

VINTAGE T/R NEWS

AUGUST 2006

INSIDE THIS ISSUE:

LETTER FROM THE EDITOR	2
LETTER FROM DICK HART	3
MODEL AVIATION PUBLISHED ARTICLE "CONTROL LINE SPEED"	5
CALENDAR OF EVENTS	7
PHOTOS	9
SCRAP BOX ARTICLE "REGENERATING QUICK ROTATIONALS"	11
VINTAGE TEAM RACE - OUR FUTURE	13
CONTROL LINE FLYING	16
TEAM RACE SCORES	17
PICTURES	18
ADDITIONAL TEAM RACE SCORES	19
THE WEAVER	21
PHOTO CATION COMPETITION	22
TEAM TALK	23

SPECIAL POINTS OF INTEREST:

- CHECK OUT THE HTTP: ADDRESS
- CAPTION COMPETITION



LETTER FROM YOUR EDITOR

With the new season upon us it is certain that this will be a year to remember. With a full league agenda the National Championships are to be looked forward to with anticipation. It promises to be a season packed full of close fast racing, no doubt records will be broken and flying incidents with abound - all part of our fascinating hobby.

At our AGM last November a proposal to allow 12 thou wire to be used for Vintage Class B for entries using a 3.5cc maximum motor was incorrectly technically supported, putting the safety factor beyond an acceptable limit. As the technical information given at the meeting was incorrect the proposal was rejected. I believe this was an injustice which has to be reversed. The facts are that the breaking strain is well within our safety limits and have been successfully used by our modern companions in modern B for many years.

To allow someone to have the opportunity to use a 3.5cc diesel in Vintage Class B and have the benefit of thinner control lines must be an option. Some teams find it hard to be the 'hare' and get a glow to work well enough to do the 22/23 secs for ten laps, but would prefer to be the 'tortoise' make fewer stops at a slower pace, this must be their option.

Surely this is exactly how the 'Racers' of the 30's competed and the original concept was in fact to emulate those lovely pylon racers.

Perhaps we should revisit the proposal again at one of our meetings and review our hastily made decision.

I for one would consider a lightweight .19cu on 12thou lines - just to see what happens.

Barton B seems to have gone from strength to strength and it is heartening to see beaming faces after a well supported competition. With a large number of entries anticipated and

varying degrees of competence, is it now time to 'seed' flyer's or have first division and second division teams?

I have heard that Barton is considering re-introducing 'Classic A' based loosely on Sam Skitts original draft which I typed and published, but like Barton B is to have a one make motor. I look forward to learning more so details can be published in the Vintage Team Race News.

Roger



New Contact Information

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LETTER FROM DICK HART

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USA

Well hello everyone, here we are in April already, I can't believe how fast the time is going these days. It seems that time accelerates as I get older, just wish I could get my racers to go that fast! The AGM last November was well attended, mostly the stalwarts of the movement and we are becoming a bunch of greybeards too. I still hope that the kids will get fed up with the virtuality of their Game Boys, X boxes, I Pods and all that and sooner or later want to land back in the real world with a bit of honest to goodness hands on competition. Trouble is, they probably see us lot as the last folks on earth they want to mix with for a bit of excitement! Ho, hum...

Dennis has produced the minutes of the AGM and they are included in this issue together with the balance sheet for 2005.

Matthew and I came up to the AGM from the SMAE AGM, presentations and dinner the previous evening. The Barton club came away with a number of trophies, all for speed. We had quite a good Nationals as you know in 2005, the weather was windy but warm and in the speed circle the first four Handicap places broke records in their respective classes.

Also at the VTRSIG AGM the Haywoods had DVD's of team race action for sale, proceeds in support of group I believe. I have not seen the list of what is available but if you contact Martin at 1 Queens Court, Draycott, Derby, DE72 3NP he and/or his son will fix you up

I also made it back to the UK for Christmas and the Barton "Cold

Turkey" meeting between Christmas and New Year was a great success. Lots of good racing, Barton B being especially well represented as you might imagine. Matthew and I did not do so well, we practiced with the white model but although it had the range and the speed, its handling in the air was unpredictable and we decided not to race. I am not really sure what the problem is, the CG is a bit far back but I added weight to the nose to correct that. On close inspection I think the tailplane might not be at zero incidence relative to the wing. I thought that the large elevators might be the culprit but I have watched the American rat racers fly with tons of movement so they can use the elevators as flaps to slow the model down at pitstops. Anyway, I will have to look at it more closely, just wish it was here with me rather than five thousand miles away!

In the event we flew Mini-Goodyear and British Goodyear and had a great time. Good to see Tony Eifflander's lad doing well as a pilot, More young blood, that's what we need to encourage.

Meanwhile back in Texas, I am still messing around with pulse jets. I was very much encouraged by the performance of the lightweight model I built for the UK Nats, its acceleration was something to behold! I decided to leave it in Scotland so I have built another and flew it for the first time yesterday at the Dallas meeting. I am pleased to say that it won at 190mph, a respectable speed this early in the season and with the weather still a little cool (77F!).

Matthew was over at Easter and we took time to go over to Schulenburg, Texas to visit the Stanzel Model Aircraft Museum and Family Foundation. You can

see from the photos that this is really a great little place for modellers, the AMA museum up in Muncie has more stuff, but this tells a story all of its own. Besides the main exhibition there is also the original wooden factory building where the Stanzel brothers started making solid scale models in the late thirties and also their grandparent's house arranged as it would have been in the late 19th/early 20th century. Victor and Joe Stanzel built their model business up until in the fifties they had over 100 employees and were about the largest business in the town. Victor was the creator and Joe was the practical man, they made a great team and produced a number of great kits in the late 40's and early 50's for control line and free flight. Monoline was invented here and Dale Kirn was their demonstration pilot for many years.

We were also lucky enough to be introduced to Ted Stanzel, a cousin of Joe and Victor and who now administers the Foundation. We met up in the large factory where production started in the late 40's and continued right up to 2001. In the mid 50's the company moved over to Ready to Fly models and all of the original moulds and plugs for the plastic injection moulding machines are still there and they are just wonderful pieces of woodcarving. There are also still a number of the development models the brothers were working on right up to the end. All in all a fascinating tour but the highlight was discovering that Ted still has a number of original late 40's to early 50's control line and free flight kits, all as originally packed and in their original boxes. He has run an ad or two in Model Aviation and there is also one in this newsletter for those of you that fancy contacting him. I have a couple of the kits, and to think they are over 50 years old; the quality of the engineering, the

drawings and the wood is all superb.

Elsewhere in this issue I took the trouble to type out the instructions and "story" behind the Australian Sesqui 1.5cc diesel made in 1982 by Ivor F and Gordon Burford. Ivor has his own particular style and very determined position on grammar and spelling so this is just as it came.

I also include a note from David Kinsella urging us to continue with the newsletter in hard copy and not to go all electronic. Just to be absolutely clear, it is not the intention to stop the hard copies, just to reduce their number. A lot of folks can receive their newsletters electronically and print it off for themselves. This saves enormously on postage and printing costs so all of you who can receive up to 5 MB as a pdf file, please let me know so that I can keep going. I know the newsletters are becoming more sporadic but I can only produce them when there is

enough news to work with and being so far away means I am a little out of touch with what is happening at the competitions. Please keep sending me your news and results, eventually they will get published.

