

# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 89



Produced by the Victorian Control Line Advisory Committee

June 2005  
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**Copy Deadline for next issue is:  
Wednesday 15th June 2005  
PRODUCTION SPECIFICATIONS**

Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save me retyping by giving me your items pretyped, and please use a good black ribbon for best reproduction.

**Best of all is to send it on a 3.5" disk as a Windows Write, Word for Windows, or as an ASCII TEXT FILE or use Email**

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

Email address:- [acln@optusnet.com.au](mailto:acln@optusnet.com.au)



## COMING EVENTS



## COMING EVENTS



### VICTORIAN CONTROL LINE CONTEST CALENDAR 2005

JUNE 5	Balloon Burst, Limbo.	SMAC
JUNE 5	C.L.A.G. Country Flying Day	Knox
JUNE 19	<b>FAI Team race, Goodyear,</b> 1/2 A Combat, FAI & Modified Combat.	CLAMF
JUNE 26	Vintage Stunt, Combined Speed, Classic Stunt, Vintage "A" Team race.	KMAC
JULY 3	Simple Combat.	SMAC
JULY 3	C.L.A.G. Country Flying Day	TBA
JULY 17	<b>FAI &amp; Combined Speed,</b> Jnr 2.5cc Combat, <b>Mini Goodyear,</b> Jnr 2.5cc Rat race.	CLAMF
JULY 24	FAI (Stuntmasters ), Novice & Jnr Aerobatics, Class 2 Team race, Classic "B" Team race.	KMAC
AUG 7	Simple Rat Race (Whipping permitted).	SMAC
AUG 7	C.L.A.G. Country Flying Day	TBA
AUG 14	<b>FAI Team race, 2.5cc Rat race,</b> 1/2 A Combat.	CLAMF
AUG 28	Classic Stunt, Vintage "A" Team race, Combined Speed.	KMAC
SEPT 4	Classic Stunt, Vintage Stunt, Aust "A" Team race, Classic "B" Team race, Simple Combat.	MOE
SEPT 18	<b>FAI &amp; Combined Speed,</b> Simple Rat race, <b>1/2 A Team race.</b>	CLAMF
SEPT 25	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix,	KMAC

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

**CLAMF** Frankston Flying Field, Wells Rd, Seaford (Melway 97J10), 10.30am start

Contact :- G. Wilson (03) 9786 8153,

Events conducted by CLAMF at the KMAC Field (Melway 72 K9) 10.00am start.

Contact :- H. Bailey (03) 9543 2259

**KMAC** Stud Rd . Knoxfield (opposite Caribbean Gardens) (Melway 72 K9) 10.00am start

Contact :- T. Matthews (03) 9560 0668.

**SMAC** Contact :- Reeve Marsh (03)9776 5949

**CLAG** Contact :- Graham Keene (03) 51924485

Details of venues can be found on web site [www.clagonline.org.au/home.htm](http://www.clagonline.org.au/home.htm)

**NOTE** - All SMAC events to be held at KMAC flying field. All events at KMAC except Aerobatic events to be run by CLAMF, DAC & SMAC members

### C.L.A.S. (NEW SOUTH WALES)

#### Contest Calendar 2005

DATE	CLUB	EVENT
Sun Jun 5	KMFC	Palmer / Aldrich Classic Stunt and CLUB STUNT (Novice)
Sun Jun 26	KMFC	GALA COMBAT DAY
Sun Jun 3	IMAC	F2B Aerobatics
Sun Jul 3	KMFC	2.5 Stunt, Simple Rat and Slow Combat
Jul 8-14	<b>"Benson's Lane, Richmond. NSW"</b> <b>AUSTRALIAN MAAA 58th National Championships</b>	
Sat Jul 23	REMAC	Mid Winter Vintage Stunt.
Sun Aug 7	KMFC	F2B Aerobatics
Sat Aug 13	KMFC	CLUB STUNT ( Novice )
Sun Aug 28	SSME	Slow Combat ( Bonus points for WW2 Style model).
Sep 10-11th	MAAQ. CLASII Ipswich MAAQ C/L Scale State Championships. J.Taylor 0733927679	
Sun Sep 11	KMFC	"Classic Stunt, Vintage Stunt, Simple Rat, Slow Combat, SWAP MEET"
Sat Sep 24	KMFC	CLUB STUNT ( Novice )
Sun Sep 25	SSME	F2B Aerobatics
Oct 1-3rd.	MDMAS as host club. NSW C/L STATE CHAMPIONSHIPS	
Sat Oct 15	REMAC	Spring Vintage Stunt
Sun Oct 17	IMAC (Berkeley)	F2B Aerobatics
Sun Oct 30	KMFC	JUNIORS DAY
Sun Oct 16	KMFC	JUNIORS' DAY
Sat Oct 29	SSME	"Vintage 1/2 A, Vint B, Goodyear T/R, Combined Speed"
Sun Oct 30	SSME	"Phantom, Vintage A, Bendix T/R"
Sat Nov 5	KMFC	CLUB STUNT ( Novice )
Sun Nov 6	SAT ( Kelso Park )	F2B Aerobatics
Sun Nov 13	KMFC	"Vintage T/R, 1/2 A, A and B. "
Sun Nov 20	NACA at Gateshead H.S. ClassicStunt&Cardinal Stunt.( I.Smith Ph:024975 2292)	
Sun Nov 27	KMFC	1.6 and Slow Combat
Sun Dec 4	Doonside (Kelso Park)	F2B Aerobatics
Sun Dec 11	KMFC	Christmas Party and Fun Fly

