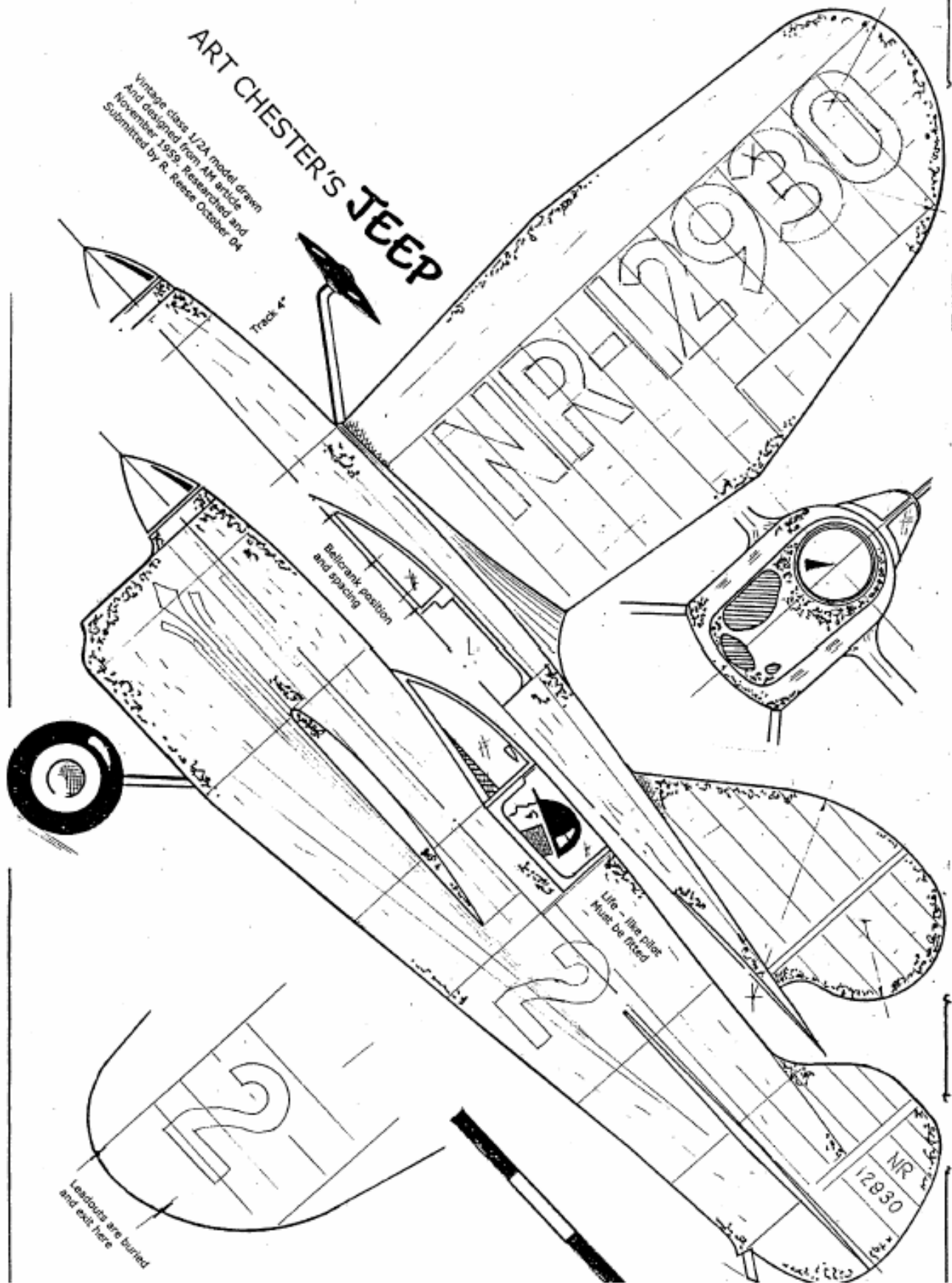
In this issue free 1/2A plan
of **ART CHESTER'S Jeep.**

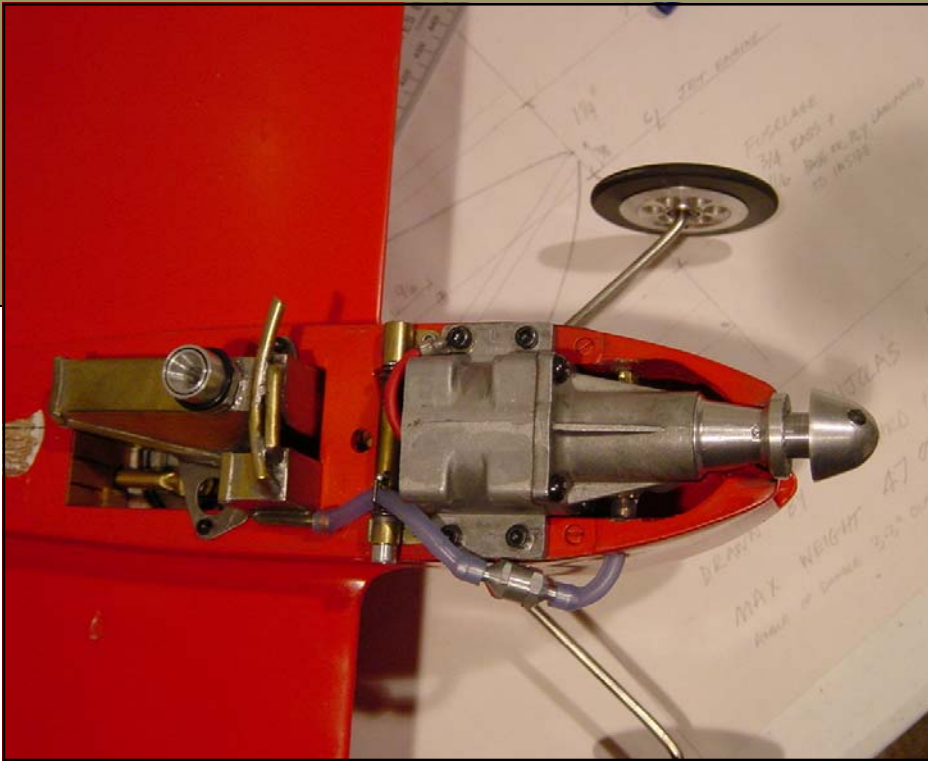
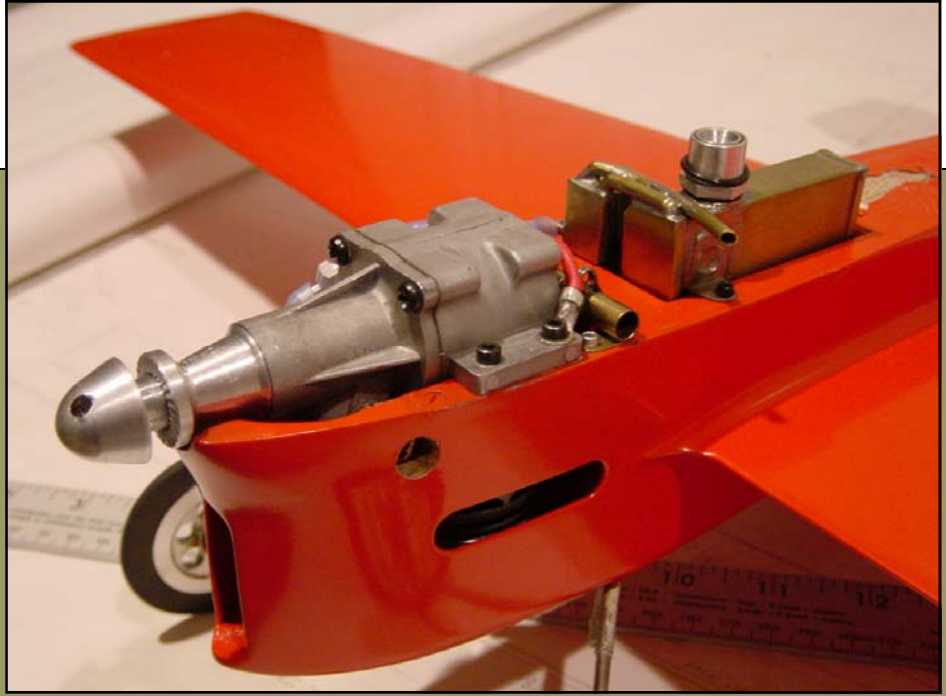
For full size drawing,
send

