

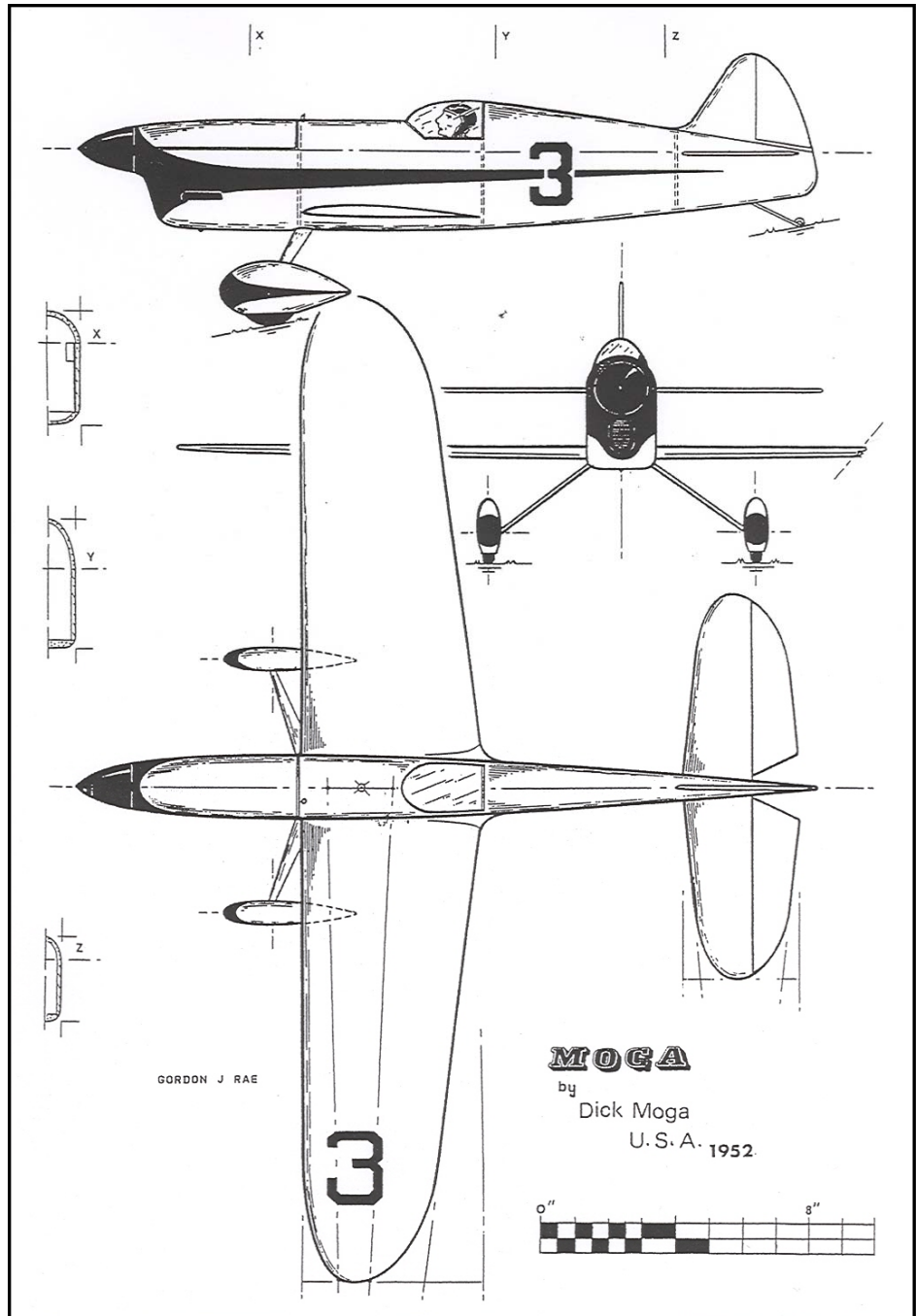
VINTAGE T/R NEWS

MARCH 2007

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LEAD STORY HEADLINE: FINAL EDITION



SPECIAL POINTS OF INTEREST:

- FINAL EDITION
- GORDON RAE'S PUBLISHED BOOK

LETTER FROM YOUR EDITOR

Well I suppose the old saying 'all good things come to an end' and in this case, I am afraid it is our beloved Vintage Team Race Newsletter. Production by our colleagues Dick Hart and Dawn Gardner will have to come to an end. Work commitments in remote locations have made it very hard for Dick and Dawn to easily collaborate on this very time consuming 'labour of love'. There is sufficient material to persuade Dick to pull together one last copy, so cherish every word of this last issue. I am sure, to the last man, you will join me in thanking Dick and Dawn for their massive contribution to the band of stalwarts who continue to race and support the Vintage Control Line movement.

Our Newsletter has been sent round the world and is envied by fellow publications for the professionally produced copy.

On a personal note, a big thank you for allowing me the opportunity to share my comments, thoughts and drawings with those who share my love of our demanding, exciting sport and hobby of ours.

The retirement of our secretary, Dennis Ward, is yet another blow and I would like to personally thank Den for his sterling work. Den and Tony are looking at other racing pursuits, but will still be dabbling with VTR.

The minutes of the 2006 AGM of the VTRSIG will be included somewhere in this issue and the re-election of officers is documented; however, an interesting point worthy of a mention is the reversal of last years rejection of the proposal regarding wire thickness of Vintage B models using vintage legal 0.19cu / 3.5cc motors. The allowed size will now be 0.012" thick single stranded wire. (0.29 cu.in./5cc motors will still require 0.015" single strand wires)

In closing it is with much relief and after all the promoting I have been doing including the Aeromodel-

ler article, the VTRSIG have allowed the NOVICE PROFILE CLASS 'A' to be run (sufficient numbers allowing) at this seasons competitions. Details and rules are included in this issue.

RMR



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<http://mariofer.free.fr/download/>



NOVICE PROFILE A 262

LETTER FROM DICK HART ... TIMES CHANGE



It's the second week in February, traditionally the coldest week of the year and I'm sitting looking out on a snowy Casper Mountain, Wyoming here in the Wild, Wild West. This part of the U.S. is steeped in recent history; only a hundred and eighty years ago this place was still a Sioux settlement alongside the North Platte River. A hundred and fifty years ago thousands of immigrants walked, pushed handcarts or drove wagons from Independence, Missouri west along trails that crossed the river here and went on to the Great Salt Lake in Utah or to the gold rush in California. Some reached here and struck North West to Oregon to stake land claims and farm whilst yet others also headed north to Montana and the gold rush there. A hundred and thirty years ago the railroad made it here and one hundred years ago they discovered oil in Wyoming.

Casper is still a boom town today, except now we have nice warm

4WD pick up trucks to ride around in. There are still thousands of miles of unmade roads and I travel some of them pretty much every day whilst working to complete the project that brings me here. I have a new and healthy respect for those early settlers (many of whom were from Britain), because I struggle enough with the 30 mph, minus 20C winds with all the modern aids I have. Lord knows how they survived and flourished like they did.

Still I hope to have this project completed in the next month or so and then I'll have to see what's in store for the future. There is a chance I may be able to return to the UK. It would be great to retire but Matthew still has a couple of years of college to finish. So I suppose I need to keep earning, at least until he is gainfully employed.

Meanwhile although I have neither the time nor the resources to build models here in Casper, I can and do think about the coming season. Matthew and I have spent rather more time with jet speed and F2C over the last couple of years. Although we did not compete in any of the vintage classes at last years Nats, we have flown F2Cn, British Goodyear and Barton B competitively. I have to say a big thank you to Ken Morrissey for lending us his Barton B to fly at the Cold Turkey Bash; unfortunately, it went in on take off in the final and was wrecked. There are those who will say that the cause is the 18 thou lines but I don't think so. I think it's more to do with having the right model set up.