Best regards,
Dick

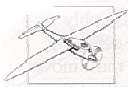


TOP: Bill Stanzel and Dick Hart

MIDDLE: The Stanzel Model Aircraft Museum

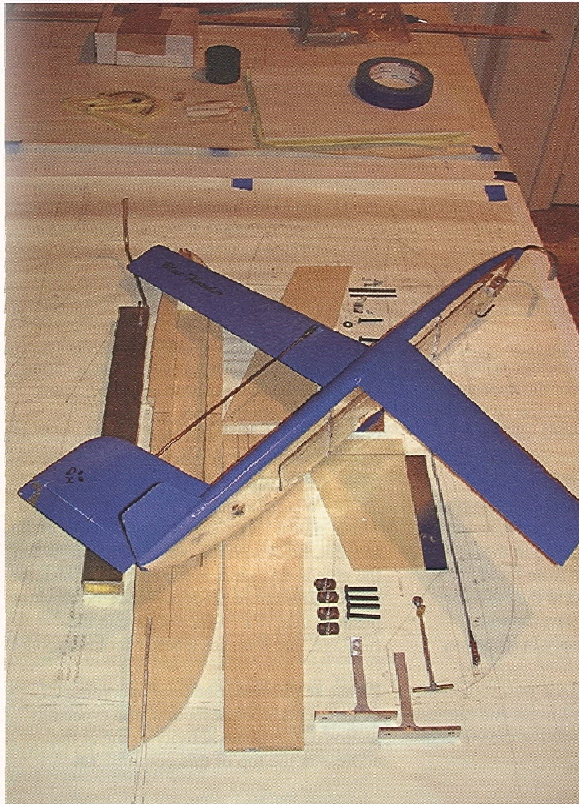
BOTTOM: Control Line Flying display in the Museum





Control Line Speed Dave Mark [Speedtimes@chartermi.net]

North American Speed Society model photos are now online



Blue Thunder—maybe the only model to have set four records in a 12-month period—sits atop a sample of the kit.



Completed pulse-jet engines attached to Bailey stainless-steel pipes.

I BRIEFLY

mentioned in a past column that the North American Speed Society (NASS) had started posting pictures of Speed models on an Internet site called Web Shots. There are now more than

750 photos posted that attempt to cover the many aspects of the Speed-flying competition events.

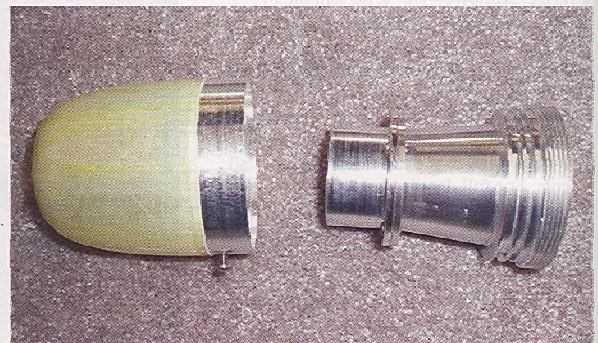
The pictures are organized by such categories as contest sites, the Nationals, and World Championships. There are sections showing the construction of models for a few events, and more details about model construction will be added in the future. You can find the photos at <http://community.webshots.com/user/clspeed>.

A message announcing the picture collection's existence was posted on a few aeromodeling-related Internet sites. To my amazement, by early March there were more than 15,500 viewings of the photos! The Speed pictures had the highest numbers for several days.

NASS plans to use this compilation to help spread information about Speed in an effort to recruit new participants and convert past Speed fliers into active contestants. A list of contests scheduled for the 2006 season is posted on the NASS Web site at www.clspeed.com.

The most popular spectator day at the Nationals for CL Speed events is Friday, when the D Speed and Jet events are flown. The speeds often exceed 190 mph and occasionally surpass the 200-mph mark. Many people find the loud roar of the Jet flights entertaining.

The excitement level will be raised to new heights this year, thanks to the efforts of Bill Capinjola ("Jet Bill") and Richard Hart. They have been working on a project that will make the Jet event much easier for anyone who has an interest in competing in it: a new Jet engine and a kit of an extremely successful model in which to fly the engine.



The custom head is pulled back from the streamlining cowl.

Also included in this column:

- A new Jet engine and Jet Speed model kit from Bill Capinjola and Richard Hart
- Summer Speed events

Bill returned to Speed flying in 1996 after a hiatus of a few years. He had always had a strong interest in Jet Speed. He is an experienced Speed flier and is a member of the NASS 200 MPH Club. Bill broke the 200-mph barrier in the D Speed event during the high-nitro days, but his true passion is Jet Speed.

Bill felt that his home-built Jet engine heads were progressing in power output, but he was unhappy with the sidewinder Jet model designs being used. They were difficult to trim for the smooth grooving flight that is necessary for high speeds.

In 2000 Bill noticed a new-design sidewinder flown by veteran Speed flier Glenn Lee. Glenn's design had the inboard wing built on the centerline of the model and engine. In 2001 at that year's Nats, Texan Mike Fiske used the same design layout on his successful model.

Bill became convinced that this was the way to go for the Jet event. He built several models, perfecting his interpretation of the three-level airplane design.

Then in the fall of 2001 West Coast Jet flier Len Waltemath set a Jet record of 200.37 mph. This caused an increase in flying-wire size to .033 diameter. The line change caused the records to be reset to zero.

The first contest Bill entered after the wire-size change was the Tangerine Cash Bash at Titusville, Florida, December 29-30, 2001. On the larger wire he set a record of 171.85 mph. This speed showed Bill that he needed a new model to adjust the layout to compensate for the increased drag caused by the large wire.

The next contest he entered was at Cincinnati, Ohio. There, on the first contest flight with his new model, he turned 190.00 for another record.

Next was the 2002 Nats. There Bill placed first and turned more than 193.00 for his third record of the year. Lenny Waltemath competed at this contest, but he was having trimming problems with his conventional sidewinder. Bill shared his airframe

technology with Lenny at that contest.

The last contest in the Midwest in 2002 was the Dayton Cash Bash in Ohio. There Bill's model, Blue Thunder, turned 197.00 mph for his fourth record set in a 12-month period. I do not know of any other Speed flier who has had such a string of accomplishments in a year's time.

It is a tribute to the model's design that this string of records was set with three different pilots. Gordon Kent flew at the Florida contest, Mike Coutts was the pilot at Cincinnati and Dayton, and Joey Mathison piloted at the Nats. They all said that the model flew so well that all they had to do was hold on.

Holding on is quite a job in itself. The pilots said that the pull while flying is heavy but manageable.

The largest trial of the pilot's ability is the pull test, which rules require the flier to perform. Open Jet models are pulled at 58 Gs, thus a 40-ounce model would pull at 140 pounds.

This pull can be approximately 75% of the pilot's weight! This is the reason for the pictures you may have seen in previous columns of pilots hunched over with their heels dug in, straining to make the pull amount.

Bill's engine and model have consistently turned in the 195.00-plus range, although the 200.00-mph mark in Jet remains elusive for him. This consistent performance has generated interest in his Jet head design and his model.