"Doonside. Kelso Park North, Panania. "

"IMAC (Illawarra Model Flying Club)- Flying site @Hooka Ck Road, Berkeley. NSW"

"KMFC (Ku-ring-gai Model Flying Club)- St. Ives Showground, Mona Vale Rd, St. Ives. NSW"

"NACA (Northern Area Contest Aeromodellers)-Gateshead H.S.,Pacific Hwy, Gateshead. NSW."

"REMAC (Ryde Epping Model Aero Club)-Peter Board HS,

### Note!

Don't forget to send your Nat's entry forms in before the closing date 6th June

Wicks Rd, North Ryde. NSW.”  
 “SAT (Sydney Aeromodelling Team)-Kelso Park North,  
 Henry Lawson Dr. Panania. NSW”  
 “SSME (Sydney Society of Model Engineers)- Model  
 Park, Luddenham Rd, Luddenham. NSW. “  
 “WMFC (Werrington)-Entrance to flying site @cnr.  
 Landers & Walker Sts, Werrington. NSW.”  
 “MDMAS (Muswellbrook District Model Aero Sports Inc.)  
 Mitchell Hill Field, New England Hwy,  
 Muswellbrook”  
 “COMSOA (City of Maitland Society of Aeromodellers)  
 Raymond Terrace Rd, Metford. NSW. “

## CLASII CALENDAR 2005

**CLASII FIELD HAS NOW REOPENED** AND EVENTS WILL BE HELD AS SCHEDULED .At this point in time the only competition scheduled will be the **Queensland C/L Scale Championships to be held at one of our two fields on September 10/11.** Further details will be advised later in year **Please note Club flying days have been changed to SATURDAYS.**

Regardless of what day it is **flying is only permitted between 9am and 5pm** (i/c. engines are not to be run before or after these times) and in accordance with **MAAA, MAAQ and Club policy**, permission must be sought from club executives for **visitors** to use facilities on days other than **SATURDAYS**. Mufflers are to be used wherever possible. **Field entrance gate will be locked except for designated flying times.**

Aside from **published competition days**, after more than two casual visits, FAI licence holders would be expected to apply for Associate membership of Clasii. All members and visitors to the field will be required to sign an attendance book. This action assists in meeting insurance requirements and would be of great help in the event of a claim being made. Visitors to the field **MUST** show their current FAI Card. **NO CARD NO FLY** **Intending members** will be allowed two visits (training days) before being requested to apply for membership. Applications will be then be assessed by Committee and applicant advised of outcome before any fees are payable.

**CLUB AND ASSOCIATE MEMBERS WILL BE ABLE TO ACCESS THE FIELD 7 DAYS PER WEEK BETWEEN 9am and 5pm**

If you look closely at the original, you can see from the ripped tissue it has a built up wing. Not any more! The first model to come to Australia was brought in by Craig Simpson when he came to visit for the Toowoomba Nats and finished a credible second behind those F2C wizards, Rob Fitzgerald and Paul Stein. Mark McDermott bought Craig's model which was unfortunately later destroyed in a Qld line tangle. A replica was built and it is now one of Macca's best Vintage A models.

Being small and light, the Dimpled Dumpling fits the criteria to be a perfect partner for the exciting new Rothwell R250 Oliver Tiger replica.

An interesting feature is the lack of exhaust ports in the cowl. The text indicates they would be useless over 90 mph as 'nothing comes out of the side anyway'! Definitely food for thought and discussion. On the other hand, there would certainly be no problems if exhaust ports were put in.

As I now have a full size plan courtesy of Terry, I would be happy to post a copy to anybody who would like one in Australia. Just send a \$5 note to PO Box 181, North Melbourne, Vic, 3051 to cover plan printing and postage and you will have one in just a few days.

John Hallowell  
 VH 1984.

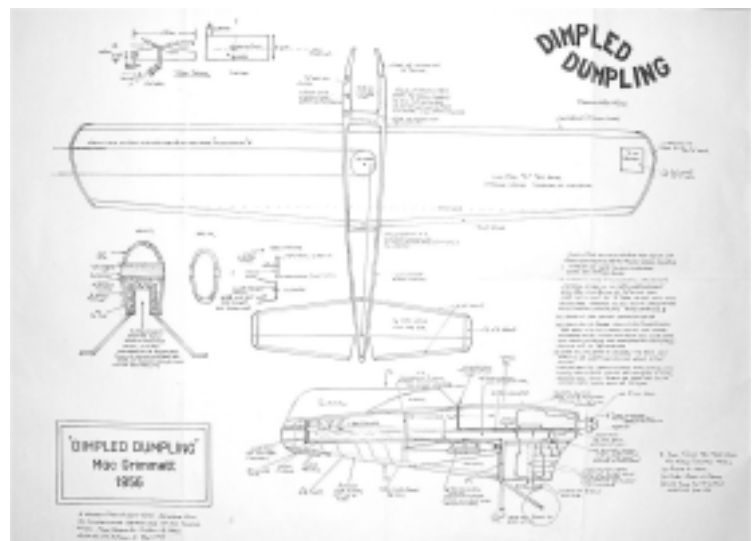


# DIMPLED DUMPLING PLAN

No doubt about it, Voodoos in both Mk1 and 5 versions have dominated Vintage A Team Racing in Australia for many years. Now there is a model available that is set to be a serious rival in the popularity stakes.