I have just received Gordon Rae's book on the subject and have spent quite a bit of time going over his theories. I am sure there is a lot to learn and understand here. By the way, Gordon

has done a great job collating pretty much all the available data down the years and putting forward his views on Vintage B team racing in a beautifully produced book. It is certainly not a coffee table edition but a reference book of great quality that the movement has sorely needed for a long time.

Eventually I hope to understand why Gordon Isles beautiful Barton B grooved magnificently when I pitted for him, as did both Derek Heaton's and Malcolm Ross' models. As I said, it must be down to set up. To underline this postulation, I have two No11 models, identical except for engine. The Vintage B model with its Enya flies on rails. The Barton B model with the same balance point flies horribly, so much so that Matthew and I won't fly it in competition because we don't think it's fair to other competitors. Why is that? I must take the time next time I am in Scotland to go over both these models until I identify the difference that is making all the "difference"!

Anyway, although we are having a blast with F2C and F2Cn, I think we do want to fly the Vintage classes again, we have had so much fun with them and they taught us a lot. I have at least one unfinished Vintage model waiting for me when I return.

I'm sure you have also heard Matthew and me making lots of noise with pulse jets at the last two Nats. It has to be said that these fast jets are both addictive and fickle. They are so susceptible to the weather because they have evolved over the years to go fast in the hot summer sun of the Midwest and California. If global warning really is with us the way the experts say, then maybe one British Nats soon we'll get over the magic 200mph too!

Last year the only long term manufacturer of these pulse jets

died. Earl Bailey had dedicated more than the last twenty years to developing faster and faster engines. Now sadly, he and almost all of his contemporaries have gone. On the upside, I have gone in with Bill Capinjola to acquire most of Earl's jet manufacturing equipment and stock and Bill has been working like a demon to set up and make jet pipes for his own design fast jet head. He has fulfilled the first orders to his latest design and they will get their first real test at a competition in Florida towards the end of April. He has also started to make sport jet engines. These will be similar enough to the original Dyna Jet and Earl's sport jet to be homologated by NASS for their sport jet event. This is rather like F2Cn or Profile A. It is simpler and more of a fun event with easy starting engines. Entries are snowballing and the elite club is for those who have flown over 150mph. Last year Matthew elected to take off without a dolly preferring to skid the model off the ground. We also met up with Andrew Robinson from New Zealand who beat us into second place at the US Nationals. We are both flying around the 145mph mark on the standard fuel but back in NZ and on 50% Nitro, 50% Propylene oxide he won their Nats at a hair over 170mph with the same set up...amazing! If there is enough interest in the UK, I may campaign for a similar class here too. I know that they flew in Portugal this year.

"Enough, this is a Vintage Team Race Newsletter," I hear you cry, and so it is. Although the Vintage movement is as strong as it ever was in the UK, you will see from the great articles inside that the Aussies can put us to shame when it comes to communicating. This is your newsletter; keep it alive by using it to share your news. I am having a rest because

right now I'm not flying enough Vintage to competently comment on current vintage affairs. If you send in enough articles to Roger, Dawn and I can figure out a way to keep publishing. Until that day, thanks for the comradeship, it's a great community.

Good luck,
Dick

TOP: Not so far from where the Hole in the Wall gang (Butch Cassidy and the Sundance Kid) used to hide out.

BOTTOM: Main street Buffalo, used to be one of the wildest towns in the West, the centre of the Johnson County Range Wars in the 1880's.

STATE OF WYOMING, USA



VINTAGE TEAM RACE WINNERS

Pos'n	Class A	Time	Pos'n	Class B	Time
1988					
1	Andrews/Horwood	3:58	1	Taylor/Yeldham/Banks	3:42.3
2	Schofield/Millar	4:00.2	2	Skitt/Ward	4:05.0
3	Bower/Bower	4:05.0	3	Andrews/Horwood	4:14.0
1989					
1	Clarkson/Millar/Schofield	8:11.5	1	Clarkson/Millar/Schofield	7:53.8
2	Andrews/Horwood	8:53.0	2	Parker/Aldred	8:31.4
3	Bower/Bower	Ret'd	3	Robinson/Pickles	8:58.4
1990					
1	Evans/Horwood	8:22			
2	Hunt/Gibbs	8:33			
3	Holmes/Pilgrim	11:45			
1991					
1	Millar/Schofield	7:56.4	1	Gough/Ward/Gough	7:07.7
2	Crozier/MacAlpine	8:04.5	2	Holmes/Pilgrim/Pickles	10:38.05
3	Robinson/Pickles	9:10.8	3	Crozier/Blair/MacAlpine	Ret'd
1992					
1	Robinson/Pickles	8:35.1	1	Bailey/Aldred	8:26.0
2	Crozier/MacAlpine	8:54.7	2	Crozier/Blair/MacAlpine	9:27.0
3	Hunt/Gibbs	9:15.1	3	Hunt/Gibbs	9:36.4
1993					
1	Allcock/Finch	7:46.9	1	Gough/Ward/Gough	6:57.7
2	Gough/Ward	8:27.5	2	Reese/Durkin/Perry	7:09.4
3	Crozier/MacAlpine	9:46.9	3	Taylor/Yeldham/Banks	Ret'd
1994					
1	Allcock/Finch	7:32.9	1	Allcock/Myszka/Finch	7:31
2	Jupp/Fritz	8:21.9	2	Taylor/Marsh/Banks	9:10.5
3	Gedge/Platt	Ret'd	3	Bailey/Horne/Horne	9:28.2
1995					
1	Allcock/Finch	7:32.7	1	Allcock/Myszka/Finch	6:53.9
2	Langworth/Muscutt	7:38	2	Andrews/Taylor	7:17.6
3	Kirton/Bertina	7:45.2	3	Reese/Durkin	Ret'd
1996					
1	Hallowell/Duggan	7:22.0	1	Taylor/Yeldham/Banks	7:17.5
2	Green/Long	7:39.3	2	Allcock/Myszka/Finch	7:24.2
3	Allcock/Finch	7:57.4	3	Jupp/Orchard	Ret'd
1997					
1	Green/Long	7:16.4	1	Allcock/Myszka/Finch	6:37.2
2	Simpson/Ridley	7:24.3	2	Andrews/Taylor	7:05.4
3	Allcock/Finch	Ret'd	3	Reese/Ward	Ret'd
1998					
1	Allcock/Finch	7:05.2	1	Allcock/Myszka/Finch	6:59.1
2	Green/Long	Ret'd	2	Andrews/Taylor/Mealing	9:08.4
3	Simpson/Ridley	Dnf	3	Reese/Ward/Whitehouse	10:18.4