To fill this demand for high-performance equipment, Bill has begun producing engines using his head design and pipes from Bailey Machine Service. Bill tunes each engine for power output before it is offered for sale. The first of the factory engines was tested at the 2005 Dayton Cash Bash. After a few days of tweaking, it turned 198.38 mph Sunday afternoon.

Speed flier Richard Hart has teamed with Bill to produce a full kit of the model. Look at the accompanying pictures

and notice the clever use of aluminum brackets to mount the inboard wing and control unit.

In the photos the torque unit and brackets are not assembled, but in the kits they will come as an assembly that is already epoxied into the wing and pull-tested to 150 pounds. The fuselage will be predrilled to accept the brackets. A metal tank is included and is constructed exactly as are the tanks used in Bill's other copies of this fine design.

Using this model and engine, Richard placed second at the 2005 Nats. Then he returned to his home country—England—in August 2005 to enter the British Nationals. There he raised the British record from roughly 175.00 mph, where it had stood for years, to the mid-190.00-mph point.

Richard was thrilled to see that despite the big difference in weather, line length, and wire diameter, the model flew great once he found the correct metering Jet to get it started.

With a few changes Lenny Waltemath used this design layout to raise the Jet record to 204.93 mph. The quickest sport Jet in the US, which Jim Rhoades owns and Lenny constructed, was also built to the layout of Bill's design.

If you want further information about the engine or model, contact Bill Capinola at (330) 699-0577 or by E-mail at jetbill40@aol.com.

More than 20 Speed meets are scheduled for this summer. If you have an interest in this branch of modeling, attend one as a spectator or, even better, as a contestant. The full contest schedule is posted on the NASS Web site. Please give it a look. **MA**

Red Max Model Fuels
 Custom fuel blended fresh daily
1 (800) 742-8484
 Visit our website or call for more info/pricing
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 Tel (803) 222-7408
 Fax (803) 222-7285
 Email FHSoil@aol.com
 Web <http://members.aol.com/FHSoil>



Flying dates at Oakington for 2006:

26 March	VTR & Vintage Speed
16 April	VTR & Vintage Speed (Technical Area is not available) F2A All three events are on the main runway only
21 May	VTR & Vintage Speed
25 June	Reserve Date for F2C
06 August	VTR & Vintage Speed F2A, F2B, F2C
08 October	F2A, F2B, F2C
15 October	VTR & Vintage Speed Reserve Date for F2A, F2B, F2C

Dates that we will NOT have full access to Oakington areas follows:

5 March	Technical Area: no access; runway: OK
19 March	Technical Area: no access; runway: OK
7 May	Car Rally: no access at all for the whole day
11 June	Autocross on grass: Technical Area available for CL
17 June	Car on runway 16.00 onwards only
8/9 July	Autocross on grass: Technical Area available for CL
10 September	Car Rally: no access at all for the whole day
22 October	Car Rally: no access at all for the whole day

I have managed to do a deal with Stephen Wright the tenant of Oakington for **Radio Control** flying to be added to the Control Line and Free Flight availability at the Airfield. The combined fee will be £35.00 per annum. If anyone wants to fly only CL and FF, the fee will remain at £25.00 pa.

All members must belong to the BMFA so that they are covered by the BMFA insurance and rules. The membership and renewal forms and cards will be amended by Jo Halman to include Radio Flying.

Members will be expected to give consideration to all other flying disciplines at all times so that we can avoid any upsets with each other. I am sure that we can all enjoy the use of Oakington for as long as we have use of the field.

Frequencies will be administered on the field by using pegboards or talking to all other flyers before switching on.

Common sense must prevail.

For new membership, please contact:

OAKS Admin
 Mrs Jo Halman
 Langley House
 21 Polegate
 Luton
 Bedfordshire
 LU2 8AJ
 Telephone/Facsimile 01582 424398 (ADSL)
 Email: jo@halman.f9.co.uk

Please contact me if you have any questions or require other information:

John Wynn
 1a Willingham Road
 Over
 Cambridge CB4 5PD
 Tel 01954 230404 Mobile 07718 214632



Dear Dick
 No 3 a great success! Just arrived in perfect condition, of course.
 Re Gordon's TR book (-pages 21 & 22), lots of info but - where does
 it come from?! Feel Gordon should fine his agency at once! Chum
 Dean's "henscrafter" & "Vision Express" but the mark due to last
 publicity. A great review but how/where/when do you order it? Cost?
 Please send a couple of stickers of each as back page of mag. How
 do I pay? Have sent £10 subs, of course. Bucks, cash, cheque?
 Because I am involved in many areas I have no computer, no
 telephone, no fax, nothing, so I would prefer my mag to come as it
 comes now. No mobile either. E-mails would never get read.
 XMas^{card} should have arrived. All the best to you and family
 for 2006. Again, No 3 is top of the tree! Well done!

All the best
 David K.

BARTON 2005 CHRISTMAS MEETING

Bottom: The Mini Goodyear "Paddock" area

Top Right: Ken Morrissey and Matthew Hart

Top Left: Mike North launches a Mini Goodyear



Top Left: Winners of British Goodyear - Tony and Chris Eifflander

Top Right: Malcom Ross

Bottom Left: L/R Ken Morrissey, Dick Hart, Peter Halman and Gordon Isles. 2005 AGM and Prize giving