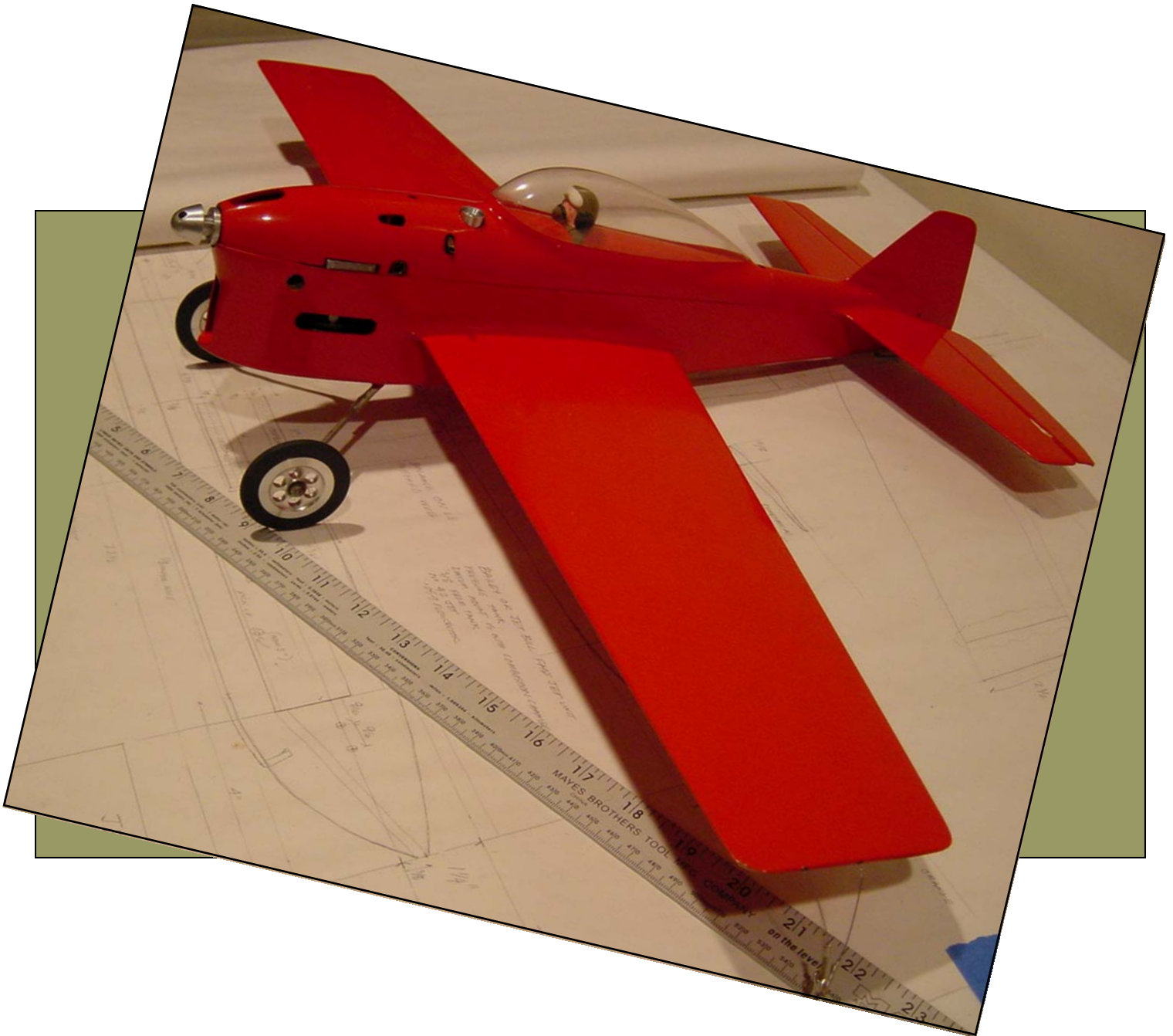
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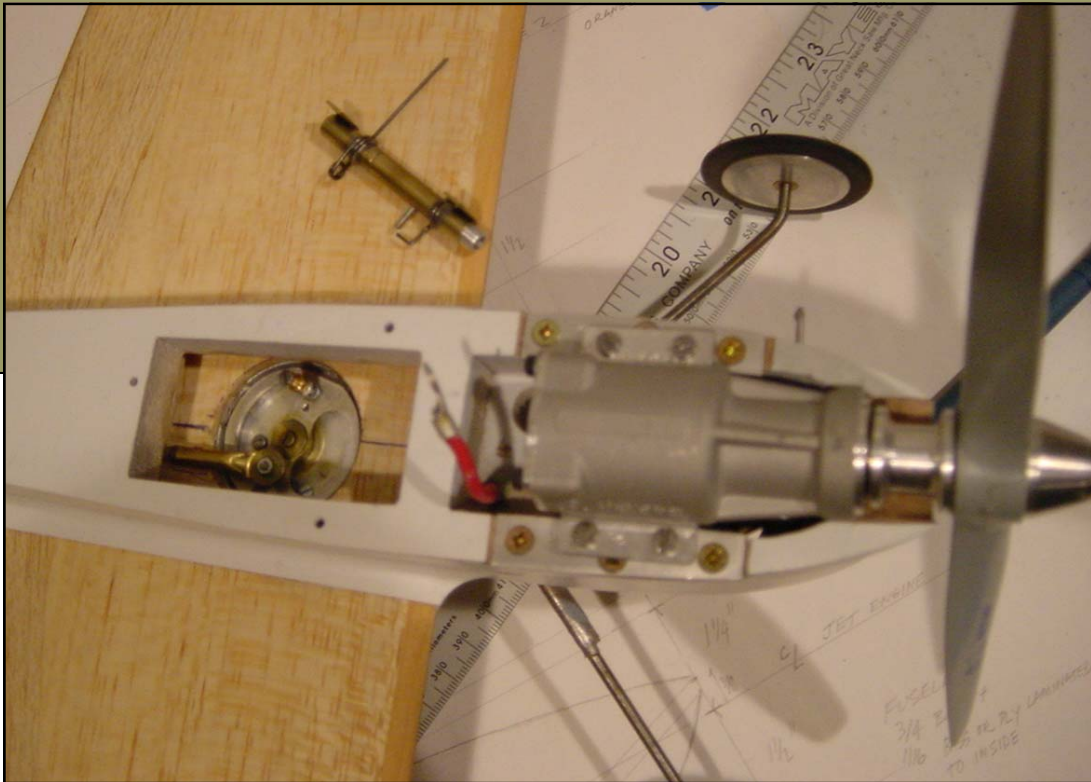
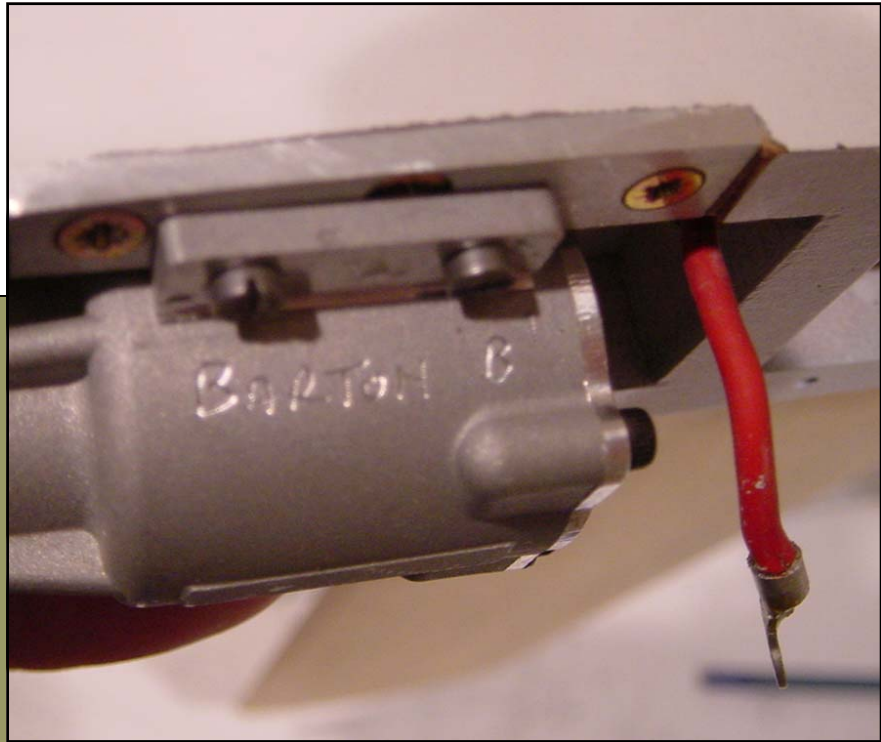
Roger Reese
25 Cavalier Drive
Balmoral Grange
Halesowen
B63 4SQ