1999					
1	Allcock/Myszka	6:44	1	Allcock/Myszka/Finch	7:38.1
2	Green/Long	7:06.2	2	Andrews/Taylor	8:06
3	Simpson/Ridley	Ret'd	3	Green/Long	Ret'd
2000					
1	Allcock/Myszka	6:45.5	1	Allcock/Myszka/Finch	6:54.8
2	Haywood/Haywood	7:42.9	2	Andrews/Taylor	7:42.2
3	Green/Long	Ret'd	3	Bailey/Pickles	8:08.6
2001					
1	Allcock/Myszka	6:41.4	1	Toogood/Ward	6:49.0
2	Haywood/Haywood	7:17.5	2	Allcock/Myszka	6:56.9
3	Toogood/Ward	Ret'd	3	Hart/Hart	Ret'd
2002					
1	Toogood/Ward	7:06.0	1	Green/Long	6:49.2
2	Haywood/Haywood	7:27.5	2	Allcock/Myszka	6:50.8
3	Green/Long	Dns	3	Toogood/Ward	Ret'd
2003					
1	Toogood/Ward	7:08.7	1	Toogood/Ward	6:53.8
2	Green/Long	7:28.9	2	Allcock/Myszka	6:57.3
3	Holmes/Orchard	9:38.8	3	Holmes/Orchard	9:05.4
2004					
1	Haywood/Haywood	7:19.0	1	Toogood/Ward	6:36.5
2	Toogood/Ward	7:24.2	2	Gough/Myszka	6:45.2
3	Green/Long	7:26.8	3	Isidro/Ridley	Dns
2005					
1	Haywood/Haywood	7:17.2	1	Green/Long	6:32.6
2	Toogood/Ward	7:30.1	2	Gough/Myszka	6:52.4
3	Green/Long	8:23.3	3	Toogood/Ward	7:33.4
2006					
1	Haywood/Haywood	7:41.8	1	Toogood/Ward	7:01.7
2	Green/Long	8:45.3	2	Green/Long	7:50.8
3	Langworth/Broadhead	8:54.4	3	Andrews/Taylor	9:39.6



Barton B Lineup for 2006 Nats

ANNUAL GENERAL MEETING OF THE
VINTAGE TEAMRACE SPECIAL INTEREST GROUP

HELD AT THE FRANK F HARRISON COMMUNITY COLLEGE
WALSALL WEST MIDLANDS
DATE 26th NOVEMBER 2006

The meeting opened at 1 o'clock, minutes are as follows:

1. Apologies for absence were received for Duncan Bainbridge, Richard Hart

2. The minutes from 2005 were read and approved by Barry Pickles and seconded by Sam Simon.

3. Chairman's report

Mick Orchard made comments about the loss of Oakington as a very valuable flying site and as to date there is not a replacement even though a number of sites are being pursued. Mick also commented about the number of attendances at the competitions that we had very poor turn out at some.

This was particularly so at the 2 day meeting at Bristol where the facilities are very good.

Mick said and every body agreed that the awarding of the Davies B trophy to the Barton B class was very disappointing considering we had previously asked the BMFA to award the trophy to its natural progression class that is Vintage B. Mick commented that he did not think that this decision could be overturned. Mick said to every body that helped at the NATS thanks and apart from the lousy weather the vintage racing was still the best there. Chairman's report proposed by Roger Reece, seconded by Terry McDonald.

4. Treasurer's report

None submitted due to absence.

5. Secretary's report

Dennis Ward said it again had been a difficult year health wise but had tried to do what he could, i.e. to put together a contest calendar. As it turned out it was very poorly attended at 3 out of 4 Oakington comps but he still had to attend to bring along the racing equipment and to organise things, 200 mile round trip for him to Oakington.

Dennis Ward read out the email from Richard Hart explaining that he would still do the treasurer's job and apologised for not attending. Also it would now be even more difficult to produce the newsletter as he is up in Wisconsin and his office is in Houston.

Dennis also stated that in his opinion the Davies B trophy should have been awarded to the Vintage B class and not the Barton B. Dennis Ward thanked everybody for their efforts this year. A special thanks goes to Richard Hart and Roger Reece for the great newsletters we have had, and a great thanks to Dave Finch for CD at the NATS. Secretary's report proposed by Roger Reece, seconded by Terry McDonald.

6. Any other business

Martin Hayward proposed that the line thickness for Vintage B be reduced if an engine capacity no greater than 3.5 cc is used. This proposal was seconded by Roger Reece. A vote was taken and the proposal was carried 11 for, 7 against. It was left to the committee to sort out the fine details.

7. It was proposed by Tony Toogood that the use of shutoffs be allowed in adverse weather conditions at the discretion of the CD. Stuart Robinson then proposed as an amendment to that proposal that we use shutoffs all the time in a race. Alex Delgado seconded. Both proposals were put to the vote and both were rejected. The rule stays at shutoffs to be used in an emergency only at the CD discretion.

8. Newsletter

Because it is now very difficult for Richard Hart to produce the newsletter, Roger Reece stated that he would contribute more to it if we all could help. So it was put to the members that we need help in this area. Terry McDonald commented that he had some software that he would try to learn better so it could be used but we could never hope you do it as good as Richard Hart's lady.

Roger Reece then showed us all his Profile A racer and gave us an explanation off the proposed class. Mick Orchard then proposed we have our own perpetual trophies for 1/2A, A and B classes and Barry Pickles offered to let us have these at his cost price as he sells them or can buy them at good prices. This was agreed for something that the committee to make a decision on. This was seconded by Phil Durkin. The trophy we already have is missing so we have to find out where this is.

The VTR representative to the BMFA is changing from Mick Orchard to Duncan Bainbridge from 2007. Mick has decided to step down and Duncan has volunteered.

9. Election of Officers

Everybody agreed to stand for post except Dennis Ward. He stated that his time was now spent pursuing other areas and now did not feel able to fulfil this position. Roger Reece will stand in just to produce a contest calendar, and Dennis Ward will wind things up from his end and cooperate with whoever takes on this post. No takers for this post were forwarded.

The **2007 Committee** will be as follows:

President - Dave Finch

Chairman - Mick Orchard

Secretary - unfilled

Comp Secretary / Records Officer - Terry McDonald

Treasurer - Richard Hart

Fees for next year will stay the same for newsletter and £5 for membership.

10. Meeting closed at 3.30.

11. Meeting for 2007 set for the Bilston swap meet.

BOTTOM LEFT: Barton B action at the Cold Turkey Bash.

BOTTOM RIGHT: Dick Hart catching for Gordon Isles at the same meeting.



BEGINNERS CLASS 'A' PROFILE**BASIC RULES**

1. All models to be to profile format (as per MiniGoodYear protocol, e.g motor, tank and controls are to be external) and from the vintage 'A' approved list.
2. Motor to be .15cu (2.5cc) plain bearing, non Schnurled production glow plug motors ONLY (list of suitable motors are listed below) and be unmodified. (only modifications allowable)
 - i. venturi and Needle Valve Assemble
 - ii. raising or lowering of cylinder head, by shims
3. Fuel to be 10% nitro - max (usually supplied by race organisers).
4. Tank is to be 15cc max.
5. Fuel fill by squash bottle only.
6. Propeller can ONLY be either an APC or Graupner grey 7" x 6" with only light sanding to achieve balance.
7. Minimum wheel diameter to be 1.75".
8. Models may be 'glass cloth' covered for durability.
9. A fully operational shut off must be fitted.
10. Models are to be brightly coloured and show the teams BMFA No. in no less than 22mm high numbers on outboard wing.
11. Pilot must be a control line novice, however pitmen x 2 can have experience.
12. Glow connection by 'clothes peg type' attachment or remote, (jack plug and socket) providing the socket is isolated and well away from the fuel tank.
13. All other details and race conduct as per vintage class 'A'.

FOX15

OS MAXIII 15

K & B 15

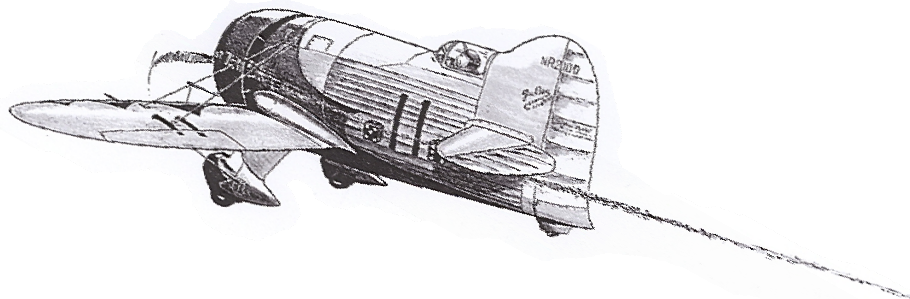
COX 15

ENYA 15

OK CUB14

TAIPAN 2.5 GLOW (to name but a few)

WEBRA GLOW



If you know of any more let me know.