Bottom Right: Derek Heaton and his Barton B Model



SCRAP BOX ARTICLE

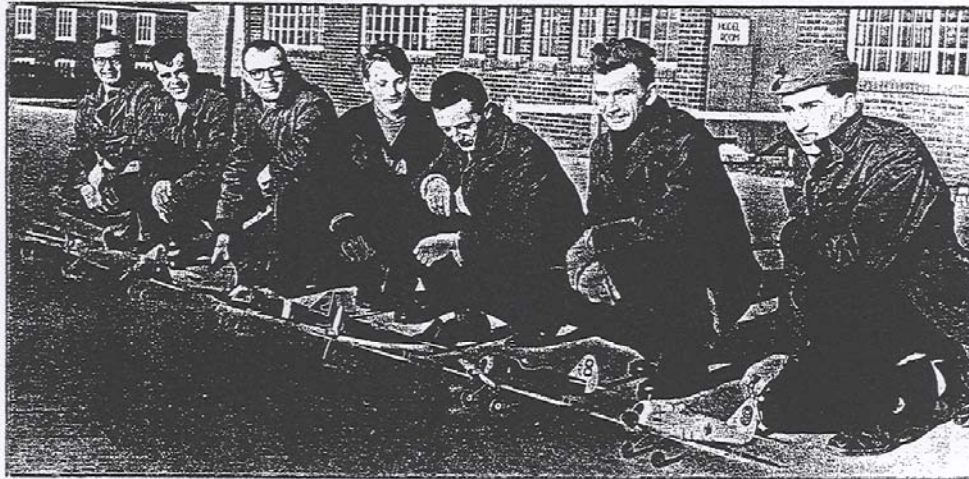
REGENERATING QUICK ROTATIONALS

THIS PIECE / SCRAP
AGES OLD! / BOX

David Kinsella

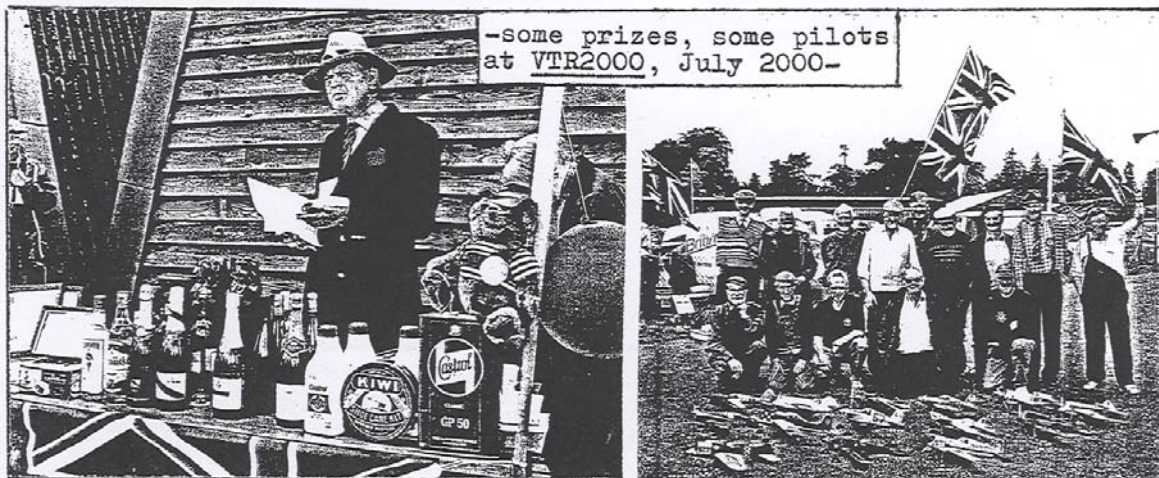
By the time this is read by the gentlemen (and ladies!) of VTRSIG my collection of repro Vintage Team Racers should have reached the ~~12~~ ^{NO} dozen or so, pressing on to a planned fifteen or even more! So far in all respects the results have been sensational and most pleasing to ¹⁵ the eye - and ear. As well as a wide range of colours, motors, decals and designs the outer wing of each carries a True Brit name: BULLDOG ^{10 MC} DRUMMOND, PAUL TEMPLE and SIR STIRLING MOSS in bold lettering too. ^{TD}

Pinto's go! Below are the pilots of 1A Veron Pinto Team Racers fielded by RAF Boscombe Down Model Aircraft Club and Larkhill MAC. It's December 17 1961 and soon these Phil Smith designed racers will be tearing around at some 70mph in the crisp morning air. Luckily I have one of the Pinto kits, quite untouched, an early example of quick-build pre fabbing at its best. All Phil's racers were great winners, the large tail fin and rudder a notable feature. Engines here would have been 1 1/2 cc diesels from Oliver, ED, Elfin and Allbon.



Getting a complete kit a full forty to forty-five years old may not be easy but full plans for the Pinto are just a call away these days due to the services of Phil Smith (32 Verwood Crescent, Bournemouth BH6 4 JE), Terry McDonald (01332 510150) and others of SAM 35 and SAM 1066.

VTR2000 held in July 2000 saw a number of VTRs in action, some from the good old days, others built new to old plans. It was a fine mix and



the enthusiasm that weekend was huge. Famous names wished us well.

Dear Dick & Roger

13 SYCAMORE ROAD, WEST SIDE COMMON
WIMBLEDON SW19 4TR

13/4/06

Further to my recent note (last mag, N°3 November) a letter from a VTR flyer up north says the VTRSIG mag is available - but only via computer! I belong to many clubs here and overseas but none issue their mag this way. It must have been discussed but shelved as not popular. If I had the time to mess with computers at home I would not mind but I'm always on the move in London (2am, just home and off at 5.30) and need stuff bound and ready to read and file - it has to be. I'll be taking on a 4th job soon so guess time in homes will be less. Do give us a proper mag!!
all the best David

VINTAGE TEAM RACING - OUR FUTURE

It appears that VTR has now eclipsed with numbers making the effort to turn up at these prestigious meets dropping alarmingly.

It is such a shame that England playing in the world cup and the Canadian Grand Prix (Sunday 25th June) coincided with probably one of the last times when The South Bristol Club have the use of the wonderful social club at their disposal due in part to subsidies being cut in the near future.

We are losing our much-loved venues in part due to the **lack of support that we the members of this very elite organisation are giving.**

Please can we support our league venues by turning up - even better with a model to race for if we continue with this low attendance level, the hard working organisers will just not want to bother and those who have not supported will probably be the ones who complain the loudest.

VINTAGE A & CLASSIC B T/R AT '06 OZ NATS

VINTAGE A at the 59th Nats in South Australia was a memorable event. It proved once again that the Hugh Simons / Grant Potter combination are the hottest team in land right now. Not only in Vintage, where they set a new Australian record of 6.34.01 the previous week at the Vic State Champs, but also in the Formula 1 equivalent in control line racing, F2C. The 3.07.67 they recorded in the Nats at Monarto easily beat the old 2004 World Record by Pascal Surugue of France of 3.09.6. However, they will need to find something extra to top the amazingly quick current F2C heat record of 3.04.3 by Valeriy Kramarenko & Yuriy Chayka of the Ukraine, flown on the 18th July, 2005.

With the Nationals being held a week after Easter in a non-holiday period, the entries were never going to break any records. It seems only a few years ago that around 20 team entries were the regular thing in Vintage A at a Nationals. With competitive motors slowly but surely becoming available, the next Nats at Albury will definitely be a big one. I'd be booking accommodation now!

Perhaps it's time to think about holding the Nats at a central location each year like they do in England at Barkston Heath. Albury would be a good bet, but this is a huge country and the large group of modellers in Queensland and more particularly Western Australia would no doubt have something to say... To drive from Perth to Brisbane and back again would be over 8,600 kilometres!

Vintage A line length is also an interesting issue. It looks like Australia will go to the FAI length of 52' 2 1/2" some time soon. NSW have also announced they will fly their State Champs on the longer lengths. It would be nice if the Brits and the Aussies could settle on the same length so that once again we could directly compare our race times.

There were just 9 teams entered with Bertina / Thompson not making the line pits at the Murray Bridge Showground. Temperature was around 19 and overcast. Light drizzle fell just before practice. Wilson / Ellins and Hallowell / Baddock were both using 1.5 IPN fuel mix. Although Steve Rothwell couldn't make it, he was represented by his engines. Much was expected of the teams with the superb R250's Oliver Tiger replicas up front. They didn't disappoint.

Graeme Wilson and Mark Ellins had the Olympian fired up and posted a stunning 3.17.80 in round one. It was the best ever heat time for that well credentialed pair and will be a State record. Both have been hoping for a time like that since Vintage A racing began in Australia on the grass at Moorabbin Airport in October, 1988... Scary thing is Mark would expect there's the best part of 10 seconds to lop from that time in the next year or two!