Three views of the No. 11 that John Ridley made and that Matthew and Dick Hart flew at the U.S. Nationals in 2004. Over heating and a binding cowl prevented them from continuing beyond the first heat.





Three views of another No. 11 that is being prepared as a Barton B racer. You can clearly see the engraving on the crank case. The only plain case motors that are eligible are those with this engraving. (A part from the four motors that Ken Morrissey sold unengraved.)

2005 VTRSIG COMPETITION CALENDAR

2005 Competition Calendar

DATE	CLUB	LOCATION	CLASSES
20-Mar	Oaks	Oakington	1/2 A, A, B and Barton B
20-Mar	Barton	Barton	Barton B
17-Apr	Oaks	Oakington	1/2 A, A, B and Barton B
14 & 15 May	Barton	Barton	1/2 A, A, B and Barton B
27-May	Oaks	Oakington	1/2 A, A, B and Barton B
19-Jun	Peterborough	Peterborough	VTR 2000 +?
26-Jun	South Bristol	Berkeley	1/2 A, A, B and Barton B
3-Jul	Rolls-Royce	Hucknall	1/2 A, A, B and Barton B
17-Jul	Three Kings	Croydon	1/2 A & A
24-Jul	Oaks	Oakington	1/2 A, A, B and Barton B
7-Aug	Barton	Barton	1/2 A, A, B and Barton B
28 & 29 Aug	BMFA Nationals	Barkston Heath	1/2 A, A, B and Barton B
25-Sep	Oaks	Oakington	1/2 A, A, B and Barton B

Caption Competition:

What was Dick Roberts thinking? Send your answers to Dick Hart. Funniest caption will be printed in the next issue. See Dick Hart's address/e-mail on Page 3.