RMR

NOVICE CLASS 'A' PROFILE

Definition of the NOVICE - Profile Class 'A'

A **NOVICE** shall be deemed to be a 'beginner' to control line flying, someone who has never flown a control line model or a competitive team race.

To make racing safer, heats will in the main be 'two up'.

(uneven number of entries and the final will result in 'three up')

A **TEAM** shall consist of a Novice pilot and up to two pitmen (who need not be novice).

The Team must be aware of the safety requirements required of him/her and other competitors. The safety criteria will be discussed at commencement of any flying. All race conduct will be closely monitored and TEAMS will be debriefed at the end of each practice/heat/race, so continuous improvement can be achieved.

Training, help and advice will be available for TEAMS who require instruction. They are to make themselves available well before any flying takes place. A qualified flyer (ex team racer) will carry out 'team race workshops'.

Practice sessions will be used to assess competence and a 'seeding' system may be used at the absolute discretion of the Contest Director and his officials.

ALL models will be required to be processed and passed by an official at 'LINE CHECK'. This is to ensure equipment is safe and to the correct specifications. A 'PULL CHECK' will be carried out on all models prior to any flying taking place. Failure to comply will result in possible exclusion.

ALL models must pass the basic the following SAFETY CHECKS.

1. Control line length and thickness type and condition must be confirmed.
2. Models to undergo 'pull test'.
3. General inspection and integrity of model, tank and motor will be made.
4. Assessment of decalage, wheel alignment, yaw angle, squareness of flying surfaces and the mandatory TIP WEIGHT.
5. The operation of the 'shut off'.
6. The pitman has and wears a 'hard hat'.
7. The acceptable propeller and correct fuel are being used.
8. A wrist restraint is available to be used on sites where this is a mandatory requirement.

During flying (practice or racing) the CD or his jurors will be giving instruction and comment directed at the TEAM. Pilots and pitmen **MUST** acknowledge he/she has understood by raising non flying arm in recognition.

VINTAGE A & CLASSIC B AT OZ NATS 2007

The 60th Nats at Albury was the venue for the most anticipated Vintage A racing for many a long year. The simple reason was the fact most of the top teams were running R 250's and this has created a level playing field. Weather was fine and hot with a light and variable wind.

Times were super close among the top 6 or 7 teams. Any could have made the top three with an ounce or two of luck. A light, clean model is more important than ever before and quick landings with one flick stops were essential for a competitive time.

Biggest shock of the event came before the start with titleholders and hot favourites Hugh Simons and Grant Potter withdrawing before the race. Grant had home commitments and they had to leave the day after a sensational victory in the F2C final. No doubt that gave another team the opportunity to show their wares. It is a fact of life for Vintage A in Australia, if you want to do well, you have to beat the very best F2C teams in the country... and these guys are absolutely among the best in the world.

With temperatures reaching 35c every day in Albury, it was not what would be considered good diesel weather. Perhaps the times reflected this with a best heat of 3.15 by Fitzgerald/Stein. These F2C honed wizards strutted their stuff in fine style. Paul's new Dimpled Dumpling was superbly built and the R250 was set to run fast and hard. His engine sounded quite different from Steve Rothwell's tune, but the result was certainly there. His 7 x 7 APC was slightly modified at the tips and seemed to rev higher than most. They opted out of a second heat.

Mark McDermott was down from Queensland with high expectations. When his Timmy Tiger was on song it was the equal of any R 250. With Greg Pretty filling in for regular handle grabber Harry Bailey, two fast heat times resulted with a 3.20.25 good enough for second choice.

Graeme Wilson and Mark Ellins also had their race faces painted on. These fellow F2C hot shots made it look easy and their first heat of 3.22.50 was good enough for the top three shootout.

If the pressure was on Steve Rothwell to perform, it certainly didn't show. Maybe he was content to let others showcase his superb engines. After some amazingly quick heats and finals in recent months, it was a surprise to find Steve and Dave Hines out of the final by .78 of a second. A tough 3 up heat saw much time lost by a slightly slower model unintentionally blocking the fast racing line. Had Dame Fortune smiled and granted a two up heat or a three up with equal speed, they would have made it easily, no worries at all.

Finalists last year, Hollowell/Baddock were in the same heat and desperate for a fast time. They had the same problem as Rothwell/Hines and lamented the 'slow' 3.25.81. In the first heat, an amazing thing happened. Keith started the R250 first flick and away it went...and went...and went! All the way to 91 laps non stop, thanks to a fuel blockage! It would have been nice to eclipse Andy Kerr's record of over 100 laps, but it was not to be. The R 250 powered on through the race, albeit at a slightly slower pace, did not go hard and still recorded a 3.31, not a legal time as the Vintage A rules say a pitstop is compulsory.

The prize for the most improved team must surely go to Murray Wilson and Peter Van Meurs. Flying Murray's new Voodoo 5 instead of the venerable old Alien, they really raised some eyebrows with a super performance. The new R250 in the nose worked a treat and with Murray's hot landings combining with Peter's fine pit-work, a PB race time of 3.24.52 resulted.

Richard Justic and Andy Kerr looked the goods in practice, but could only manage a best of 3.31 on the day. Only a few years ago, times like that would almost guarantee a place in the final three. Not any more! Next came the Cosmic Rays wearing a broad smile as they now had an R250. However, the motor was brand new, still fairly tight and needed more running. Rest assured, it will be a very quick Voodoo when things are sorted out for the Victorian State Champs in April.

Lance Smith and combat ace Robert Owen were looking good in practice. Plenty of speed from the ex McDermott Timmy Tiger and Voodoo, but laps were a problem for this team, so a 2 stop 3.48 was the best they could manage. It was good to see John Hunting back in the fray again. He had a new Dimpled Dumpling with a Mars up front. With help from brother Ken, they managed a best time of 3.57. Someone will need to remind Johnno that breaking 4 minutes was only good back in '94... The Hunting Brothers and their hot PAW were VTR legends back then!

Rod Smith had a slightly heavy Dimpled Dumpling. Model and motor need more practice as Smith/Edgerton's time of 5.02 showed. Talk about the old dog teaching the young pup a few tricks... John Taylor and Trent McDermott teamed up and showed plenty of promise before the event. However, when things got serious, the boys were missing and a best time of 4.17 was posted. (You would think that Marky Mac would give his son and good mate some faster gear to play with...)

Time for the much awaited final. And lo and behold, not a highly fancied NSW team in sight! Not even a lone Newswelshman. Victorians, South Australians and a Queenslander were in the mix. Most surprising!

All were quickly away and settled into a close race. Two Rothwells vs the McDermott Timmy Tiger. A Dimpled Dumpling vs an Olympian vs a Voodoo 5. There was not a lot in it until Mark's pilot Greg was involved in a 'racing incident' where he lost control of the model, smashing the wing and at the same time, Macca's dreams of winning one of the most coveted titles in Australian control line racing.

