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**THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA**

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**Number 290**

Produced by the Victorian Control Line Advisory Committee



October 2023

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**PRODUCTION SPECIFICATIONS**

**Please send any submissions for publication by CD/  
memory storage device or use Email.**

Contest results should be tab delimited, i.e. use a single tab between each column of results, if submitted by disk or email. This makes formatting much easier on the editor.



COMING  
EVENTS



## VICTORIAN CONTROL LINE CONTEST CALENDAR 2023

DATE	EVENT	CLUB
Oct 7-8	Ringmaster Fly-a-thon (worldwide event)	KMAC
Oct 8	F2B & Classic Stunt,	CLAMF
Oct 22	Brimbank Vintage Combat (tbc)	KMAC
Oct 28-29	Munro "Oily Hands"	Munro
Nov 12	Warbird Stunt and Nobler Stunt, <b>Combined Speed,</b>	CLAMF
Nov 26	Doug's Day Australian Vintage Stunt and car-boot sale.	KMAC
Dec 10	Vintage A, Classic B, <b>Classic FAI.</b>	CLAMF
Dec 17	KMAC Christmas function.	KMAC

Events will be flown in order of printing. Events in **Bold type** will be flown over hard surface.

**CLAMF** Frankston Flying Field, 103R Old Wells Rd, Seaford (Melway 97J10), GPS -38.086777,145.148009  
10.00am start

Contact :- Secretary, H. Bailey (03) 5941 5978  
Email :- [clamf@ozemail.com.au](mailto:clamf@ozemail.com.au)  
Web site :- <http://clamf.aerosports.net.au>

**KMAC** Stud Rd. Knoxfield  
(opposite Caribbean Gardens) (Melway 72 K9) 10.00am start  
Contact: President:- Reeve Marsh 0405 001 008  
Email:- [knoxmacvic@gmail.com](mailto:knoxmacvic@gmail.com)  
Web site :- <https://sites.google.com/view/knox-model-aircraft-club/home>

**CLAG** has monthly fly-ins at the Moe Race Track every first Sunday of the month.  
Contact :- Reeve Marsh 0405 001 008

## 2023 Western Australia CONTEST CALENDAR

DATE	EVENT	VENUE
14 Oct	State Vintage Combat	WAMASC
29 Oct	Combined Speed	WAMASC



COMING  
EVENTS



## C.L.A.S. CONTEST CALENDAR 2023

DATE	EVENT	CLUB
Sep30-Oct2	NSW State Championships. Team Race and Speed.	CLAS Albury
Oct 15	F2B Aerobatics.	SSME
Oct 29	Classic Stunt.	Doonside
Nov 5	Event TBC.	KMFC
Nov 12	F2B Aerobatics	SSME
Nov 26	KMFC Christmas Party and Fun Fly.	KMFC.
Dec 3	F2B Aerobatics.	Doonside.
KMFC -	(Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.	
SAT-	(Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.	
SSME -	(Sydney Society of Model Engineers) - Model Park, Luddenham Road, Luddenham.	

DOONSIDE- Baseball diamond, Whalan Reserve.

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# Qld State Championships for Team Racing

## 2nd-3rd September 2023



The Control Line Aircraft Society of Ipswich hosted the event at their grass flying site in Leichardt Ipswich.

The local and interstate visitors prepared for action on the well prepared grass circles on a warm and pleasant Saturday morning. With five events to take place on the day, the 9:00am start got 27 Goodyear underway for the five teams. Some mixing and matching of team members took place as John Walker was not feeling fit for action and Ken Hunting did not manage to arrive from Victoria as he had his flight from Melbourne cancelled by Jetstar.

Murray Wilson had flown up from Victoria to take part but could not bring any models but was available as a pilot or pitman for others.