FROM THE CL TECHNICAL COMMITTEE

CL Speed & TR PROV Contest Calendar 2005						Generated: 25/01/05
Centralised						Amended 28/12/04 Jo
SpeedCom						Venue TBA
		C - black text = confirmed				Other Domestic
		P- red text = provisional				Foreign Competition
						30 weeks during 2005 from 17 April to 23 October
Team Selection Event						
F2A						
week			Date	Venue TR	Venue Speed	Notes: Aerobatics may need to change
13			27-Mar			
14			3-Apr			
15			10-Apr			
16	1	C	17-Apr	Barton	Oakington	Barton includes Aerobatics
17			24-Apr			
18	2	C	1-May	Oakington	Oakington	Includes Aerobatics
19			8-May			
20			15-May	Barton	X	Barton Bash
21	3	C	22-May	Oakington	Oakington	Oakington includes Aerobatics
22			29-May	Piennes		
23			5-Jun			
24	4	C	12-Jun	Oakington	Oakington	Aerobatics at Wharfdale
25			19-Jun	Peterborough		Cabbage Patch
26	5		26-Jun	TBA	TBA	Aerobatics Chiltern Cup
27			2-Jul			
28			9-Jul			
29			16-Jul	Euro champs	Euro champs	
30			23-Jul	Euro champs	Euro champs	Festival of Flight
31			30-Jul			
32	6		7-Aug	TBA	TBA	
32			14-Aug	Pepinster		
33			21-Aug			
34			27-Aug	Barkston		National Championships
35	7		28-Aug			
36			29-Aug			
37			4-Sep			
38	8		11-Sep	TBA	TBA	F2A-B-C Wcup @ Rouille
39			18-Sep	Dishforth		Northern Area Gala
40	9		25-Sep		Oakington	or Barton 02/10
41	10	P	2-Oct	Oakington - C	Barton - P	Pre entry by 27 august. Aerobatics confirmed.

10 x Speed with 17/04 only if Spring has decent weather

LETTER FROM STEVE ROTHWELL

I RECENTLY PURCHASED AN R250 FROM STEVE AND THIS LETTER WAS IN THE BOX. IT HAS A LOT OF INTERESTING AND RELEVANT INFORMATION. **DICK HART**



Tel. 02 9986 3745
 Fax. 02 9986 3743
 Email smrpl@smrpl.com.au
<http://www.smrpl.com.au>

ABN. 92 002 349 199 ACN. 002 349 199 Factory Post

SMR Pty. Ltd.
 3/17 Tepko Rd
 P.O. Box 476
 Terrey Hills N.S.W. 2084
 Australia

R250 owners

Don't play with the comp screw, the contra piston is an interference fit in the cylinder and is not lubricated after initial assembly, each time you move it it will wear a little, one day it will be loose and need replacing, try to delay that as long as possible.

As delivered compression is on the setting at which I tested the engine on a 7x6 APC, your flying setting on a 7x7 APC should be very close to this, I back off the comp about 1 tommy bar width for the first flight and adjust it tank by tank from there. In the entire life of an engine the comp screw should not need to be moved more than a couple of tommy bar widths, day to day flying session to flying session only ½ a bar width, I use a pair of square nose pliers when making adjustments in the model as it's much easier to make a tiny adjustment. In a racing model do not adjust the compression when the engine is running, you only want a very small adjustment and you can't be accurate enough unless it's stopped.

The needle needs to be cut to length and bent at the end, long needles are more easily damaged and will fatigue quicker as well, so try to get it so it's not too long and not too short, every model is different so I leave this to you.

The nylon needle bush has a larger chamfer on 1 end, assemble with this end in the nut facing away from the needle body.

Bench run cold start on about 3 turns and adjust from there. Lubricate the front bearing by pouring a few drops of fuel in the gap between the prop driver and crankcase each time you cold start.

While there is always room for improvement here are some tips for running your engine in Vintage A Team Racing.

It is no coincidence that the best times are most often set by small, neat, well built models. When all else is equal a smaller, lighter, cleaner model will be faster, every part contributes to the performance, so chose one of the smaller designs and build neat and light, pay close attention to the fits, alignments, balance and make sure that the controls are smooth and free. Slightly stiff or sticky controls make a bad handling model, they won't groove so at the very least you won't be able to take your eyes off it, and you may have to move the C of G forward which will usually slow the model.

Position the tank as far outboard as possible, this requires the needle to be set richer, I cold start without touching the needle, and you don't want to touch the comp, the engine warms up quickly, and has no tendency to stop on take offs.

Fit a shut-off, while they can't legally be used in a race, they make tuning much quicker and safer for the engine, and I wouldn't hesitate to use it in a race if I thought the situation was dangerous. I use one of the F2A tube crusher units on small 2mm bore tygon fuel tubing which has been warm-stretched to thin and soften it where the shut-off operates, they are cheap, reliable and light.

I use a full APC 7x7, no trimming, I only rub the edges with fine paper to reduce the finger cutting problem.

We have found cooling ducting of the following dimensions to work well;
Inlet - oval shaped 27mm high x 12mm wide with full radius top and bottom.
Outlet - rectangular 29mm high x 14mm wide
Flat floor clearing the head next to the comp screw by about 1/2mm
Close fitting around the fins with 0.3mm clearance all around.
5mm radius on corners where inlet and outlet duct meet cylinder area.

I have seen engines run well below potential in models where the cooling was only slightly different from these dimensions, and when the corrections were made the engine ran properly.

Fuel base.

Castor 20%

Ether 30%

Kerosene 50%

then add Isopropyl Nitrate 13-18mls per litre according to conditions.

The main factor in determining the IPN content is temperature. The engine will go fastest and furthest on the correct IPN for the day. Run winter fuel in summer and expect to lose 5 or 6 laps and ½ a second of speed as well, and summer fuel in winter will probably be worse.

Most of my experience is in an area which is close to sea level and usually fairly low humidity, you need to do your own testing but as a guide try the following;

above 30C	13-15mls per litre
25-30C	14-16mls
20-25C	15-17mls
15-20C	16-18mls

Less than 13mls doesn't seem to work, so you will just have to make the best of the conditions in hot weather.

I haven't any experience with colder conditions but it could well be that you can use more than 18mls when the temperature drops further.

Always measure the ingredients individually, do not measure them one on top of the other in your measuring cylinder, why, because you won't get the mixture you thought you were creating.

Castor molecules are large and widely spaced, there is room between them for some ether molecules, so much in fact that when I measured 18mls of castor and 32mls of ether and added them together the result was about 46mls of mixture not 50.

If you measure one and then pour the other on top till it comes up to the 50ml mark you have more of the second than you intended, whether the second ingredient be ether or oil you will have more than you wanted.

Also when you measure them individually you can take some out if you fill past the mark on the measuring cylinder, you will have more consistent fuel and that is important.