Paul Stein and Rob Fitzgerald were again full of promise with plenty of laps and speed. However, on this day it was simply not to be as the Olympian refused to behave on takeoff and landing with nose overs a real problem. When the final was run, this dynamic duo had to be content with watching the action from the sidelines. Paul has since obtained a plan for a Dimpled Dumpling and may be building up a lightweight special for Albury. Let's hope it's painted in the familiar 'battleship grey' so we can know who owns it from a distance...

Hallowell / Baddock were the defending champs and now had a new and faster Dimpled Dumpling, replacing the trusty Voodoo V that got home first at the last Nats in Richmond. The D.D. Didn't Disappoint and a first round 3.20.5 gave a strong chance of making the final three.

The Dimple Dumpling (built from the older plan) of Grant Potter had been superbly constructed by Master Builder Ray Harvey. Could that be why it's so fast? It was again performing like a winner, with former World Junior Speed Champion Hugh Simons spot on with his landings. However, they didn't have it all their own way. With only the 3rd quickest heat time, the lads would admit to holding their breath as Fitzy & Paul returned a less than perfect second round of 3.26. After that, the top 3 qualifiers elected to drop out of Round 2 and save their energy and equipment for the 180 lap final.

Like the State Champs the previous week, the final was again an R250 fest with 2 Dimpled Dumplings and an Olympian. Keith Baddock had the best start and gave his team an early lead, setting up a pass on Hugh and Grant. There was nothing between any of the R250's which were all swinging APC 7 x 7 props.

The race was decided by where the models cut and how long the glide had to be. H/B's first cut was spot on for a fast stop. The next two were on the wrong side and had a long glide. W/E had 3 poor engine cuts and S/P had 3 good ones.

Speeds were more or less identical. Over the 180 lap distance there was absolutely nothing in it! In the end, none of the pilots knew who had won. It was that close. Laps were generally down on the day. H/B only just scraped in with Keith leaning the needle for the last tank a touch more compression. Thanks to careful operation this R250 has never even sounded like it might go hard. Keith thinks our engine will take a touch more compression. Thanks to careful operation this R250 has never even sounded like it might go hard.

All in all, it was the fastest Nats final yet and probably the cleanest and best race I have ever flown in! And I can go back to flying around a 44 gallon drum at Albert Park in the late fifties... It was well deserved victory to NSW. Simons / Potter's winning time was 6.49.5 with the other two Victorian teams just scant seconds behind.

Vintage A			Round 1	Round 2	Final
1	Simons	Potter	3:23.4	DNS	6:49.5
2	Hallowell	Baddock	3:20.5	DNS	6:54.0
3	G Wilson	Ellins	3:17.8	DNS	6:58.2
4	Fitzgerald	Stein	3:30.3	3:26.9	
5	M Wilson	Smith	3:59.7	3:49.4	
6	Fry	A Taylor	4:20.8	DNF	
7	Letchford	Nolan	DNF	4:32.2	
8	Bellis	Gannon	DNF	4:53.0	

CLASSIC B T/R was on next day and a small but dedicated bunch of team race enthusiasts were back for a crack at a B class trophy. This is an event with great history in Australia. The Advertiser Trophy with the best teams from each State was the highlight of a Nationals back in the sixties. That was at a time when up to 50 teams would fight out a Championship. Great days indeed!

Entries were again low with not a single person from Qld or NSW on the start line. Again, it's a very big country with the tyranny of distance affecting a relatively small modeling population... No doubt numbers will be up at the more central Albury Nats at the year's end.

On with the racing and Graeme Wilson and Mark Ellins were giving the Double Dice one of it's last outings before the replacement Rocket Graeme is building finally takes over. They took a big chance when they elected to sit on their first round time of 3.20. The gamble didn't pay off... and it was time keeping duties this time. Maybe just as well for the eventual winners as this team would have done the 140 laps with one less stop. Could have made it interesting!

Lance Smith had 'son of a gun' Murray Wilson as his handle grabber. Murray was in fine form at these Nats with a spectacular win in F2D. Mark these words, Murray will one day fly F2D & F2C at the World Champs and do his country proud. Their scintillating second round 3.16.1 was a PB time and would have made the last three at most contests in Australia. Lance has an interesting experiment to try (trust a scientist to want to experiment) when he gets back to Melbourne. He has put a Davis Diesel head on one of his LA 25's. He hopes to have a very fast Classic B with lots and lots of laps!

Bob Fry and Alasdair Taylor had a 'steelie' OS 25 that probably needed many more hours running than it was possible to give! So despite having fast starts and a quick model, the motor just wouldn't give the necessary revs in the air to keep up with its ABN cousins... It was great to see them competing and gaining experience in this easy to fly event. Next time they'll do more than make up numbers... They also had a Crescendo with a replica ETA 29V1c. Unfortunately these motors are not on the pace demanded for this racing class.

An interesting new PB motor has now come on the market. It's the Brodak 25 and features AAC technology. That's an aluminum piston running in a chrome plated aluminum liner. Although primarily designed as a control line stunt motor, it may well respond to racing mods. It weighs just 5.4 oz which is a LOT less than an Irvine 25!

VINTAGE A & CLASSIC B T/R AT '06 OZ NATS (CONTINUED)

Fellow West Aussies, Hans Bertina and Ian Thompson had the familiar Thornley Thunderbolt wound up to put a workman like 3.17 next to their names in the CD's book. This beautifully built 19 oz lightweight special was debuted at the first Albury Nats and has been racing continually since that time. A new model is now being built.

John Hallowell and Keith Baddock had Paul Stein working the battery for the Rocket. The trio got their act together in Round 1 with a very fast 3.07.3 and elected not to fly a second round.

At the start of the final's warmup, watching from the pilot's circle, I was totally gob smacked. No, it wasn't big Thommo's elbow, it was Hans Bertina's effort in the pits. At the start of the warmup, his engine threw the prop and did a shaft run. Imagine the chaos!!

Full credit to Hans Bertina and his vast experience... Being 'Mr. Cool', Hans just gathered the bits, bolted them all back on the OS 25 FP and was standing with just seconds to spare as the countdown went 5-4-3-2-1-GO! And Hans & Thommo were away first flick!!

The Rocket and the Antares were also quickly in the air and the race was on in earnest. The West Aussies were surprised by the speed of the Rocket ship and being frequently passed. Strangely, all teams were down on laps and needed an extra stop to make the 140 laps. Teams were getting 43-45 laps per tank instead of the usual 48 -50. 47 is the critical lap number in B Class racing for a two stop final. We were using exactly the same fuel and equipment a week ago in Victoria and laps were not a problem. It seems the atmosphere on the day here in Murray Bridge required a richer needle.

The Rocket was again successful, taking back to back Classic B titles and making it 5 Classic B wins in a row for the H/B stable of racers. Hans Bertina & Ian Thompson from Perth were 2nd and Lance Smith and Murray Wilson from Melbourne were 3rd. A new lightweight Rocket is now being developed to counter the anticipated challenge in Albury from Queensland's Mark McDermott's fleet of super quick Classic B racers. Roll on next January!