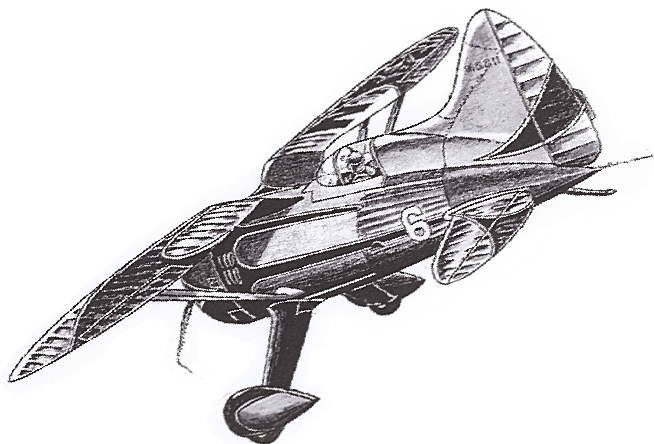
Wilson/Ellins were performing their usual workmanlike stuff, but Fitz & Paul's edge on speed told in the end and they could only grab second place.

Fitzgerald/Stein followed up their 1999 and 2002 wins with a victory in 2007. Their 6.42.79 was the fastest ever Nats winning final time, eclipsing Simons/Potter's 6.49.50 from last year. Yet it could have been more than 10 seconds faster, as a bounce and subsequent missed catch with a long retrieve cost at least that much time. Congrats to the winners and roll on the upcoming SA & Vic. State Champs where we can do it all again!

Results of VTR at the 2007 Albury Nats.

1. Fitzgerald/Stein	3.15.91	DNS	6.42.79
2. Wilson/Ellins	3.22.50	3.23.57	7.08.15
3. Pretty/McDermott	3.24.72	3.20.25	133 laps
4. Rothwell/Hines	DNF 52	3.23.28	
5. Wilson/Van Meurs	3.24.52	3.44.03	
6. Hallowell/Baddock	3.31.44	3.26.81	
7. Justic/Kerr	3.34.77	3.31.06	
8. Ray/Ray	3.50.72	3.48.88	
9. Smith/Owen	3.49.13	3.48.97	
10. Hunting/Hunting	4.32.22	3.57.75	
11. McDermott/Taylor	4.42.87	4.17.12	
12. Smith/Edgerton	5.32.78	5.02.8	

CD Alan Lumsden



CLASSIC B

The Albury day dawned fine and sunny. Nine teams arrived at the well mown and beautifully green Alexander Park oval ready for the day's action. Six heats were flown to decide who should fly the final.

Mark McDermott had Richard Justic flying as Harry Bailey couldn't make it. The beautifully built American designed 'Long Gone' was amazingly fast in practice. No one had ever seen a Classic B model dip under 15/7 before. Lance Smith timed it at 14.8 or 121 mph! That's seriously fast for an OS 25 FP. Their first round time was 3.13.50.

Justic/McDermott's second round of 3.07.28 was clearly FTD. People were asking if it could be a record, but it is quite a few seconds behind Hallowell/Baddock's Classic B heat record of 3.02.92, established at the 2005 South Australian State Champs. You can be fairly sure that Macca and his mates will have that time well and truly in their sights. Over the next 12 months, it would be surprising if somebody doesn't break the 3 minute barrier, particularly with the new Brodak .25's promising so much.

Jim and Colin Ray had the new light green and yellow Crescendo with LA 25 cranked up and really honking. It had the necessary speed to make the final. Although restarts were quick in practice, the motor flooded at each stop and took far too long to fire up. These two are really looking forward to the State Champs when a revised starting procedure will be well and truly mastered!

Lance Smith and 'son of a gun' Murray Wilson were finalists in South Australia at the last Nats. A good heat time of 3.16.09 ensured they were in again. Lance had an OS 25FP in the Antares. He was running a RAM 8x6 prop and a special fuel brew using ethanol instead of methanol. Starts were instant every time. They will hope for even quicker heats when the Brodaks are up and running in the very near future.

John Hallowell and Keith Baddock were also using a slightly trimmed RAM 8x6 on their two Rockets. The first Rocket in heat one had the new Brodak .25 up front and did a 3. 11.35 before damaging a wing on landing. The next Rocket had a OS25FP and did a 3.10.25 on the same prop, good enough for second choice in the final. The Brodak used was only a Stage 1 motor, but is still a mighty impressive engine with outstanding starting and handling characteristics. The Stage 2 engine should be much faster again and will be finished when you read this. Lance Smith has created a web page with info on the Brodak .25's. Those interested can view the racing development at: A tip... it's easy to copy and paste this address from an electronic copy of ACLN.

<http://members.optusnet.com.au/~smithlw/Site%202/Brodak%20B25R%20Racing%20Engine.html>

Neil (Nobby) Baker was having a go with the Grassfire and Thunder Tiger .25 combo. Greg pretty was persuaded to be handle grabber with promises of vast riches and glory. After a smart first round of 3.26.25, Round 2 saw a bent wheel caused a run in on takeoff... just when they were about to do a blinder! As both know well, that's racing. There's always next time and 4th place at their first competition ain't too bad. In fact any team finishing ahead of Wilson/Ellins has done really well.

Speaking of the dynamic duo, Graeme and Mark were down on speed and desperately need new gear as two 3.29's will testify. That will soon be a reality with a new Rocket and Brodak.25 combination set to shake the establishment early in 2007.

Trent McDermott and John Taylor were flying Mark's white Rocket, the one that recorded a 3.06 heat and finished third back at the 2003 Albury Nats. Unfortunately, electrical connections let these potential finalists down. It is a timely reminder to check those connections frequently as they are relatively fragile with corrosion and vibration the main enemies.

Rod Smith had long time B racer Peter Morandini in his corner. However, all was not well with the model/motor combination and a couple of slow times resulted. Rod is determined to improve and is now taking steps to be among the front runners in this class. The Hunting brothers Ken and John were not having a good day and did not manage to post a time. Success in Classic B relies heavily on having a good engine that starts easy, runs fast and is economical. That's why Ken is keen to join the ranks of Brodak.25 users and take advantage of the highly efficient F2C based AAC piston liner technology.

The teams for the final were decided. Mark and Richard decided to swap their 'qualifier' Long Gone for the LA 25 powered Galaxy which had better laps. All were quickly away with the Galaxy having an immediate edge with extra speed. Lance Smith had a mid race crisis due to his hand tangling with the propeller, but acting battery man Mark Ellins took over the catching and this team continued as though nothing had happened. Although Murray was grooving the landings, the Antares was still a few laps behind the Galaxy and Rocket.

And that's the way it finished, with the Galaxy getting home first by about two laps from the Rocket. Fine flying by Rick and the just reward for many long hours of dedication, determination and practice by Mark and, of course, the absent Harry Bailey. Although H/B models were going for 6 Nats wins in a row, the law of averages decrees it gets harder each time. And so it did! All credit and congratulations go to Mark and Rick. At the trophy presentation some wag was heard to call out "The King is dead. Long live the King!" No doubt a number of Victorians are planning a swift end to the Queensland reign...

Macca's winning time of 6.09 was outstanding, the best ever at a Nationals and second best ever for Classic B. Before the race, John and Keith would have taken a super quick 6.15 time any day of the week.

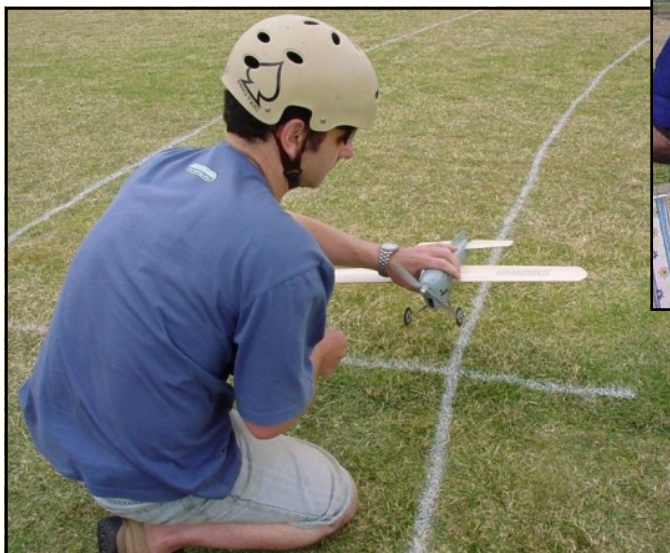
At the end of the event, highly experienced pilot Richard Justic declared "it was the best race he had flown in all Nationals". As any Class B enthusiast will tell you, when all three finalists cross the line with sub seven minutes next to their names, then it really was a most excellent team race.