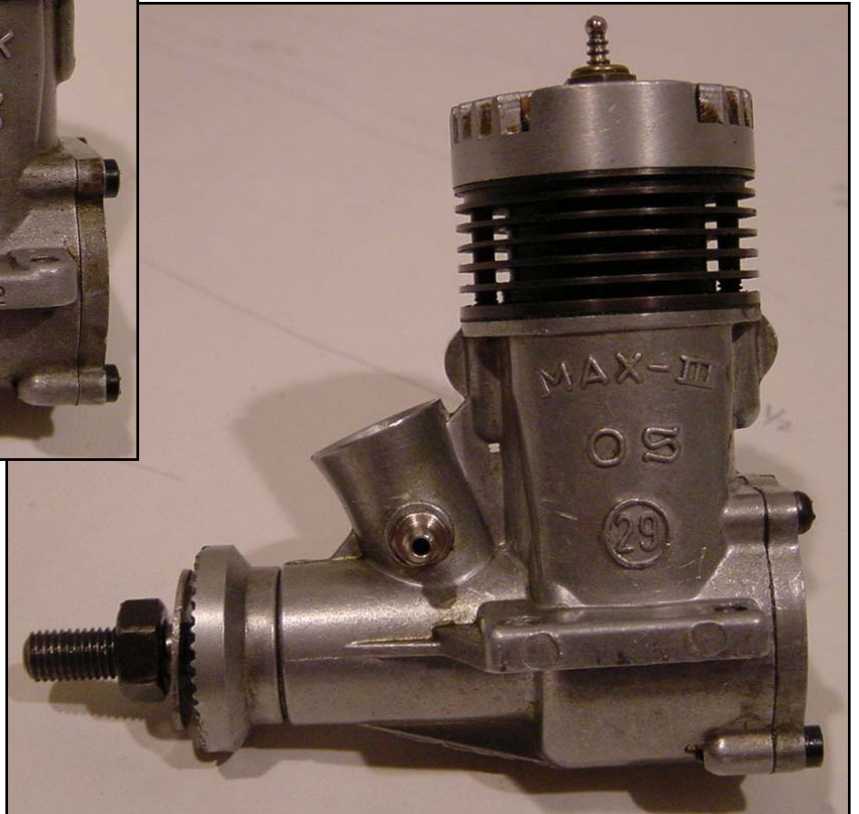
Finally be sure to replace your lines often, single strand wire work hardens quickly so don't get lazy, one day you'll have a failure and wish you'd changed them earlier, how often? Well everytime you damage them, everytime you notice a bend, everytime you wonder if you should change them. As a minimum I replace them every third flying session. How often should you change them? Just like how often should you back up your computer, how much can you afford to lose?

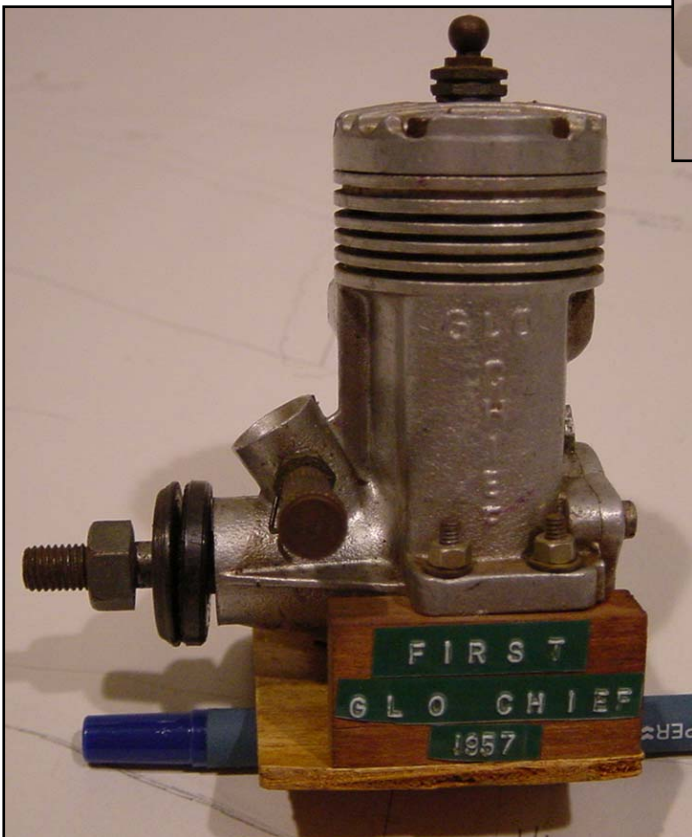
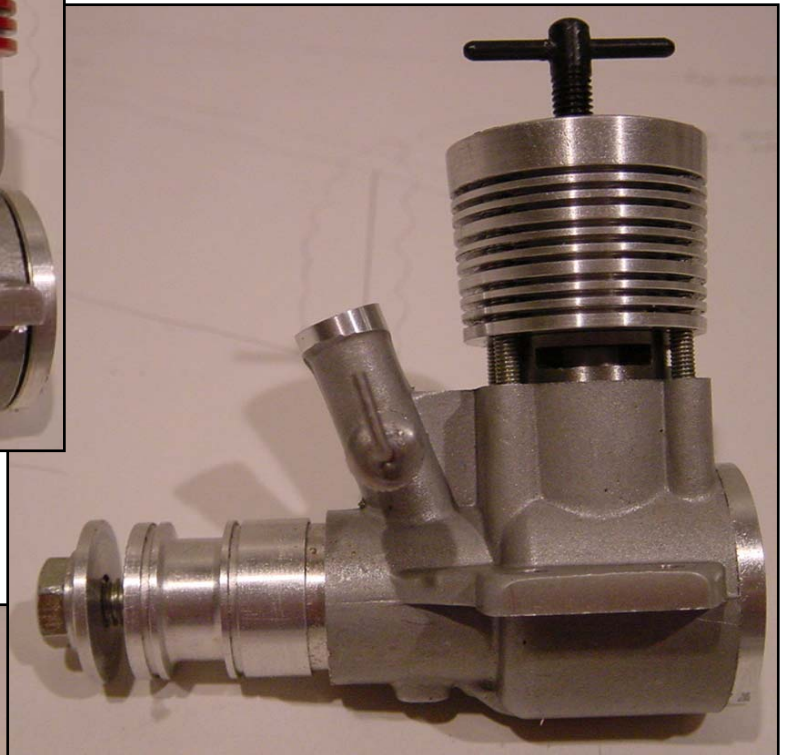
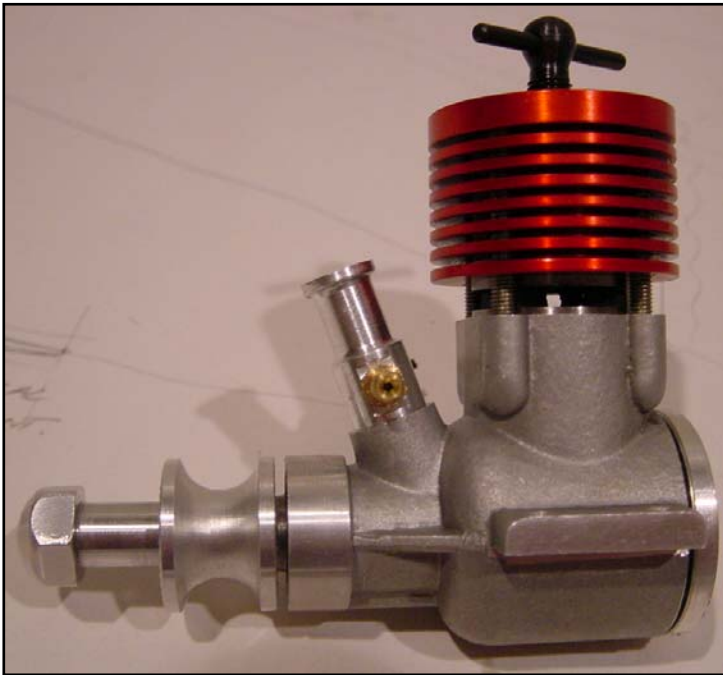
Good Luck,
Steve Rothwell