Classic B		Round 1	Round 2	Final	
1	Hallowell	Baddock	3:07.3	-	6:30.9
2	Thompson	Bertina	3:17.4	-	7:04.2
3	M Wilson	Smith	3:58.1	3:16.1	7:54.4
4	G Wilson	Ellins	3:20.1	-	
5	Fry	A Taylor	3:41.8	3:53.5	

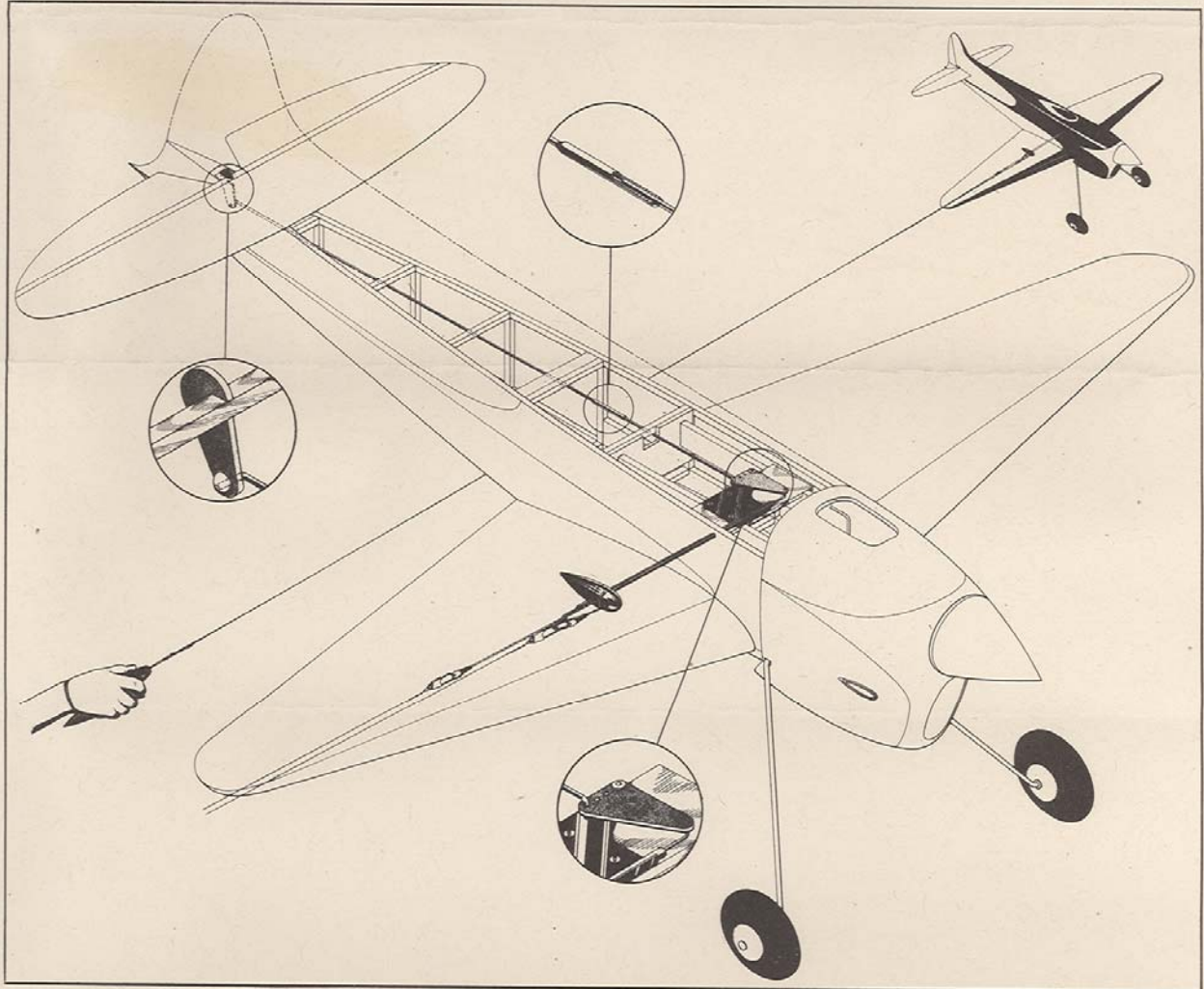
John Hallowell

VH 1984



CONTROL-IT

INSTRUCTIONS



FULLY PROTECTED BY PATENTS AND PATENTS PENDING

The "Control-It" Precision Elevator Control Unit may be used in any type or style of control line model having a wing span of from 15" to 36". It may be mounted to fly the model clockwise or counterclockwise, as preferred. Clockwise flying installation is illustrated, however, by simply mounting the "Control-It" upside down, on the bottom side of the mounting plate, with the control arm extending from the opposite side of the fuselage, it will operate equally well for counterclockwise flight.

The "Control-It" should be installed as near to the center of gravity of the model as the construction or structure of the fuselage will allow, i.e., as close to the point of balance as possible.

A 1/8" thick plywood or hardwood plate, securely cemented into the structure of the fuselage, will serve as a base plate for mounting the "Control-It". It may be fastened to the mounting plate with wood screws or machine screws and nuts.

The fiber elevator control horn should be carefully fitted and securely cemented to the forward edge of the elevator or elevator spar. Music wire, 1/16" dia., is used for the push-pull rod connecting the elevator control horn to the "Control-It". Two lengths of push-pull rod, joined with a

short length of 1/16" inside diameter metal tubing telescoped over the ends, are recommended, to allow for length adjustment. To connect the push-pull rod to the control horn and the fiber lever of the "Control-It", the ends of the wire are bent at right angle and inserted into the holes provided for the same. It is advisable to slip a 1/16" inside diameter brass washer over the end of the wire rod in the control horn and fix it securely into place with a drop of solder. The bend end of the wire rod engaging the lever of the "Control-It" should be about 3/16" long, with the tip rounded so as to permit easy insertion into the various holes for sensitivity adjustment. After connecting the push-pull rod with the control horn and the "Control-It" set both, the elevator and the lever on the "Control-It" in neutral position and securely solder the ends of the wire rod in the steel tube connector to complete the installation.

It is recommended that control line models equipped with the "Control-It" be operated with a "THUM-IT" Precision Thumb Control Handle. However, they may be operated with a directional control stick or with any other type of control handle. Steel control lines, of equal length, having ends fitted with line snaps for easy assembly and disassembly should be used for flying the model.

VICTOR STANZEL & CO.,

First In Control Line Flying

SCHULENBURG, TEXAS

Pilot	Pitman	Total		Overall		South Bristol 23rd June		South Bristol 24th June		Hucknall 2nd July		Nationals 24-26 Aug	
		1/2A	A	Total	Total B	A	1/2A	A	1/2A	B	1/2A	A	B
Toogood	Ward	7	8	25	10		3	6	6	4	2		
Andrews	Taylor	0	9	19	10	6		2	5	4	1		
Flack	Springham	0	10	12	2	5		5	2				
Bainbridge	Orchard	0	4	11	7			4	7				
Rabjohn	Perriam	0	6	10	4	3	0	3	4				
Green	Long	3	3	9	3					3	3	3	
Haywood	Haywood	2	5	7	0					2	5		
May	Mealing	0	4	4	0	4							
Coote	Blades	0	1	4	3	1			3				
Toogood	Orchard	0	4	4	0						4		
Andrews	Mealing	3	0	3	0					1			
Perriam	Darke	0	2	2	0	2							
Bailey	Pickles	0	0	2	2								2
Mealing	Darke	0	0	1	1								1
May	Darke	0	0	0	0				0				

BELOW: Dave McDonald with another lightning fast pitstop...US 2006 NATS.