Results of Classic B at the 2007 Albury Nats.

1. Justic/McDermott	3.13.50	3.07.28	6.09.10
2. Hallowell/Baddock	3.11.35	3.10.25	6.15.53
3. Wilson/Smith	3.23.50	3.16.09	6.56.46
4. Pretty/Baker	3.26.25	DNF 0	
5. Wilson/Ellins	3.29.91	3.29.47	
6. Ray/Ray	4.10.90	4.03.06	
7. Smith/Morandini	5.55.43	6.11.50	
8. McDermott/Taylor	6.43.68	DNS	
9. Hunting/Hunting	DNF 0	DNF 37	
CD Alan Lumsden			



ABOVE: Neil Baker and Greg Pretty with Grassfire.
LEFT: Paul Stein warms up for final.



2007 AUSTRALIAN NATIONALS



TOP LEFT: VTR Final Action

TOP RIGHT: Macca and Greg

BOTTOM LEFT: J Taylor and Trent McDermott made a great team.

BOTTOM RIGHT: Peter Morandini with OS powered Rocket.





TOP: Classic B Finalists (from the left) Keith Baddock, John Hallowell with Rocket, Mark McDermott, Richard Justic with Galaxy, Lance Smith, Murray Wilson with Antares.



BOTTOM: VTR Finalists (from the left) Greg Pretty, Mark McDermott, Rob Fitzgerald, Paul Stein, Mark Ellins, Graeme Wilson.

MORE AUSSIE MODELS ... DON'T THEY LOOK GOOD!



TOP: Jim Ray's new Crescendo

RIGHT: McD Long Gone





TOP: McD Winning Galaxy

LEFT: McDermott D.D.

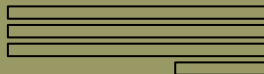


ABOVE: Nice models of Vintage A's.
 RIGHT: The young Eifflander shows the opposition the way home. Mini Goodyear action at the Barton Cold Turkey Bash.

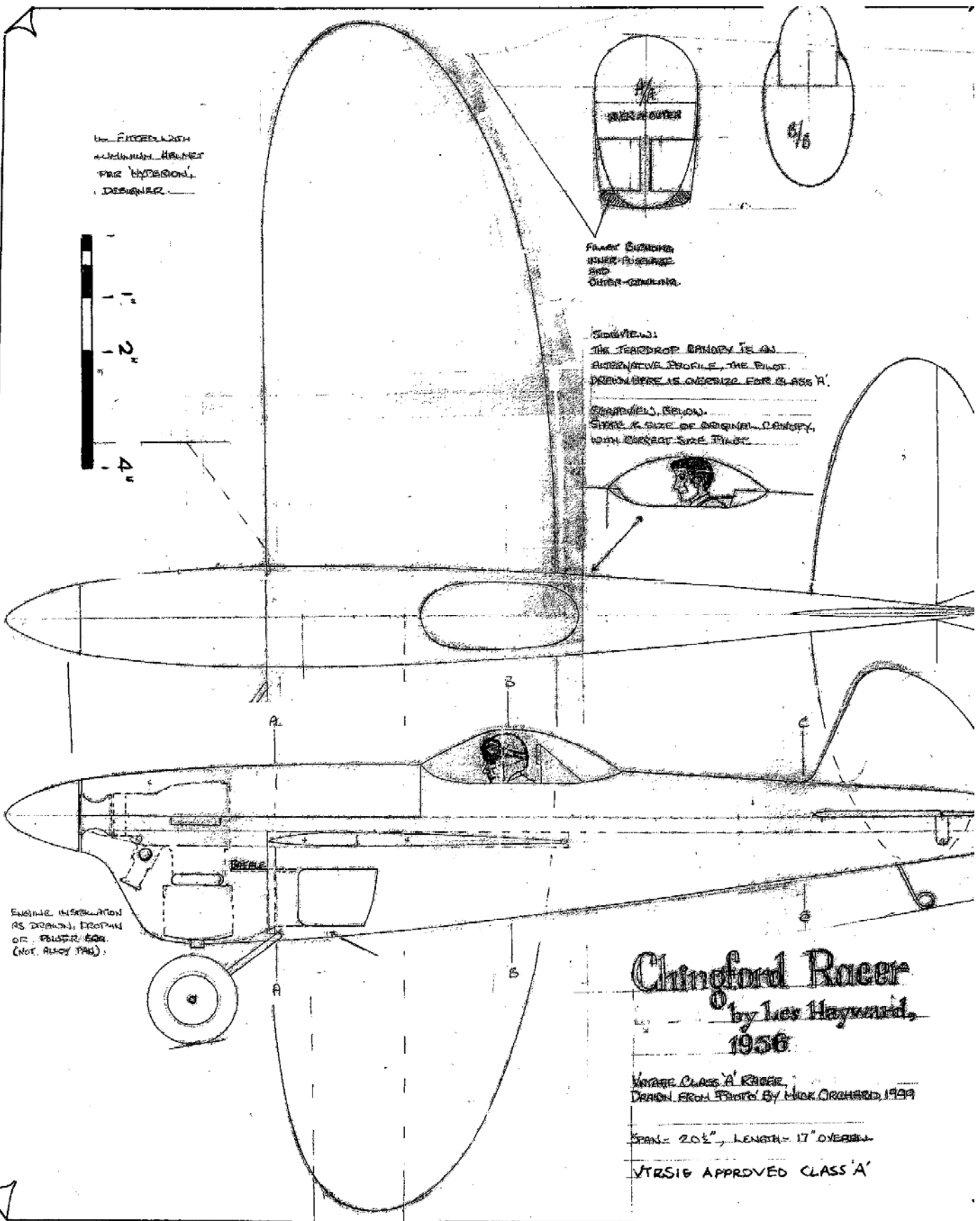
OPPOSITE PAGE: Les Hayward's 1956 Chingford Racer beautifully drawn by our Chairman, Mick Orchard.

In this issue free 1/2A plan
 of **CHINGFORD RACER.**

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**2006 UK NATS
VINTAGE T/R SNAP SHOTS**



Barton B warm up.



Ken Newbold and John Green ready for a 1/2A heat



Gaggle of Barton B'ers.



Haywood/Haywood warm up their A model.



Gordon Isles Barton B Concours winner.



The Line Check.



Dennis Ward 1/2 A model.



Mick Orchard in action.

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Mr. Gordon James Rae (left) and his published "Aircraft Speed and Vintage Team Racing" hardback book. The model Gordon is holding is his Riveter design, probably one of his all time favorites.