*Right:-The Brian Burke Memorial 27 Goodyear team race trophy has been competed for since 2014 and this years winners were the first Victorian team to have the honour of being presented with the trophy.*

*Left:- 27 Goodyear medal winners.*



### 27 Diesel Goodyear Results.

Team	Rd 1	Rd 2	Final
1. Harry Bailey/Murray Wilson	5:04	DNS	10.00
2. Richard Justic/Robert Owen	44 laps	5:21	11:12
3. Ross Middleton/Mark McDermott	5:02	DNS	12:09
4. Bob Phippen/Peter Laing	7:09 DQ	5:47	
5. Trent McDermott/Mark McDermott	5:21	5:52	

### Vintage A Results

Team	Rd 1	Rd 2	Final
1. Richard Justic/Robert Owen	3:21.1	DNS	6:56.69
2. Harry Bailey/Murray Wilson	3:25.1	3:29.84	DNF
3. Trent McDermott/Mark McDermott	3:23.7	DNS	DNF
4. Murray Wilson/Peter Laing	3:29.94	DNF	

In **Classic B** the Maccas team lead the way with a heat time of 3:04 78. Richard Justic was pitting for Harry and between them they used the "Galaxie/Brodak 25" to record a creditable 3:12.25 which was just two seconds quicker than the team of Owen/Middleton.

In the final race the model of Mark and Trent had the race pace. The Bailey/Justic "Galaxie" was getting range and did a two stop race but could not match the final time of the McDermott's who did a sub 6 minute final.

Some close racing between the four teams in **Vintage A** with only eight seconds between the fastest and slowest heat times. All models used R250 engines. Peter Laing broke the wing off his "Tiger Terror" during a catch at a pit stop.

In the final race the Mac-cas racing team had mechanical problems and Bailey/Wilson's "Olympian" rolled inwards on take off at the third pit stop and broke a prop and badly bent the under-carriage which left Robert and Richard to race to the finish and claim the winners medal.





### Classic B Results

Team	Rd 1	Rd 2	Final
1. Trent McDermott/Mark McDermott	3:04.78	DNS	5:58.12
2. Harry Bailey/Richard Justic	3:12.25	DNS	6:14.53
3. Robert Owen/Ross Middleton	3:49.79	3:14.65	6:46
4. Peter Laing/Murray Wilson	3:49.63	3:59.91	

**Vintage B** only had two entries. Harry had brought his Frank Dotti designed "Gold Dust/OS Max 111 .29" and the McDermott's had a much sleeker and faster "Dalesman/Enya .29" combination.

During the warm up period the Enya seemed to have blown a plug so a quick change proceeded. At the go signal the engine failed to start. (another plug problem) so the "Dalesman" stayed on the ground whilst the "Gold Dust" chugged around doing plenty of pit stops for the 140 lap final.

### Vintage B result.

Team	Final
1. Harry Bailey/Murray Wilson	9:44.85
2. Trent McDermott/Mark McDermott	DNF



The **Simple Rat race** was flown using the local rules which permitted whipping.

In the heats the father/son Macca's team were the only ones to get past the 100 lap mark and did not fly a second round. Their dominance persisted through to the end of the 10 minute final race.

### Simple Rat Race Results.

Team	Rd 1	Rd 2	Final
1. Trent McDermott/Mark McDermott	111	DNS	218
2. Harry Bailey/Murray Wilson	92	99	187
3. Robert Owen/Richard Justic	90	68	169
4. Ross Middleton/Murray Wilson	80	80	
5. Bob Phippen/Peter Laing	64	69	



The last three racing events were flown on Sunday.

The **Classic FAI** team races were flown over the grass surface so the interstate competitors that are used to flying over a hard surface had to be extra careful with their landings of models if they had chosen not to change their wheel size to a larger diameter to suit. No real dramas ensued.

The final race had the two Nelson powered models battling for supremacy and Justic/Owen just managed to edge out McDermott/

McDermott for the first place by a margin on 3 seconds. Ross Middleton struggled to get a good setting to work on the Parra and was troubled with engine overheating and poor re-starts in the "Klotznoruski/Parra" model and had to be content with third place.