It's the Dimpled Dumpling, an English design by Mac Grimmett, dating back to 1956. Note this model is called the DIMPLED Dumpling, not the Dimple Dumpling.

There was a sketch plan going around (I had one) of the Dimple model, but as it turns out, it was actually a typo (the 'd' was left off). As well, according to British Vintage A Guru Terry McDonald, the sketches were not accurate. As you can see from comparing a shot of the crashed original, the new plan represents the old model very well.



Like to talk about and look at interesting model engines?

Then you are welcome to visit the  
**M.E.C.A. MODEL ENGINE COLLECTORS  
ASSOCIATION COLLECTO**

to be held in conjunction with the 58<sup>th</sup> Australian Model  
Aircraft National Championships at Richmond, NSW

**Wednesday, 13<sup>th</sup> July 2005 from  
4-9pm, Hawkesbury Indoor  
Stadium**

for further details please contact the MECA Regional  
Director, DAVID OWEN



1948 Hearn's Hobbies 10cc Tempest Mk2 Ignition  
Engines like this will be on display at the MECA Collecto

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Please insert "Engine List" in Subject line.

### **F2B - "STUNT SUPREME"**

New Plymouth, New Zealand

**ANZAC weekend, 23rd-24th April, 2005**

Report written for NZ Model Flier's World by Paul Lagan

The New Plymouth MAC stalwarts provided the hospitality and the venue for this first "premier" NZ stunt meeting, masterminded by Owen Rogers. It was made even more significant by being the first of three trials to select the NZ team for the 2006 World Champs (which will be in Spain next July), with the winner of each of the three trials taking a team place) the other two trials are the South Island Champs in Christchurch on 3rd Sept, and the Nationals at Carterton.

Australians Dave Simons and John McIntyre made the trip over specifically to fly in the event and we were very fortunate to have Joan McIntyre judge F2B. Joan has judged at the highest levels in her own country and in USA and last year she was one of the five judges at the World Champs in Muncie, USA. She was joined by Andrew Robinson - a man who has a very good eye for errors in stunt manoeuvres.

The weather over the 23/34 over the whole country was strong, cool Southerlies and the NP CL site was probably about the only place a reasonable stunt contest could have been flown. It is a great site, surrounded to the South and West by 30metre pine trees, with both a tarmac and a grass circle.

At times there was some wild turbulence and a few squalls which affected some flights but, overall, conditions were good for competition flying.

Perhaps a disappointment was that there were only three Sportsman flyers present, all from Auckland, and all flying profile models. Lars Carlsson was CD and judge for Sportsman and it turned out to be quite a closely fought affair between Wynn Robin's semi-scale P-47 (OS LA46) and Rosco Smith's "Fancherised" Twister with an FP40. Jay McFadden flew his 46LA low aspect ratio Doodlebug. Wynn's flying is steadily improving and he flew his P-47 (based on a Pizzazz which, in turn, is based on the Ukrainian Yatsenko layout) very well.

Although there was no Sportsman competition on Sunday, Lars and Wyn had a ball with their crazy Bi-Slob biplanes doing all sorts of "impossible" manoeuvres!

The 10 F2B flyers had one contest on the Saturday then the top five flew-off on Sunday (Saturday's scores being discarded). This is an excellent concept, not only allowing the top flyers to go "head-to-head" but also enabling all to see just how close these top flyers were. And all were very close indeed- it really was a matter of avoiding mistakes but at the same time going for sharp corners and low bottoms.

I managed to top both the preliminary rounds and the fly-off and was, naturally, very happy to take home Owen's excellent "Stunt Supreme" trophy and qualify for the 2006

### **A.C.L.N. ADVERTISING**

For the newer readers, we point out that "private" (personal) ads are free to subscribers, and "commercial" ads are \$20 per quarter page, or \$5 for business card size. Commercial Advertisers can receive a free business card size ad for submitting original articles of interest to A.C.L.N. readers.

Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G Wilson P.O. Box 298 Seaford, Vic. 3198) If you want to save a stamp, I can forward on any cheques sent with ads, but please make them payable to "Control Line Advisory Committee"



NZ team. I used the Yuri Yatsenko (Ukrainian) model that is now nearly three years old - it has the Retro 60 engine inverted - unlike the latest versions (as used by Dave Simons) that has a side-mounted engine.