RIGHT: Steve Rothwell's fabulous R250 from down under

CENTRE: An early OS29 off eBay destined for Roger Reese

BOTTOM: A later OS29 also off eBay

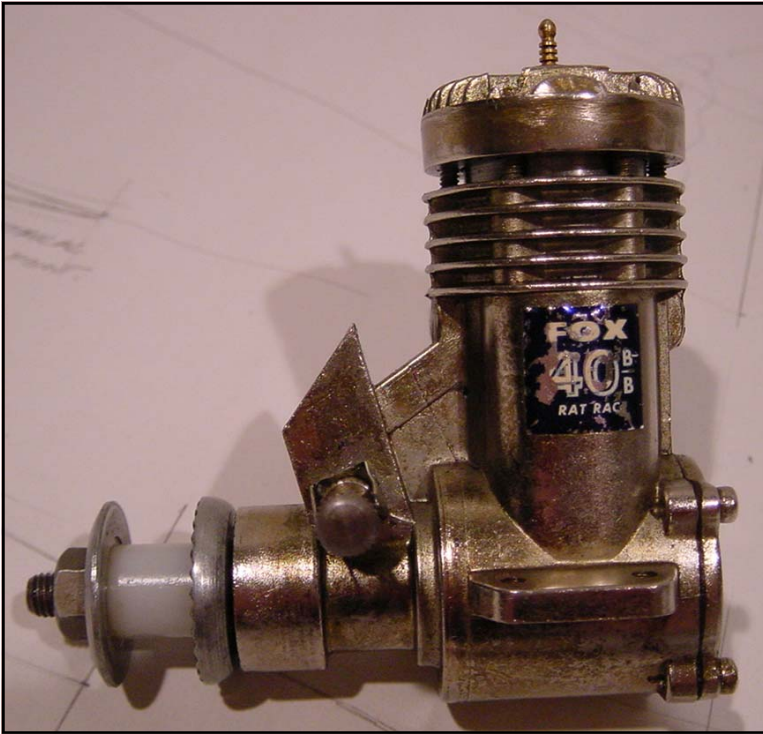




TOP: An unusual CS Mark III Oliver Tiger with a red anodized cylinder

CENTRE: A CS Rivers Silver Streak Mark I

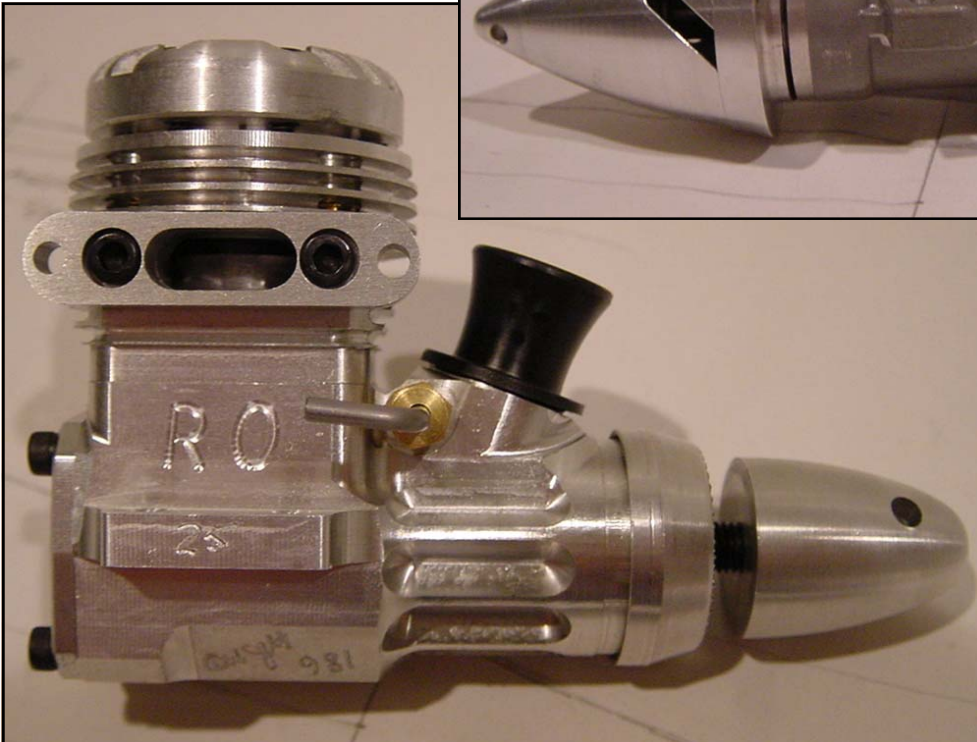
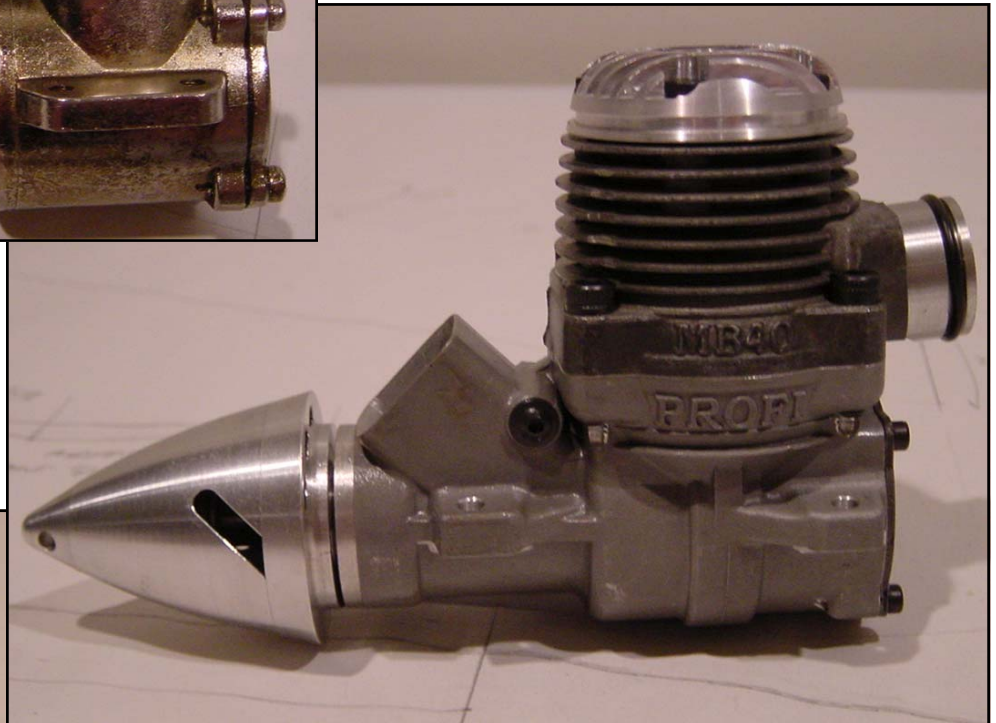
BOTTOM: A Glow Chief 29 I bought from the maker, Ivor F