**Classic FAI team Race results.**

Team	Rd 1	Rd 2	Final	Engine
1. R. Justic/R. Owen	5:19.37	4:39.14	9:12.69	Nelson RR
2. T. McDermott/M. McDermott	4:31.31	DNS	9:15.94	Nelson
3. H. Bailey/R. Middleton	7:21.75	4:56.91	12:38.13	Parra
4. M. Wilson/P. Laing	6:56.62	6:17.19		Nelson



The **Bendix** race was flown by two teams to the rules in the MAAA rule book.

With only two teams entered there was no need to run heats so both teams went straight to the final race.

Both models used Nelson .36 engines to fly a good race.

The winners were awarded the Brian Burke Memorial Trophy for services in the field of control line flying as well as their place medals.

**Bendix Results**

Team	Final
1. Robert Owen/Murray Wilson	7:22.22
2. Trent McDermott/Mark McDermott	7:52.84



**21 Bendix** is a speed limited event in which the models are not permitted to exceed a time of 21 seconds for seven laps.

The McDermott's kindly loaned a model to the Bailey/Wilson team so they could compete and make up the three teams. A heat was flown so all teams could attain a race setting and decide pitting locations.

In the final race it was a close run battle for second and third place with a margin of eleven seconds separating the two but the team from Victoria with the loaned model were the winners with a one minute margin.

**21 Bendix Results**

Team	Heat 1	Final
1. Harry Bailey/Murray Wilson	4:29.57	9:01.72
2. Trent McDermott/Mark McDermott	4:32.41	10:06.60
3. Bob Phippen/Peter Laing	5:01	10:11.85



Trophies. There were also medals presented for top three placings in each event.

Simple Rat Race.

# Victorian State Championships for Classic Stunt.



The flying of Classic Stunt at the Vic State Champs at Easter was postponed due to the windy weather.

It was flown at the KMAC field on Sunday 24th September. Two rounds were flown and each competitors best of two flights score was counted as the final score.

Place.	Entrant	Round#1	Round#2	Final Score	Model used.
1st	Mark Ellins	554.00	559.00	559.00	Nobler
2nd	Murray Wilson	433.00	527.00	527.00	Nobler
3rd	Andrew Nugent	484.00	331.00	484.00	Caprice
4th	Robin Hiern	455.00	196.00	455.00	Thunderbird/Frog 500 spark ignition.
5th	Ken Maier	263.00	409.00	409.00	Ringmaster
6th	Harry Bailey	329.00	---	329.00	Nobler/OS LA46

The first round was flown in the morning and all competitors flights proceeded without any problems. Harry and Ken ran out of fuel before attempting the clover leaf.

A break was held for the BBQ lunch and then the second round was flown. During the intermission the wind velocity increased a little bit, so much so that Andrew Nugent's model was getting light on the lines during overhead manoeuvres so he decided to be on the safe side and not complete the full pattern.

Robin's engine stopped mid flight so he could not improve on his Rd 1 score and Harry decided to stick with his round 1 score rather than risk the model in the conditions.



*Reeve Marsh was the stunt judge and tabulated the scores.*



*Andrew Nugent Mark Ellins Murray Wilson*



*Robin Hiern warms up the Frog 500.*



*Harry's Top Flight Nobler/OS LA46*



*Ken Maier with his Ringmaster.*

*Pictures from the Editor and Philip Thomas.*



## Vic Vintage Oily Hand Weekend October 28th-29th 2023 Radio Control ~ Free Flight ~ Control Line

THERE ARE THREE CONVENTIONS AT OILY HAND DAYS THAT MUST BE OBSERVED REGARDING THE MODELS THAT CAN BE FLOWN.