Kim Webby flew his normal excellent shapes with his elegant Aotearoa (Moki 51) and there really was nothing between us. Dave Simons had some excellent manoeuvres and had his Retro/Yatsenko model running very sweetly. Dave has improved over the past year and is a very real contender for the 2006 Australian team.

Both Owen Rogers and Kevin Barnes had mixed fortunes. Both were affected by turbulence on crucial flights but had some stunning manoeuvres at times. Owen's own design Kotuku also uses a Ukrainian Retro 60 and Kevin's latest Sky Dancer 5 is powered with a Stalker 61.

Allen Lawrence's ST60 Magnum is a very attractive model but Allen was just off the pace and did not make the fly-off. The next three flyers were all within a few points of each other - John McIntyre's take-apart ST60 model was very smooth.

Don Robinson had probably the sweetest sounding engine (an ST46) in his profile Pizzazz, and Glen Lewis showed he is fast improving - also with a Pizzazz (LA46). I thought that many of Glen's manoeuvres were as good as anything flown all weekend. Richard McFadden also used a Pizzazz with an LA46.

Overall an excellent contest - maybe the forerunner of many more "International" events down under.

In July in Sydney, at the Australian Nats, three Japanese flyers will be competing in the six days of CL Stunt on the F2 programme, and Kevin Barnes and I are also going over - taking advantage of the current cheap Trans-Tasman fares. There are hopes that the Stunt Supreme itself will blossom into possibly a World Cup event attracting more overseas competitors in years to come.

#### Qualifying

Paul Lagan	NZ	1676.0	1614.5	1696.5	3372.5
Kim Webby	NZ	1658.0	1689.0	1632.0	3347.0
David Simons	Aust	1624.0	1524.0	1706.0	3330.0
Owen Rogers	NZ	1550.0	1586.0	1618.0	3204.0
Kevin Barnes	NZ	1436.5	1609.0	1558.5	3167.5
Allen Lawrence	NZ	1206.5	1287.0	1487.5	2774.5
John McIntyre	Aust	1209.0	1239.5	1338.5	2578.0
Don Robinson	NZ	1171.0	1262.5	1307.5	2570.0
Glen Lewis	NZ				

*The Fly Off Five - from left top:*

**Kevin Barnes Dave Simons**

*from left bottom:*

**Kim Webby Paul Lagan Owen Rogers**





# TARMAC Notes for April and May

We have just had the West Australian state Vintage A team race for 2005 and it didn't go too badly all things considered. I was a little doubtful as to whether the Kirton/Stone team would be able to enter at all as Norm was to be returning from work away in the country and expected to be back an hour or so after the scheduled start time. Nevertheless, being eternally hopeful, I assembled the necessary bits that I needed to have ready, should he arrive before the heats were finished and Jim Stivey helped out by flying the Pluto for me so that I could get an engine setting. Meanwhile, back in the pits, other people had their problems. Bob Fry was busily trying to re-create an engine from his stock of spares. The Fry/Taylor Oliver having snapped it's crankshaft and spat out the front bit complete with bearing while they had been practicing. That was the first of two broken cranks on the day. The second being one of the Leknys entries.

There were eight entries, which is not bad really. It is the same number as competed at that hotbed of racing activity, the Victorian State champs, and if we had our numbers bolstered by three NSW teams, we would have had eleven ☺. Incidentally, I suppose that I should use more of these 'Smilies', because I have noticed that sometimes when I am sitting at the keyboard and making comments that I (in my innocence) fondly imagine to be a dry, tongue in cheek jest, others can read dark hidden meanings that I never intended to be there. It has caused some unhappiness in the past.

The heats commenced slightly later than scheduled, which suited me fine, and then just a little while before Norm was due to turn up, he rang me to say that he was stationary and stuck behind miles of traffic jammed on the freeway by a monumental prang up ahead. I mentally consigned us to the non-starters at that point and joined the lap counters. The times were nothing startling, and generally slower than we were seeing a few years ago. This is a bit to do with lack of practice I suspect, as some of the models were quite fast, but plenty of time was lost on the ground. Range was another time consuming issue that affected some models.

Norm did finally get there in time to fly in the heats. We had range problems too, and had to contend with two stops in the second heat and four in the final. The weather changed throughout the day and while it had been quite warm to begin with, it steadily grew colder and ended with the final being flown in drizzling rain. When it was all over, the rather antique team of Kirton/Stone was in first place. Assisted perhaps by the strength drawn from their approaching communal birthday. In second was Letchford/Morrow and third went to Fry/Taylor. The placegetters times were:

Team	Heat 1	Heat 2	Final
Kirton/Stone	3:46.81	3:56.03	7:54.18
Letchford/Morrow	4:05.06	4:09.31	8:16.50
Fry/Taylor	4:12.06	5:11.19	8:35.69

Putting down these notes on Vintage A racing, I remembered the first Vintage A race that we had here in W.A. It was in May 1992 and rather more than 12 months after Bob Fry came back from the Nationals with a collection of suitable plans and ideas of getting the class going here. By the time the first trial race was held here, Bob had temporarily moved away and couldn't compete. Five teams entered and a couple of them still exist. They were: Bertina/Morrow, Haynes/Mills, Stivey/Adler, Thompson/Taylor, and Kirton/Stone. There were a number of interested spectators, some of whom were to become competitors later and the racing was interesting.