BELOW: Dick Hart prepares the Hart/Hart F2Cn model for a heat ... US 2006 NATS.





LEFT: Bill Wisniewski and a O-65 Pink Lady ...
US 2006 NATS.

BELOW: F2C at the US 2006 NATS.

Left to Right: Gary and Milo Wallace (3rd),
Matthew Hart and Dave McDonald (1st), Jim
Ricketts and Bill Lee (3rd).



TEAM SCORES

STANZEL

COLLECTIBLES
Shark Control-Line Kits
From the 1940's

TIGER SHARK
INTERCEPTOR
SHARKADET
SHARK G-5
Control-It

World's First Control Line kit - 1939
\$59.00 → **Tiger Shark**
36"

Interceptor
52" ← **\$45.00**
Spectacular High-Wing Free-Flight kit - 1940

Two Line Flying Control kit - 1947
\$50.00 → **Shark G-5**
30"

Sharkadet
30" ← **\$55.00**
Two Line Flying kit - 1947 Tapered Wing - Twin Rudder

Kits come in original box (engine not included)
With each kit you order, receive FREE \$20 Value (choice of one):
a) Stanzel Two-Line Control-It System
b) Lil' Raider Mono-Line Kit
c) Stanzel Company Historic Video - 30 min.
(FREE Shipping)
www.stanzelflyingmodels.com
email: vstanzel@cvtv.net • 800-422-6823
VICTOR STANZEL CO.
P. O. Box 28 • Schulenburg, TX 78956

South Bristol Vintage Team Race Gala
25th, 25th June 2006

Saturday

Oliver Rat

Team	Round 1	Round 2	Final
Coote/Evans	4-47.5	4-53.0	10-14.8
Flack/Springham	4-59.5	5-10.0	10-36.1
Andrews/Mealing	6-44.8	6-23.3	12-16.0
May/Blades	6-08.3	5-18.0	
Perriam/Darke	92laps	-	

Vintage A

Team	Round 1	Round 2	Final
Andrews/Taylor 5-05.9	4-06.3	8-21.9	
Flack/Springham	4-08.5	4-11.9	8-30.1
May/Mealing	4-24.7	5-09.6	10-07.0
Rabjohn/Perriam	4-31.6	4-50.3	
Perriam/Darke 4-40.0	5-44.1		
Coote/Blades	39laps	4-48.8	

Sunday

Vintage 1/2A

Team	Final
Toogood/Ward	10-49.6
Andrews/Mealing	13-09.8
Rabjohn/Perriam	0 laps

Vintage A

Team	Round 1	Round 2	Final
Toogood/Ward	3-29.4		7-22.3
Flack/Springham	4-04.1	4-08.0	8-30.5
Bainbridge/Orchard	4-10.9	4-36.1	8-53.5
Rabjohn/Perriam	4-43.1	4.46.8	
Andrews/Taylor	DNS	50laps	
May/Mealing	DNS		

This is a current ad. If you would like one of the kits, contact Stanzel.

Vintage B

Team	Round 1	Round 2	Final
Bainbridge/Orchard	3-32.6	3-33.5	7-16.6
Toogood/Ward	3-25.7	3-44.5	8-02.7
Andrews/Taylor	3-55.3	3-59.3	128laps
Rabjohn/Perriam	4-53.6	4-28.6	
Coote/Blades	4-49.3	4-34.6	
Flack/Springham	4-34.7	5-01.5	
May/Darke	DNF	DNS	

Mini Goodyear

Team	Final
Morrell/Worgan	11-22.0
Taylor/Andrews	11.20.9
Catlow/Jephcot	125laps

Barton B

Team	Round1	Round 2	Final
Toogood/Ward	3-22.6	DNS	6-55.6
Bainbridge/Orchard	3-31.2	DNS	7-27.5
Coote/Blades	D/Q	3-51.7	118laps
Andrews/Taylor	DNS	4-11.0	
May/Mealing	DNF		

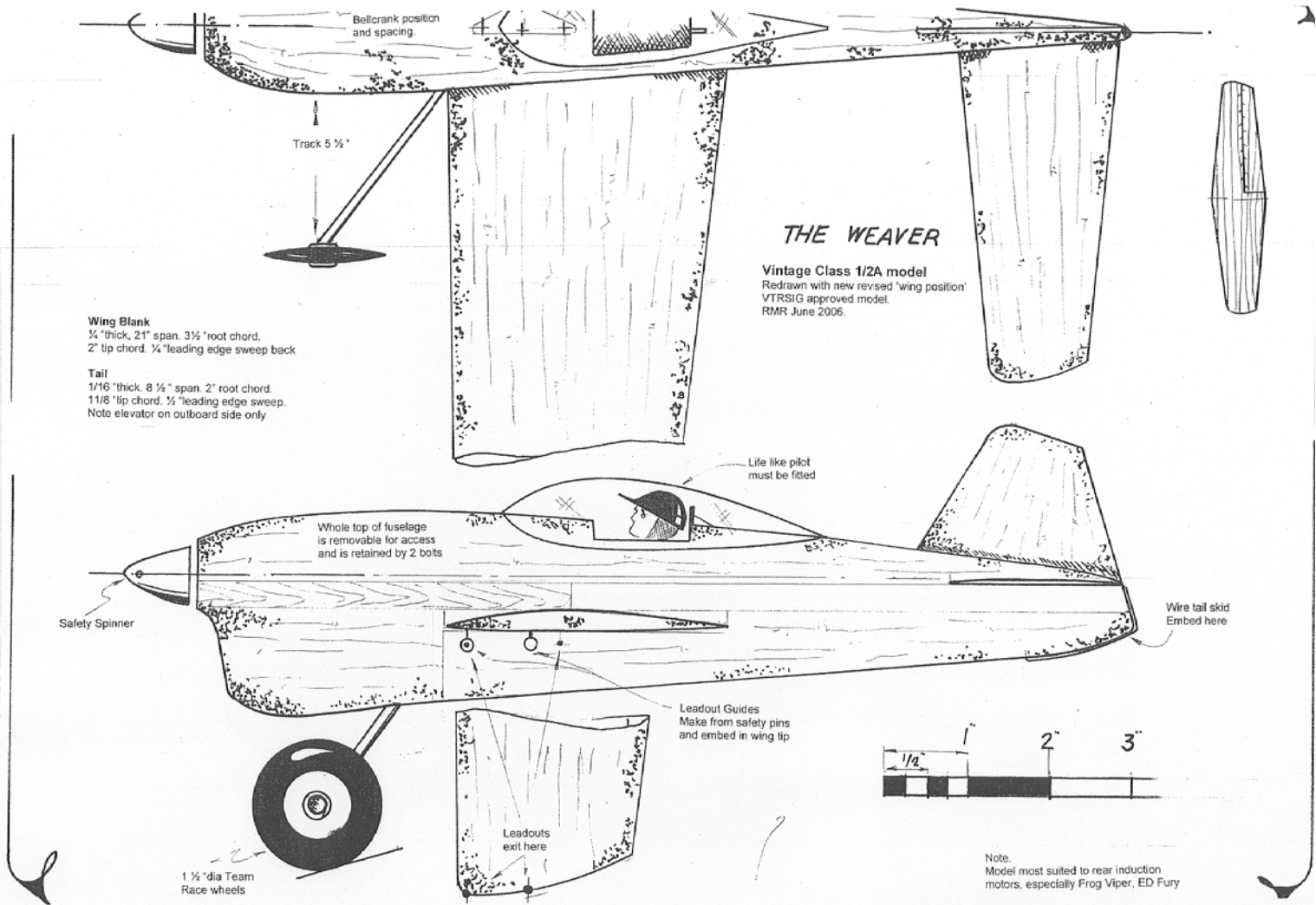
As an experiment this year South Bristol ran their gala over two days with the intention of giving visitors more racing for their travelling money and time. In the event only Gary, Jim and Gerald from Oakington and Pete Rabjohn joined us for the two days. Saturday's racing was taken at a gentle pace with just Oliver Rat and Vintage A being contested. Oliver Rat was won by Chris Coote and Richard Evans, their model being powered by one of the engines Richard used when he won combat at the Euro Champs in 1975. Second place went to Flack/Springham with a model made especially for the event, thanks chaps.