1. R/C models must be diesel (any capacity) or small glow
2. C/L models are to be diesel or open exhaust glow.
3. F/F models can be diesel, small glow, rubber power, CO2 or towline glider.

Invitation open to all MAAA Members \$10.00 Entry includes entry. In to Raffle (Diesel engine Elfin 149) Raffle Tickets are available \$5.00ea.

Camping fee \$10.00 a night BBQ Lunch and Breakfast sold at Field.



Munro Flying Field is a Privately owned venue purposely designed for Pylon Racing. it consists of a 180mt X 30mt very well groomed grass strip and a 100mt X 60mt open taxiway that's just as well groomed. It has great amenities (Shower & Toilet ) and under cover area fit for a king and plenty of camping area. The Town of Stratford is only 20km away with accommodation, Grocery Store, Pub and Bottle shop. Field will be open Friday for all to come and enjoy a long Weekend of Vintage Flight, Sharkface Pylon racing and good old aeromodelling camaraderie.

**Field Address 900 Reservoir rd Perry Bridge (Munro) Vic**  
**Contact Barry Murphy mobile 0412 600 033**





# AROUND THE CLUBS

## Combined Speed & Vintage Combat Competition Frankston 10-09-2023



A good entry of 11 models flown, perfect weather considering the bad weather of previous weeks.



Greg with his CCM Special.

First up was Greg Nelson from SA flying his 1/2A Proto model, not as fast as previous, as he has the record, then he flew a vintage CCM "Special" a model that was built by Vern Marquette years ago. Harry had a flight with his OS 11, sounded good but was over revving as it has Mini Goodyear props, not enough pitch, M/G props are around 4.5. Needs about 5.5 on the thick wires.

I then flew a new model I just built for something to do, it is a 1974 speed model called an "ASSY KILLER" by Renzo Grandesso, he was a ST works flier, he flew it at the 1974 W/C in Czechoslovakia.

Tony Cincotta ended up with one of Renzo's models, I know it was genuine as it had 154 on wing [Renzos number], I have the original alloy wing as I made a new wing around the 1990's as the original one was damaged.

I used to fly the model for Tony at times, but it was slow with the ST X15 motor, I don't think it was the original motor, I used my old X15 in my version that I tried in FAI speed in the early 1970's, was slow, not much better than my KOSMIC 15.

It is one of the first sidewinder designs but due to the rear induction engine is on the inside making construction a bit harder than our normal ones.

Model did not fly that well, and needed a lot of up when motor stopped which it did after a few laps on pipe, so no time recorded.

Murray flew his Class 5 model and 1/2 A Proto, but then had to go to other circle to fly Vintage Combat, as did Greg and Harry, so they did not fly some of their other models.

Problem was we started late.

Tim Cooper had his models the 1/2 A Proto and Simple Speed, had his usual 3 good flights, setting personal best in both.

Latter on he got out his Mini/Mini Goodyear model with a Cox TD.049 for .049 speed, only had .012" lines instead of .008" but did well on suction and only 10% nitro.

He is going for .008' lines next speed day.

.049 speed has not been flown for years, I had an AVRO VULCAN delta with an AME .049 which did 180 kph.

The rotation speed got a bit much on 35ft lines so we changed to 42ft but has not been flown in comp since.

Ken flew his 1/2 A Proto with an AP Hornet? engine.

Next I flew a model to the British 2cc new rules, they have had 2cc in England since 1995?? I won 1996 & 7 combined speed there with my OS PS11.

Just lately they have started flying them but using FAI models with de-bored Irvine 15 back to 2cc using a magic muffler and 25% nitro.

I thought as a project I would try to beat record of 238 KPH using my normal Novarossi 2cc.

I made a magic muffler, but did not have the dimensions so found a photo on EBay and made as close as I could.

Went well first flight but I had trouble keeping up with it in the pylon so I got Murray Wilson to fly it [thanks Murray] did 97.5% happy with that.

Thanks to all who turned up and help especially Ron Savage again.