Four of the Vintage A racers that were used here at the very start of the event. Clockwise from the top left we have the 'Footprint' built by Bob Fry for the Haynes/Fry team. Bob brought the concept of vintage racing back to WA after seeing it at the Nationals in 1991 and started promoting it as soon as he returned. Next we have the all white 'Time Traveller' built by Hans Bertina for the Bertina/Morrow team. I think that this was the second Vintage A model to be built and flown here. Then the Kirton/Stone 'Pacemaker'. Finished in orange and white and powered by Norm's Oliver Tiger. Finally the blue 'Nervensage', another Bertina/Morrow entry, this time built by Dicky Morrow.

This is how it was reported in the TARMAC notes of May 1992 (That wasn't my first one):

"Kirton/Stone, Adler/Stivey and Bertina/Morrow went into the final. At the start the Pacemaker ran in and overturned, cracking off the inboard wheel cover in the process. That floated aimlessly up and down the undercart leg for the rest of the race. At about the 130 lap mark an unhappy accident caused both the Footprint and Time Traveller to crash. The resulting line tangle around the pilots inspired Norm Kirton to demonstrate his flying skills by looping the Pacemaker. Ye Gods!! What's he doing? At this point we deemed it prudent to call it quits for the day.

I think that we all had some fun (anyhow I did). Most of us went home with some repairs to do and some go faster ideas. There are still a lot of ways for the keen racers to improve model and pitting performances (I need some way to convert 8 of my thumbs into fingers). They all looked like keen racers to me. Added to this is the knowledge that there are more planes being built and the numbers are set to grow. We're on a winner here." (CS May 1992)



Seen at the CLAW field at Whiteman Park in April 2005 is Veteran modeler Ray Sherburn with the beautifully finished replica of his original APS 'Juggler' that was built and flown in 1951. This 2005 version is powered by Ray's original Frog 500 glow motor and carries the initials of his original club the 'Perth Balsa Butchers'. Ray's very interesting story of the origins of this club and the antics of some of its members were reported in the TARMAC notes of April 2003 and if you missed reading it then, you can still find it in the archives of the VicStunt website at <http://www.vicstunt.com/>. (Look under the heading of 'Newsletters')

Another recent event was the State Vintage Stunt competition held at the new CLAW Control Line field at Whiteman park. The grass is covering the second circle nicely now and before long it will be perfect. For the third year running we had a generous donation of Fuel for all the entrants from Pro glow fuels and Discount hobbies donated a fantastic encouragement prize of a TopFlite 'Flite Streak' ARF to best junior entrant on the day that was won by Connor McMurray.

On the next page is Dennis Percival with his B25 'Ruptured Duck'. This big twin is based on a Trivial Pursuit wing and is powered by two OS Max .35S. He may need an anchor tied to his middle to hold on to this one. . The original full sized one took part in the Doolittle raid on Tokyo.





While I am on the subject of these much appreciated sponsorships, I must apologise to Scott at Ace Models of Midland for having forgotten to mention last month, the gift vouchers that he donated for the TARMAC stunt event that was reported in the last lot of TARMAC notes. We do appreciate these generous offerings – especially those folks that win them. I trust that all of the modelers will show their appreciation of this support by giving their custom to these suppliers that are looking after us.

There were eight entries and when the places were sorted out it came as no real surprise to find Peter White in first place with his fast flying Fox .35 powered All American. In second was Fred Adler with a Frog 500 powered Hearn's Hobby Demon. Third was my previously trusty Mercury Marlin with Enya 09 engine. It suffered a spar failure on the pullout after the wingover. It caused surprisingly little damage and I suppose that tiny spar was working fairly hard with virtually all of the models 10 ounces weight being concentrated in the fuselage. Thanks are due to the flying judges Hans Bertina and Jim Stivey, static judges Alex Cunningham and Fred Tower and Phil Trueman who organized and managed the whole show. The sideshow and sausage sales were provided by Trevor Letchford who drove the Barbeque and Esky.



*From the TARMAC archives comes this bit of history; A 'Scout' A class team racer built by Alex Cunningham circa 1953. This one was powered by an E.D. 2.46 racer. The photo was supplied by Johnny Orr.*



For those interested in building their own engines, the first issue of a new magazine entitled 'Model Engine Builder' is now out. I have seen a copy of this new publication and if you are interested in model engines it looks good. There are several enclosed drawings including one for a Mills diesel with an associated article by Ron Chernich. The drawings come loose, not stapled in like those in the late lamented 'Strictly I.C.', so they are a bit more user friendly in that you don't have to dismantle the magazine to get access to them. The cost in Australia is US\$44 for surface mail or US\$55 for airmail. For information on subscription find someone with a computer and web access to check <http://www.modelenginebuilder.com/> for you.