CONTEST CALENDAR**Team Race 2007**

Day	Month	Event	Venue
1	April	F2CN, Brit GY	Croydon
15	April	F2C	Barton
29	April	VTR, Profile VTR A, F2C	Cottesmore
12	May	VTR, F2CN, BGY, MGY, F2B, Speed	Barton
13	May	VTR, F2CN, BGY, MGY, F2B, Speed	Barton
13	May	Weatherman Speed	Old Warden
27	May	VTR, Profile VTR A	Croydon
3	June	BGY, OGY	Barton
10	June	F2C, BGY, F2CN VTR, Profile VTR A	Barkston
10	June	Vintage Speed	Bilston
23	June	SAM 35 Gala – VTR, Profile VTR A	Old Warden
24	June	SAM 35 Gala – Speed	Old Warden
24	June	F2C	Cottesmore
30	June	VTR, Oliver Rat, Profile VTR A, Vintage Speed, Weatherman Speed	Bristol
1	July	VTR, Oliver Rat, Profile VTR A, Vintage Speed, Weatherman Speed	Bristol
8	July	VTR, Profile VTR A, Weatherman Speed, Vintage Speed,	Hucknall
5	August	BGY, OGY	Barton
5	August	VTR, Profile VTR A, F2C	Cottesmore
25	August	Nationals	Barkston
26	August	BMFA Nationals	Barkston
27	August	Nationals	Barkston
7	September	Wings Over Portugal	Madeira
8	September	Wings Over Portugal	Madeira
9	September	Wings Over Portugal	Madeira
16	September	Northern Gala F2C, M1/2A, VTR	Dishforth
23	September	VTR, Profile VTR A, F2C	Barton
30	September	1000 Lap BGY	Barton
7	October	F2C, VTR, Profile VTR A	Barton
14	October	F2CN, Brit GY	Croydon
14	October	BGY, OGY	Barton
21	October	1000 Lap BTR V, Open	Dishforth
29	December	61 st Australian Nationals - All disciplines, CL, FF, RC, Space	West Australia
30	December	61 st Australian Nationals	
31	December	61 st Australian Nationals	
1	January	61 st Australian Nationals	
2	January	61 st Australian Nationals	
3	January	61 st Australian Nationals	
4	January	61 st Australian Nationals	
5	January	61 st Australian Nationals	
6	January	61 st Australian Nationals	

TEAM TALK

From: John Mealing [mailto:johnmealing460@hotmail.com]

Sent: Tuesday, February 06, 2007 7:19 AM

To: vtrterry@yahoo.co.uk; rojreese@yahoo.co.uk; rwandmroberts@btinternet.com

Subject: South Bristol Gala

Hi all, here are the details of this years gala

Dates: 30th June and 1st July

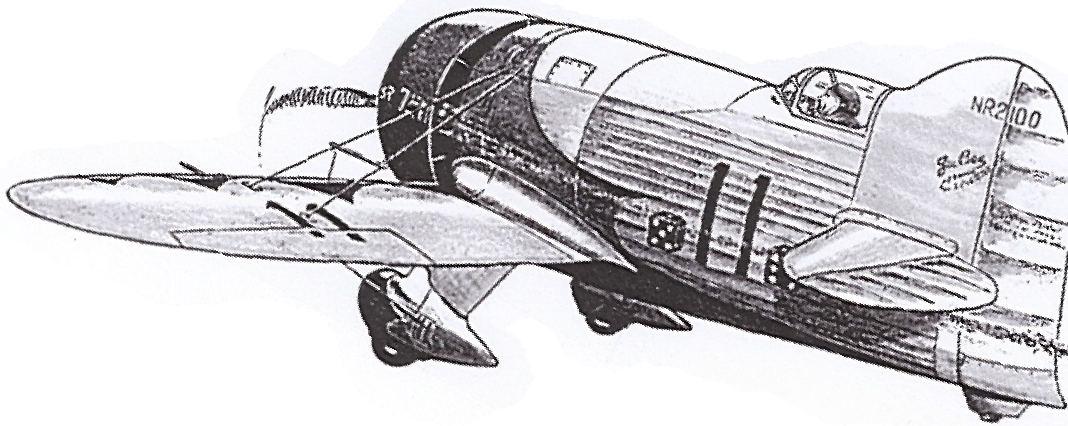
Events: 30th June: Vintage 1/2A, A, B, Barton B, Oliver Rat, Profile vintage A, Vintage Speed, Weatherman Speed.

1st July: Vintage 1/2A, A, B, Barton B, Mini Goodyear, Vintage Speed, Weatherman Speed heats and finals will be run on both days subject to demand.

Venue: Nuclear Sports and Social Club Berkeley Power Station Berkeley Glos.

Camping for caravans and tents will be catered for. Bar open both days.

Cheers, John Mealing



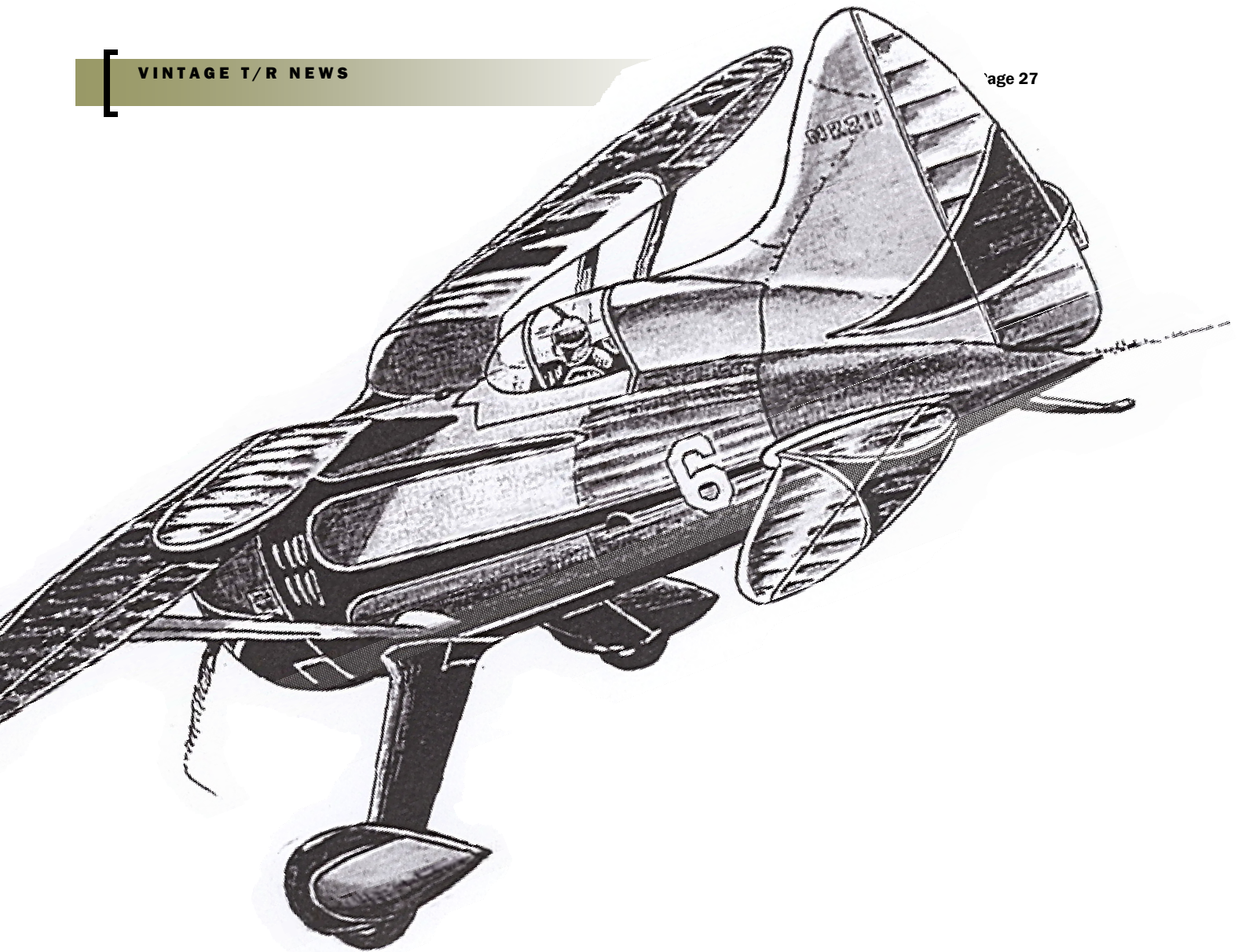
Hello All,

Being that this may very well be the last newsletter I get to do for VTRSIG, I wanted to take this opportunity to tell you how much I have enjoyed putting together the last five issues.