Next speed day is November 12.

Robin



### Combined Speed Results.

Entrant	Class	Engine	Flight 1	Flight 2	Flight3	Fastest	KPH	%	Place
Robin Hiern	British 2cc	NR .12	15.85	15.51	17.73	15.51	232.1	97.5	1
Murray Wilson	5 [3.5 cc]	NR .21				15.56	231.36	95.8	2
Murray Wilson	1/2A Proto	Jak .09D	25.28			25.28	142.52	92.87	3
Tim Cooper	Simple Speed	Magnum 15	28.21	25.5	24.86	24.86	144.8	88.4	4
Tim Cooper	1/2A Proto	OS 10FP	28.37	27.67	28.25	27.67	130.1	84.71	5
Greg Nelson	1/2A Proto	Jak .09	29.27			29.27	126.31	82.31	6
Harry Bailey	Class 1	OSCZ11PS	19.71			19.71	182.64	79	7
Ken Hunting	1/2A Proto	AP .09D	30.24	30.67		30.24	119.04	77.5	8
Greg Nelson	Vintage Proto	OS 30	50.56	51.12		50.56	114.61	75	9
Tim Cooper	.049 Speed	Cox TD .09	29.95	26.69	26.85	26.69	108.3	60	10
Robin Hiern	Classic FAI	ST X15	NE Laps	NE Laps	DNF				



Ten entries for **Vintage Combat** was a good number for a club competition. New-comer Beau Murphy is more likely to be seen around the Pylon racing scene but you would not have guessed from his competent flying style that this was his first combat competition. Danny Rich was once a regular on the control line circles and his return to fly some combat was welcomed.

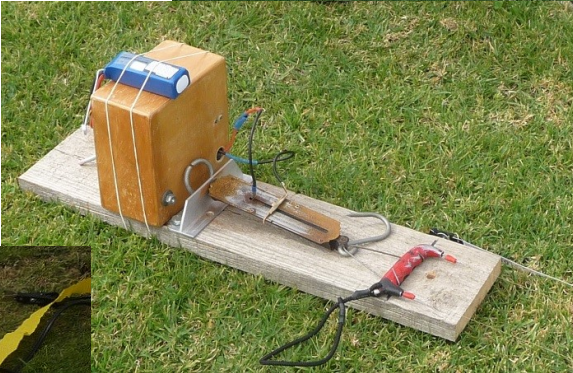
Engines use were the usual mix of Fora, Parra, ST G15 and Oliver clones. Keith Baddock used the only glow engine which was an OS 15FP mounted in an Early Bird model.

Highest point scoring bout of the day was in Rd 3 between Tony Caselli 364 and Murray Wilson 392. Murray flew against Ken Maier in a fly-off for first and second placings and Murray completed his run of four wins and no losses the score being Murray 520 and Ken 170.

**Vintage Combat Results**

Place	Entrant	Rd 1	Repechage	Rd 2	Rd 3	Rd 4
1.	Murray Wilson	W		W	W	W
2.	Ken Maier	L	W	W	W	L
3.	Tony Caselli	W		W	L	W
4.	Greg Nelson	L	W	W	L	L
=5th	Beau Murphy	W		L		
=5th	Harry Bailey	W		L		
=5th	Garry Whitbourn	W		L		
=8th	Danny Rich	L	Bye	L		
=8th	Keith Baddock	L	L			
=8th	Mark Ellins	L	L			

*Top three (with models) and fourth placed Gregg.*



*The new line pull tester was used for the first time.*



**Report and pictures by the Editor.**



**Rocky Rally. September 16 -17**

I could not make it this year due to a number of factors, but Freddo has sent me the final results. In a phone conversation on Saturday evening he did tell me that conditions were windy but had little affect on the models; he didn't mention the +27C air temp for the 2 days, yep it does get hot on central Queensland coast.