And finally here is something that I haven't come across before. Norm Kirton's son Steve has just returned from the UK and he told Norm (who can't keep a secret, so he told me) that there are some UK modeling magazines that come with a pack of parts for a model and you build it issue by issue. Although we have seen this before, it was only toys or plastic or ply static kits. These are parts for real flying models. Steve's partner's father is building a R/C model month by month.

Norm emailed Reg Heath (of Modelflight) to find out more on the subject and here is his reply.

*Hi Norm,*

*True, but it's a crazy and extremely expensive way to build a model! For instance, there's one that builds an r/c model car - you get one or two bits with each issue and it takes around 50 issues to build the model with each issue costing something in the region of £4 or more. You literally only put two or three bits together each month! I've only seen one that builds an r/c plane but the principal is the same. The other questionable thing with these 'part works' as they are known in the publishing game is that there is no guarantee that they will continue to publish for the duration of the project!*

*Reg*

Well that is it for this month. From time to time I have heard a few unkind things said about engineers, and a couple that I have worked with were nowhere near as good as they should have been, yet others I know are very clever chaps. Nevertheless to say that an engineer is someone who measures with a micrometer, marks with a piece of chalk, and cuts with an axe is a bit rough. I personally subscribe to the view that I heard expressed some years ago, that a real engineer is a man that can do for two bob, what any bloody fool can do for a quid.

Charlie Stone

VH4706

Email [cestone@bigpond.com](mailto:cestone@bigpond.com)

## SSME 24 April 2005 – Luddenham, by Airscrew

Beautiful weather greeted the teams assembled for the last NSW meeting before the nationals. The circle was in perfect nick, and expectation was thick in the air. Due to your scribe forgetting his trusty Parker, the results here show only finals times and the fastest heat time of the non-finalists.

### Phantom

First to do battle were the diminutive Phantoms (as opposed to the really big Phantoms??) These little puppies are putting in times not very far off Vintage ½ A's, and this certainly belies their awkward looks and handling characteristics.

1	Camps/Pilgrim	9.45.95	
2	Bailey/Tilley	10.02.21	
3	Simons/Knight	11.16.50	
4	Little/Nolan	Heat	7.38.55

### Vintage 1/2A

Next up in the Starters box were the Vintage 1/2A, these tiny little buggers are very serious racers and good close racing was the order of the day. The final was a very close run race with Peter C and Stan just edging out John and Matt. Peter B and Andy, just back from heart surgery (see he does have one!) rolled into third spot. Stan has really proved to be the Sesqui Master.

1	Camps/Pilgrim	9.24.96	
2	Little/Nolan	9.33.67	
3	Kerr/Brodie	12.14.21	
4	Knight/Harvey	Heat	DNF

### Vintage A – A grade

The Vintage A boys had perfect mid afternoon conditions, and were expecting fast times. Especially given recent performances. Once racing started it was clear that no records were going into the book for this event. It is pleasing to see that the mighty Voodoo 5 has lost its stranglehold on the event, with an Elliptical and a Tarantula now in the mix. Even though no records were being broken it still took better than 3.30 to make the final, and Hugh and Brian were the unlucky ones to miss this time.

The final saw close racing with almost nothing between the airspeed of the models, and in the end less than 15 seconds separated 1<sup>st</sup> from 3<sup>rd</sup>.

Great Racing boys!!

1	Heath/Hines	6.53.23
2	Camps/Pilgrim	7.00.67
3	Knight/Harvey	7.06.19
4	Simons/Hoggan	Heat 3.29.13

### Vintage A – B Grade

Finally it was time for the B graders to assemble, and due to the lack of competitors went straight into a final. Greg & Matt running around madly in the middle while their pitmen called on the Team Race gods to find the lost range or for help to make the catch. In the end (it seemed like such a long time later) Greg and Ray finally produced their maiden win in this class. Spies tell me they partied very long into the night, regaling themselves with stories of how great they were.

1	Ardill/Fairall	8.47.20
2	Little/Nolan	9.06.27

Thanks to the SSME Club for producing a great circle, perfect weather and a great bunch of blokes to fly with. See ya at the Nats.

Airscrew



Stan Pilgrim & Phantom



Gavin Knight & Phantom



Stan Pilgrim & Pawprint



Pete Tilley & Phantom



John Nolan, Matt Little & Pawprint



Peter Brodie & Pawprint

Photo's from SSME 24 April 2005 – Luddenham,

## QLD. CONTROL LINE CHAMPIONSHIPS 2004/5

Held over the Labour Day long weekend of 30th April - 2nd May 2005, the Queensland Championships attracted reasonably good entry numbers but was flown this year in rather less than our usually perfect weather.

Junior F2D Combat, F2A Speed and F2B Acrobatics were the first events to proceed followed by F2C Team Race, Open and .35 Slo Combat, Junior Rat, Vintage A, 2.5cc PB Rat, Mouse and Classic B Team Race on the Sunday. .35 Slo was completed on Labour Day whilst the first two rounds of 2.5cc Slow Combat continued until rain made even flying combat too miserable to contemplate. The latter event is now to be completed on 15th May.