TOP: A blast from the past, Fox 40 Rat Race

CENTRE: The mighty MB 40, currently the most powerful FAI pylon motor

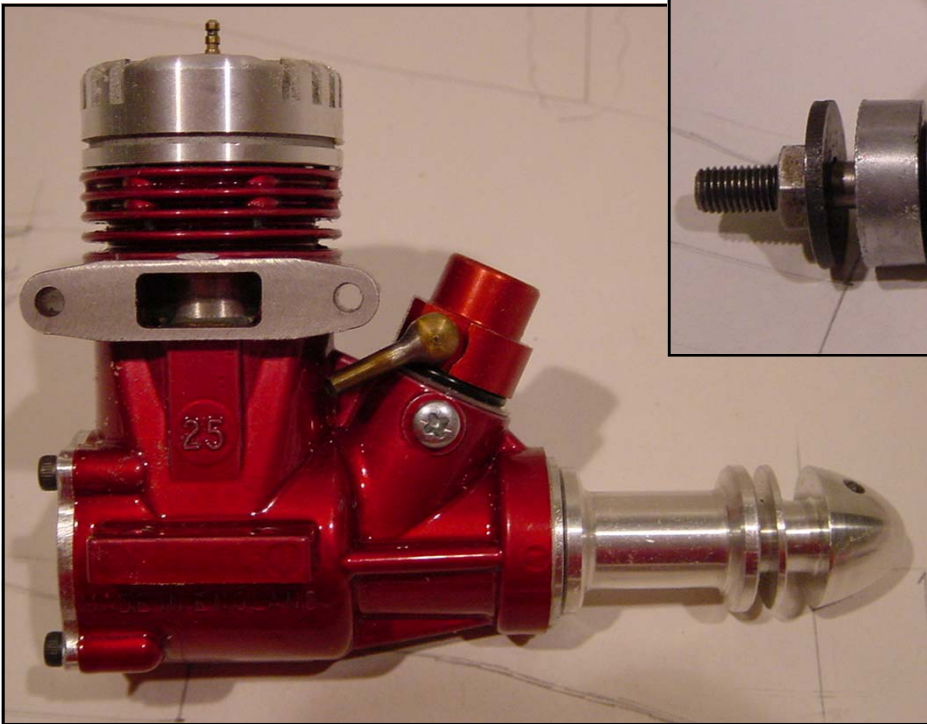
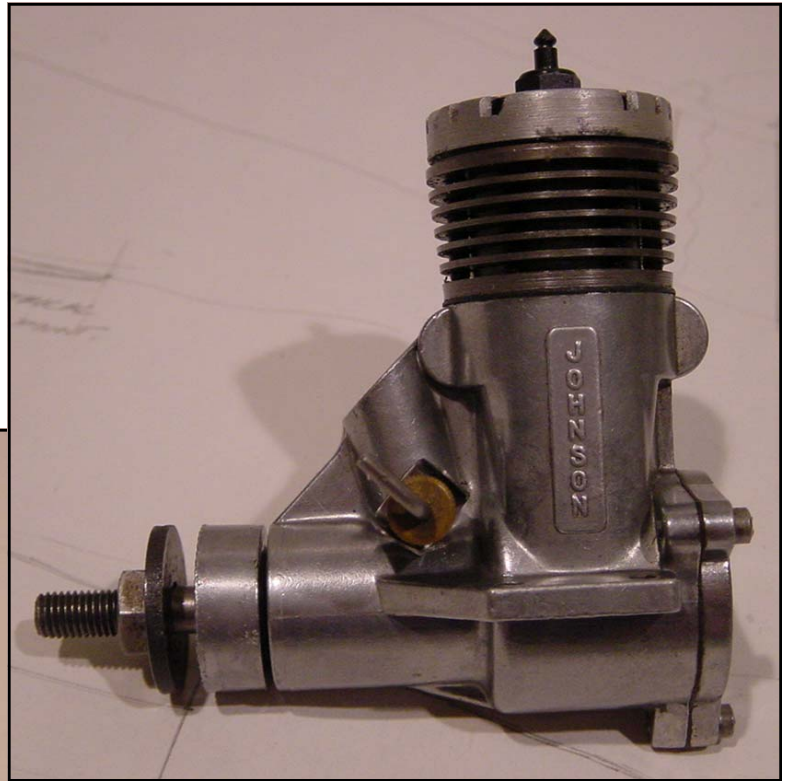
BOTTOM: Dubb Jett's immaculate bar stock 25



TOP: 1957 Johnson 29 R

CENTRE: My Barton B Irvine 25 with legal exhaust machining and prop shaft extension

BOTTOM: Stuart Robinson's prop shaft extension kit



BARTON BASH RESULTS 14TH-15TH MAY 2005**Tarmac Circle Racing****VINTAGE '1/2A' TEAM RACING (5 entries)**

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Smith/Bollen	4.15.1	4.26.3	9.32.1
2.	Toogood/Ward	4.31.0	83 laps	9.50.6
3.	Bainbridge/Orchard	4.30.0	34 laps	10.59.1
4.	Green/Long	4.55.3	5.02.3	
5.	Simon/Winstanley	7.03.8	5.26.5	