Maybe one of these days, I'll get the opportunity to visit a real race to experience first hand the excitement that each of you share. Until then, I wish you all the best .

Yours truly,

Dawn Gardner – Houston, Texas USA



From: Terry McDonald [mailto:vtrterry@yahoo.co.uk]

Sent: Friday, February 09, 2007 9:04 AM

To: duncan.bainbridge@austinsmithlord.com

Cc: roger reese; David Finch; Hart, Dick; johngibbs_4@hotmail.com; Dave Smith; Dennis Ward

Subject: Re: Draft Contest Cal

► See Page 25 for Draft Calendar

Hi Duncan,

I've looked at the draft and have the following comments to offer:

1. If we are doing 1/2A, A, B and Barton B at Hucknall I doubt that there will be time to fit in Profile A as well unless it is run separately on a different circle simultaneously with the main VTR events. Remember we have to clear the airfield by 6 pm or risk being locked in and losing the use next year.
2. At the SAM Gala, Vintage Speed and Weatherman is on Saturday. On Sunday we have the VTR Cup and Class A and B VTR to SAM rules, ie no Olivers etc in Class A and the model is pitted where it lands - no catching. It might be easier to slip in profile A on Saturday as Sunday is a bit congested with the Fireball and Spirit of SAM events running as well.

Who is organising the Cottesmore events, it sounds a grand venue - look forward to it.

Keep turning left,

Terry

MORE UK NATS SNAP SHOTS



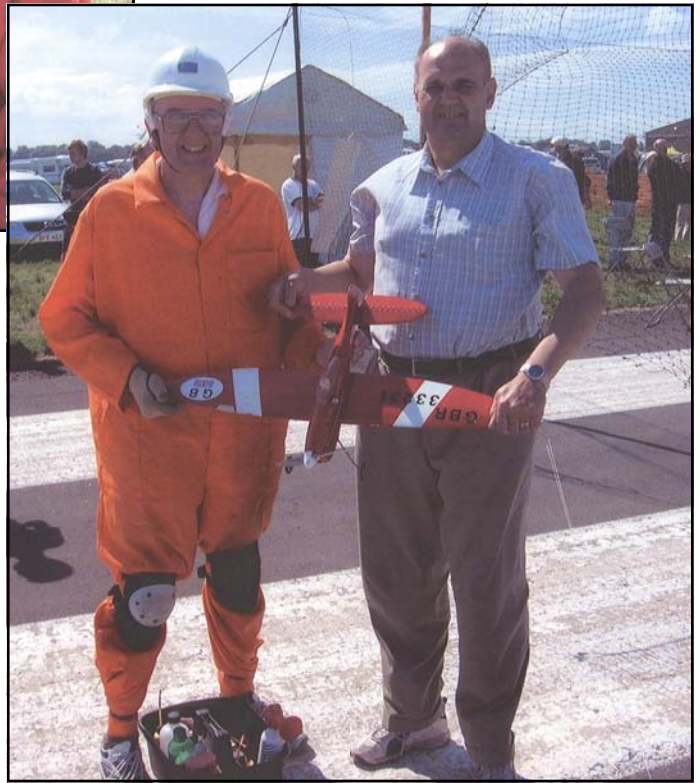
TOP LEFT: Stuart Robinson, Dave Finch and Terry McDonald. The "Officials" at the UK NATS.

MIDDLE LEFT: Vintage B action at Old Warden.

BOTTOM LEFT: Ken Newbold and his Panko Baby 1/2 A.

TOP RIGHT: A handsome couple with a better looking Barton B.

BOTTOM RIGHT: Lenny Morall donates a cup for Vintage Team Race, event to be decided.



PROFILE VINTAGE TEAM RACE BY DUNCAN BAINBRIDGE

Round & Round

Duncan Bainbridge

Profile Vintage Team Race



The name of the game is experience;
Practice x Performance = Experience

Experience should be defined by a combination of pilot, pitman, engine and aeroplane, but to gain that experience and performance in modern Team Race today perhaps requires a level of technical ability and commitment in terms of time and finance that may be daunting to the beginner or one who is new to racing.

However this year a solution has arrived courtesy of VTR SIG member Roger Reece, Profile Vintage Team Race. (PVA)

Now before you all start yelling, "We don't need any more classes!" I agree that there are already too many classes and too few flyers, however PVA is merely a slight modification of an existing class.

Some of you may have seen Roger's article in the November 2006 AMI – Aeromodeller, which details the design and construction of a profile version of the Humpty Go-Kart, a Dick Edmunds design originally published in Aeromodeller, 1955. It is a neat little racer to build and as with all Edmunds designs, no doubt it is an excellent flyer.

For some time Roger has felt that there is scope within VTR to provide a sub class which uses a simplified racing machine that flies well; takes off and lands on well mown grass is well overdue.



The object of PVA is to encourage 'would be racers' not to be put off by the need for 'high technical' know how that is essential in today's racing classes. The models must be true to the ethos of VTR, but use a modern plain bearing 2.5cc glow motor like the Enya

of Fuji .15's, these can be bought new for about £50.00 or found or scrounged at swap meets or on eBay, whilst wheels, controls and tanks can be easily made or bought.

At the AGM last November the VTRSIG agreed to run, as a novice class; PROFILE VINTAGE CLASS A at any / all meetings of the 2007 season. This will be on the basis of three or more teams prepared to race.

A short summary of the rules is listed below:

- 1/ Pilot must be Novice (a beginner to c/l or perhaps a pitman?)
- 2/ Any vintage A approved design built as a profile (along lines of MGY)
- 3/ Any 2.5cc (0.15cu) glow, non Schurmle, plain bearing commercially available
- 4/ Fill by squash bottle
- 5/ Max 10% nitro fuel (usually provided)
- 6/ Glow clip (no remote) Suggest 2 x man pit crew
- 7/ Only APC or Graupner 7x6 glass filed prop (no rework)
- 8/ All other rules as per vintage A



Martyn Haywood's Dimple Dumpling

Like I said the key to Experience is Performance and Practice, these models will allow you to learn or improve on your basic race craft, building on what is learnt in Mini Goodyear or will provide you with a class to fly that is fun, but has none of the pressures of F2CN, or Full VTR.

So go on, have a go, try something different, there are a few people building already, I know of a Dimple Dumpling and a Black Chiffon being built and no doubt there are a few more out there as well. So check out the November 2006 AMI – Aeromodeller and build a Humpty Go-Kart or just take any of the VTRSIG approved models and there are loads and build a profile version. Grab a mate, go practice and join the winners circle.

The first event is scheduled for the 29th April at Cottesmore, Oakham, Rutland, LE15 7BL where F2A, F2C and all VTR classes will also be flown, but if you fancy it you must call the organiser Jo Halman on 01582424398 and tell her your name for security reasons as it is an operational RAF Station.

If your interest grows you can always get more info by attending any of the contests throughout the year or join the VTRSIG and get their comprehensive newsletter.

For more info on PVA and the VTRSIG News contact Roger Reece on 0121 585 9598.

Dick Hart
Upper Stepford House
Stepford Road
Dumfries DG20JP
Scotland



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