Vintage A attracted 6 entries and the local team of Andrews/Taylor took a closely contested win from Flack/Springham. Third place team of May/Mealing had their first taste of competitive airspeed with their Rothwell powered Dimpled Dumpling, take off problems taking them out of contention.

Sunday's competition saw the professionals turn up in the guise of Toogood/Ward and Bainbridge/Orchard. The results of the events took on a more recognisable form with Dennis and Tony taking first place in every event they contested, except vintage B where Duncan and Mick got their noses in front for the win. Mini Goodyear went to Len Morrell and Martin Worgan being run as a straight final.

Both days racing were slickly run by Dave Finch with no arguments or upsets. Bar and catering arrangements were to the usual Berkeley standards and we gave the wedding guests on Saturday some additional entertainment. Entries were down on last year, but that seems to be the norm this year. Everybody seemed to enjoy the event and we hope they will return next year for more of the same.

THE WEAVER



The WEAVER, was originally published in MA in 1957, I have revised the drawing bringing it into line with the latest ruling 'of having the wing position moved'.

This model has been built by several teams, but they used the 'heavier' Tiger / CS Cub motors.

With a couple of engine tuners converting the ED Fury to a hybrid (Frog 149 and PAW, piston and liner) these lighter, rear induction motors will be well suited to this beautiful design.

The Frog VIPER and PAW TBR will also be a good fit in this diminutive model.

RMR

PHOTO CAPTION COMPETITION



[Empty rectangular box for caption entry]

For a free plan of
“THE WEAVER”
send
Stamp Addressed
Envelope to:

[Horizontal lines for stamp placement]

[Small square box for stamp placement]

Roger Reese
25 Cavalier Drive
Balmoral Grange
Halesowen
B63 4SQ

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

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

Sent: Sunday, July 30, 2006 9:42 AM

To: duncan.bainbridge@easynet.co.uk; duncan@east-two.co.uk;
jean@bollen.freemove.co.uk; Jean@jbollen.freemove.co.uk; jsbhead@tiscali.co.uk;
pddl21796@blueyonder.co.uk; sales@david-finch.fsnet.co.uk;
john.greeno@tiscali.co.uk; philhansson@hotmail.com; daveholmes245@yahoo.co.uk;
vtrterry@yahoo.co.uk; terry.vtr@btopenworld.com; johnmealing460@hotmail.com; helen-
partington@dsl.pipex.com; helenpartington@lineone.net; adrian_moore@dsl.pipex.com;
joe@joemys.freemove.co.uk; digby3@btopenworld.com; peter@rabjohn.f9.co.uk; ro-
jreese@yahoo.co.uk; jj.ridley@ukonline.co.uk; david.smith@jwf.co.uk; JimSpring-
ham@aol.com; sykes@oaklandsfm.fsnet.co.uk; mail@lantern70.freemove.co.uk; Tony-
togs@aol.com; toogood_4@hotmail.com; moiraandgeoff14@hotmail.com;
johnwynn40@hotmail.com; ivory@colenso2.fsnet.co.uk

Subject: oaks

hello guys

Just to let you know that the last ever comp will be held on 6 the au-
gust at oakington. We have been informed that this is the last date we can use this
venue so if you would turn up we could make a good final race day vintage teamrace
and barton B plus F2C meeting is on regards dennis ward

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

From: John Wynn [<mailto:johnwynn40@hotmail.com>]

Sent: Thursday, July 27, 2006 1:47 PM

To: Hart, Dick

Subject: RE: Oakington

Hello Dick. Yes it is o6. Sorry about the mix up but I was in a hurry last
night and did not check my text.

Yours John

From: "Hart, Dick" <Richard_Hart@anadarko.com>

To: "John Wynn"

johnwynn40@hotmail.com>, <teamward@hotmail.com>, <stephen.mynott@ntlworl
d.com>, <rwandmroberts@btopenworld.com>, <rreese@plasticomnium.com>, <pat_
rose29@yahoo.com>, <ma.staples@ntlworld.com>, <John.Mealing@rolls-royce.c
om>, <JOHN.GREEN@NTLWORLD.COM>, <jo.halman@cwcom.net>, <geoffrey.waters@nt
lworld.com>, <david.smith@jwf.co.uk>, <csmlclarke@aol.com>, <chris.strachan
@btinternet.com>

Subject: RE: Oakington Date: Wed, 26 Jul 2006 15:58:34 -0500

Hello John,

Is that 2007 or 2006?

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

From: John Wynn [<mailto:johnwynn40@hotmail.com>]

Sent: Wednesday, July 26, 2006 3:13 PM

To: teamward@hotmail.com; stephen.mynott@ntlworld.com;
rwandmroberts@btopenworld.com; rreese@plasticomnium.com; Hart, Dick;
pat_rose29@yahoo.com; ma.staples@ntlworld.com;
John.Mealing@rolls-royce.com; JOHN.GREEN@NTLWORLD.COM;
jo.halman@cwcom.net; geoffrey.waters@ntlworld.com;
david.smith@jwf.co.uk; csmclarke@aol.com; chris.strachan@btinternet.com
Subject: Oakington

Dear all,

I have just heard tonight the sad news that our last day that we can use Oakington is Sunday the 6th of August 07. This has come as a bolt out of the blue to me.

Steve Wright phoned to day with the bad news. It appears that he has had a months notice to quit which runs out on that day from the new owners.

He has been trying to have a meeting with them together with Sport England, The Defence agencies and even someone from the ministry who were trying to help him retain a use of the land, but to no avail. He did say that he had thrown some contractors off the land some time ago and I don't know whether this has had an impact with the new owners, but they did not attend the meeting this week. They simply e mailed him with the orders to quit the field or words to that effect. I don't know where we go from here.

I am making contacts with another aerobod who has a contact with Wyton airfield to see whether we could get on to that airfield.

Sorry about the bad news.

Yours

John

26.07.06

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
202 Lake Walden
Montgomery, Texas 77356
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