VINTAGE 'A' TEAM RACING (11 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Toogood/Ward	3.25.1	3.34.0	7.30.6
2.	Ross/Yeldham	Disq	3.47.2	7.37.4
3.	Fitzgerald/Court	3.47.5	4.00.2	8.04.5
4.	Smith/Bollen	4.01.2	3.49.9	
5.	Langw'ith/Broadh'd	3.58.4	4.26.5	
6.	Bainbridge/Orchard	4.56.0	4.03.9	
7.	Barker/Taylor	4.32.8	4.28.4	
8.	Green/Long	Disq	69 laps	
9.	Simon/Winstanley	Retd		
10.	May/Mealing	Retd		
11.	Flack/Springham	Retd		

VINTAGE 'B' TEAM RACING (8 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Green/Long	3.21.4	Retd	7.05.3
2.	Ross/Millar/Court	3.37.3	3.36.0	7.10.1
3.	Toogood/Ward/Toogd	3.36.7	3.21.9	7.21.0
4.	Fitzgerald/Taylor	3.48.2	74 laps	
5.	Bainbridge/Orchard	4.07.2	42 laps	
6.	Flack/Springham	4.33.2	4.28.1	
7.	Bailey/Pickles	Retd	5.01.6	
8.	May/Mealing	7.05.2	12 laps	

BARTON 'B' TEAM RACING (11 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Toogood/Ward/Toogd	3.24.0	DNF	7.06.3
2.	Barker/North/Moor	3.40.6	3.41.3	7.57.1
3.	Smith/Yeldham	3.47.1	3.33.7	8.57.2
4.	Bailey/Pickles	62 laps	3.48.8	
5.	Green/Long	4.09.1	3.59.2	
6.	Fitzgerald/Taylor	4.33.6	4.00.4	
7.	Ross/Tennent/Lloyd	5.14.4	4.06.4	
8.	Langworth/Broadhead	4.37.0	4.19.5	
9.	Walker/Peart	Retd		DNF
10.	May/Mealing	Scratch		-
11.	Alexander/Millar	Scratch		-

BRITISH GOODYEAR RACING (5 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Daglish/Worgan	4.28.2	4.29.6	9.07.7
2.	Barker/North	4.48.9	4.39.5	9.27.9
3.	Ross/Court	4.51.6	4.48.8	9.58.9
4.	Fry/Winstanley	6.45.7	35 laps	
5.	Eyre/Bellamy	Disq	7.26.4	

F2C - Nationale TEAM RACING

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2
1.	Barker/North	4.15.9	-
2.	Daglish/Worgan	Retd	

Grass Circle Racing and Speed

MINI-GOODYEAR RACING

Pos	Team	Time
1.	Broadhead/Langworth	9.48.8
2.	Daglish/Morrell	171 laps - Retired
3.	Eyre/Bellamy	138 laps - Disqualified

PHANTOM RACING

Pos	Team	Time
1.	Daglish/Lever	7.16.1
2.	Morrell/Waterland	7.39.2
3.	Fry/Winstanley	40 laps - Retired

CLUB SPEED

Pos	Pilot/Team	Speed
1.	Morrissey	94.35 mph
2.	Morrell/Daglish	93.14 mph
3.	Long	87.44 mph

Aerobatic Circles

VINTAGE & PEACEMAKER STUNT

VINTAGE			PEACEMAKER		
Pos	Pilot	Points	Pos	Pilot	Points
1.	G. Tennent	525	1.	B. Waterland	485
2.	J. Allcock	508	2.	J. Allcock	482
3.	G. Stevenson	460	3.	G. Church	465
4.	E. Hawthorn	458	4.	D. Underwood	436
5.	T. Lloyd	456	5.	N. Stewart	416
6.	J. Major	373	6.	G. Stevenson	416
7.	D. Saul	337	7.	B. Lever	407
8.	T. Hughes	Scr	8.	D. Goddard	291
9.	D. Underwood	Scr	9.	K. Powell	230
				T. Hughes	Scr

NOVICE STUNT

NOVICE STUNT		
Pos	Pilot	Points
1.	Ron Newbury	69
2.	Bob Phillips	50
3.	John Phillips	46
4.	Terry Baker	46





Jet speed flight sequence.

1. Fill the tank
2. Empty out the tail pipe
3. Start and release
4. 189 mph...!

Pilot — Tommy Brown

Pitman — Dick Hart

Pitman — Jet Bill Capinjola



VTR RULE CHANGES

Vintage Team Race Special Interest Group

Official modifications and amendments to VTR Rules as per BMFA Control Line Rule Book Two. Hand written changes in D.F.s copy

The following have all been proposed, passed and minuted at various VTR SIG AGM's.

4.3. 9. Vintage Team Racing Classes A and B.

4. 3. 9. 1. Objective. Addition.

All models must conform to the S.M.A.E rules published Dec.1957.

4.3.9.3. Model Details.

[b] Wings may be made solid in all cases but outline must remain as per plan.

[c] Fuselage may be made to take a drop in motor providing thrust line, wing and tail datum lines are as side view on plan.

[d] Lead outs must be a minimum of one inch apart at wingtip. Lead outs may be external if shown as internal on plan but not the other way round. Circular bellcranks are permitted.

[k] An effective engine shutoff is mandatory but must not be used in the race. Penalty is D Q at the discretion of the C D.

4.3.9.4. Engine Eligibility.

[d] Piston shape is not restricted. All replacement parts must start out as the same size, shape and material as the original manufacturer's and then the tuner can remove as much metal as he sees fit. Bearings can be bushed with non ferrous and liners chromed.

Peripheral jet carburettors are allowed.

4.3.9.7. Lines.

[b] For Class A read. Line length will be 49foot 5inches [15.0 meters]

4.3.9.8. Race distance.

Heats Class A 85 laps [5 miles]

Finals 170 laps [10] miles.

4.3.9.9. Race Conduct.

Models already on the ground at pitstops must avoid snagging gliding, overflying, landing competitors . Pit-crew must only release restarted model if no landing model is about to overfly. Any undertake at a pitstop is a DQ.

Dick Hart
2115 Gunwale Circle
Willis, Texas 77318
U.S.A.

Self adhesive decals available from Dick Hart for 50 pence each. SHARSTON decal proceeds go to the Barton Center for Control Line Excellence. VTRSIG decal proceeds go to the Vintage Team Race Special Interest Group.



Newsletter Editor – Roger Reese

Newsletter Publisher – Dick Hart