2 models crashed on the Saturday heats due to "operator errors", Andrew Heath lost his Classic B after "mating" with a second model (details please Andrew) and Freddo had his Rothwell powered TT dive in due to a centre circle snafu.

Peter Lloyd

Results:

**VINTAGE A**

TONY BONELLO	7:34	1ST
STEVE SMITH	11:35	2ND
MATT VICARY	12:11	3RD

**VINTAGE B**

STEVE SMITH	10:15	1ST
DAVE HATFIELD	10:17	2ND
BARRY FREDERICKSON	10:31	3RD.

**CLASSIC B**

MATT VICKARY	9:09	1ST
PETER DENNIS	9:14	2ND
FRANK BATTAM	9:54	3RD

Barry (Freddo) used a Parra T4 in his model (others used 29 glows) and does 53 laps on a tank.

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### TCA Italian glow plugs in Australia.

I have for sale a large range of TCA glow plugs.

TCA supply Luca Grossi the current F2A European champion.

There are std type 1/4x32 thread, Nelson style tapered seat with flat coils and the "turbo style" tapered seat.

Italian made TCA Nelson type combat plugs arrived for those that might be interested, \$8 each plus postage.

email: [ah Heath296@gmail.com](mailto:ah Heath296@gmail.com)

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## Andrews Pans.

Hi All,

I've been asked over recent months about the availability of pans and what types I have.

I had a dig in my pan box and was quite surprised to see about 8 different types. It's grown over the years! The quality has improved also. I'm on my 3<sup>rd</sup> foundry now, it was a problem getting a company who wanted to take it on. Material is casting alloy CC601.

Price is still the same at \$25 for "as Cast" pans. I'm not preparing them in a finished state because of problems with my arms at the moment.

I'm not keeping a lot of stock, but will get some cast if asked. It usually takes about 3 weeks. I will always get a couple extra done.

Also, I've just finished a new master. It's copy of Steve Rothwell's engine plate. Simple little thing, but it will save cutting the plate out of tough aluminium

After last month's update and photos of the available pans, I wanted to clarify some of the prices .

29 speed pan..... \$30

2cc speed pan....\$25

T/R pans.....\$25

Rothwell style plate..... \$12

All the pans are unfinished . Although I usually clean off most of the flashing ,

Andrew Nugent.

[andrew.n5@bigpond.com](mailto:andrew.n5@bigpond.com)

A few engines for sale.

Enya 049 reed valve F/F new in box	\$125
OS 15 111 C/L new in box	\$100
OS 15 C/L new in box	\$100
HGK 15 F/F new in box, no NVA	\$125
Cipolla 1.5 D looks new in box	\$90
MP Jet 06 D TBR used excellent in box	\$100
Super Tigre 29 FI F/F very good used in box	\$90
Owen 2.5 T new in box	\$ 475

Contact Wayne Wilson @ [whyzedman@hotmail.com](mailto:whyzedman@hotmail.com)

Enya SS 15 DBBS NIB \$250

EVO36 Stunt as new in box \$150 ONO

David Murrell [ddtmis@gmail.com](mailto:ddtmis@gmail.com)

0416236456 Coffs Harbour

As some of you already know I have taken over the manufacturing of CL props for Supercool props.

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Contact Ian Thompson

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Be considerate with phone calls. I am in WA & there is a time difference from Eastern States.

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Wanted

Taipan MK V diesel any condition also any parts.

Contact Wayne Wilson [whyzedman@hotmail.com](mailto:whyzedman@hotmail.com)

I'm chasing a CS Oliver Tiger to put in a Vintage A model I built many years ago. I'd like something that's reliable but doesn't have to be fully competitive as I don't think it will be raced at this point. I'll probably consider anything.

Contact is

Mark Kennedy

93 Kingfisher Parade

Toogoom Qld

0422 408 330

[markkennedy756@gmail.com](mailto:markkennedy756@gmail.com)

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