### Junior Combat

Locals Trent McDermott and Matthew Redmond found themselves aligned against Ryan and Michael Comiskey who have competed here for so long that they could almost be regarded as Queenslanders. Flying very pretty Ray Bucholz designed models, Matthew Redmond eventually triumphed over his older, and in some cases more experienced competitors. Trent, in really only his first championship event, flew competently but unfortunately without enough luck.

	WINS	LOSSES
M. REDMOND	3	-
M. COMISKEY	2	2
R. COMISKEY	1	2
T. MCDERMOTT	-	2

### F2D Combat

This event followed immediately after. Unfortunately due to Mark Dillon becoming very seriously ill whilst marking circles, John Major being work inundated, Peter Norrie being unable to attend and Debbie Potter insisting the children had a much higher priority to car space than Grant's models, participation was a little lower than usual. However, debutants Michael



Crawley and Peter Krenske flew competitively despite disrupted preparation with Michael's gorgeous new daughter arriving just beforehand and Peter taking on the M.A.A.Q. Control Line Administrator's position in addition to his A.L.C. Secretary's job.

Poor Peter Wallace, after centre marshalling Junior Combat, was beginning to really feel the effects of a bad virus and was barely able to merely go through the motions. Rod Smith had the bad luck to lose to Rob Owen by 4 seconds in a close tussle and went out with another airtime loss a couple of bouts later. Visitors, Rob Owen and the Comiskey family fared better than most dominating the top four places.

	WINS	LOSSES
1. M. Comiskey Jnr	5	1
2. M. Comiskey Snr	4	2
3. R. Owen	4	2
4. R Comiskey	2	2
5. R. Smith	1	2
6. P. Wallace	-	2
6. M. Crawley	-	2
6. P. Krenske	-	2

## Open Combat

There's life after 40? There's life after 60! 2005, what a year! First in Open Combat and second in Outdoor Hand Launch Glider - the latter using expertly (ahem) made 'Trogliders' (distributed by Lion Electronics with their 'Proglow' fuels etc. and available in all good hobby shops. Just glue together, trim and fly - end of advert.) I really am most grateful to those pitting for me, my opponents for letting me win and especially Peter Wallace for the new MDS 40's because with three days in bed and two with a walking stick the week beforehand with extreme arthritis, I didn't think I'd be walking let alone flying these big "pussycats" Of the locals Michael Crawley elected to back up Peter Krenske rather than enter himself, a choice that saw Peter finish second despite running only one model per bout. Peter Wallace was far too crook to fly and was trying to find a doctor whilst Rod Smith withdrew to concentrate on racing after a head-on destroyed an engine.

The Comiskeys suffered all sorts of problems and couldn't get a decent engine run throughout most of their bouts. As usual I was on such a high no one could shut me up for days!

	WINS	LOSSES	BYE
B. Burke	4	-	1
P. Krenske	3	2	
R. Comiskey	1	2	1
M. Comiskey Snr	1	2	
M. Comiskey Jnr	1	2	
R. Smith	-	1	withdrew

## .35 Slo Combat

The longest running slow combat formula in the country is still attracting newcomers despite the advent of ball raced, schneurle engines and larger models that at times makes the competition resemble a junior Open combat event! However the 18.3 metre line length considerably increases manoeuvre space and sport type models with even .20 size motors are still competitive. Ray Bucholz, winner of the two previous events was probably distracted by his racing and Judo coaching commitments and couldn't manage a three-peat settling for third after a toss up with Rod Smith. Newcomers Trent McDermott, Ryan Comiskey and Peter Krenske all enjoyed their bouts with Ryan placing second. Mark McDermott returned with his unique no-quarter style after some years and was always worth watching. Rod Smith ran out of models and had to settle for a much lower placing than usual. The Max HI 35 I used seemed to want to join me in retirement and putted around at slow F2B type pace - a bit of a sitting duck! Michael Comiskey the elder, used G21/35 and OS30 powered aircraft to show the locals how to win.

	WINS	LOSSES
M. Comiskey (S)	4	1
R. Comiskey	4	2
R. Bucholz	3	2
R. Smith	3	2
M. Comiskey (J)	2	2
B. Burke	1	2
T. McDermott	1	2
M. McDermott	1	2
P. Wallace		2
P. Krenske		2

### Newsletter Editor

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## F2A Speed:

Andrew Heath led a trio of participants in this event and finished with a creditable 12.4 for the flying kilometre whilst Ian Gapps was only a third of a second behind. Rick Justic said that he was only there for practice because the hardstanding was available all day and he didn't bother recording his times.

A. Heath	12.48	N/T	12.40
I. Gapps	12.73	N/T	
R. Justic	N/T		

## F2B Aerobatics:

Although the influx of Interstate competitors was a little surprising this year, it was very greatly appreciated. Of the locals Rob Edgerton was extremely unlucky to have engine quits early in both his attempts whilst Wayne Jackson didn't do quite as well as expected. Peter Krenske had to resort to a flapless .20 powered model after the stunter originally chosen failed in training. Dennis Hopkinson had to apply quite drastic engine and line cropping tactics just to get through his flights. Joe Parisi managed to sort out his new model in time to win whilst Noel Comey cruised to third place in his inimicable laidback fashion. Frank Battam grabbed second for the visitors with some sharp flying, although with scores so close a hiccough or two could well have reshuffled the finishing order right down to sixth place.

1. J. Parisi	6425 points
2. F. Battam	6185.5
3. N. Corney	6177
4. D. Simons	6123
5. S. Todd	6070.5
6. A. Bonello	6008.5
7. D. Hopkinson	4675
8. W. Jackson	3965
9. P. Krenske	3314
10. R. Edgerton	316

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## F2C Team Race

It was indeed a pleasure to have Ian Thompson and Hans Bertina arrive to take part. However despite having quite a rapid package, Ian was somewhat out of sorts and could barely complete the first two heats whilst the model landed outside the line in the final. Grant Potter and Hugh Simons put in some useful heat times and finished the final first. Rob Owen and Rick Justic were close enough in the heats to keep the winning duo on their toes even though their final time was well below their usual best.

1.G.Potter/H.Simons	3:23.64	3:25.72	6:48.46
2.R.Owen/R.Justic	3:39.67	3:32.72	7:58.09
3. I.Thompson/H.Bertina	85 laps	9 laps	D.Q.

## Junior Rat

This event might have had only two entries but considering the difficulty in re-starting hot plain bearing 'sport' engines, pit crew, dads Mark McDermott and Stan Redmond consistently did a top job in keeping progress virtually neck and neck throughout these races.

1. Matthew Redmond	86 laps	171 laps
2. Trent McDermott	84 laps	168 laps

## 2.5cc PB Rat Race

This year A. L. C. decided to relax the rule requiring a minimum of 5 entries for non junior/F.A.I. events in order to promote racing events. However the final once again emphasised how close the racing can be in this event with only a couple of laps difference at the finish

1. T. McDermott/M. McDermott	27 laps	153 laps
2. R. Smith/R. F-Edgerton	78 laps	151 laps

## Classic B Team Race

Tentatively scheduled for Sat. P.M. after F2B, this event was first deferred to Mon. A.M. then finally run late Sunday after it was pointed out that some people wouldn't be available on Labour Day. With Grant Potter's engine reportedly grenading, Ian Heath's A.M.A. Scrambler still to be sorted out and Ian Garton gravely ill, only four teams eventually took part. The Redmonds and Crawley/Krenske were using standard, second hand OS25FP engines against Rod Smith/Ray Bucholz (LA25 Rivetter) and Mark McDermott/Rick Justic (25FP Galaxie); the latter two engines modded to a greater or lesser extent by M.R.S. in Cranbourne

The Redmonds suffered electrical problems in their second heat and so couldn't prevent debutants Crawley/Krenske from competing in the final. McDermott/Justic's first beat time was incredibly fast 3:13.2 (a record?) as was their final of 6:15.24. Smith/Bucholz flicked a lot all day to head the rest.

McDermott/Justic	3:13.2	-	6:15.24
Smith/Bucholz	4:59.3	5:50.38	8:40.3
Crawley/Krenske	-	5:56.29	79 laps
Redmond/Redmond	6:02.34	N/T	

## Mouse Race

With the withdrawal of Bucholz/Smith only a final was run and wonder of wonders, Chris (Mr. Mouse) Turner did not win this year, finishing some five laps behind Barry Felshow and the evergreen Wayne Jackson. Needless to say Ron Morrison did his usual, superb job as C.D. despite mobility problems.

Felshow/Jackson	157 laps
Turner/Edgerton	152 laps
M. & S. Redmond	108 laps



## Vintage A Team Race

With the Redmonds' model hors de combat whilst practising, only three teams entered. Trent McDermott and Stan Redmond combined to beat the other two entries and win the final in 9:07.9 from Smith/Bucholz about half a minute behind. Mark McDermott/Justic obviously had troubles and DNFd for third.

1 T.McDermott/S. Redmond	4:30.05	9:07.09
2 R.Smith/R.Bucholz	5:05.35	9:43.83
3 M.McDermott/R.Justic	3:59.83	DNF

## Roll of Honour

The Club sincerely thanks all who entered including the vast majority who stayed to help in any way they could. We especially appreciate the time and effort of the volunteers who assisted in an array of ways from catering to making streamers and trophies, from contest directing to cut judging, and from preparing the fields to doing the paperwork, etc.,etc.. Not only are you all far too many to name but we also couldn't face the sheer injustice of overlooking any one of you.

B. Burke

(A.L.C. Comp. Sec.)

May 2005

## DEMONS STIMULATE C/L INTEREST IN NSW

At one point there were at least 42 control-line models on the field at Muswellbrook last weekend (14/15th April). Interest remained high throughout the weekend, with two circles in operation most of the time.

This was a weekend of sport flying. There was no judging of models, no contest, in fact nothing but pure flying fun like we used to have on most weekends around Australia 30-40 years ago. C/L, F/F and R/C models and flyers alike enjoyed the relaxed atmosphere at the annual Gathering, now in its 21st year.

How did we get so many C/L flyers and models on the field at one time, surely a pretty big turn-out by any reckoning these days? We need to go back twenty or so years to the popular SAM 1788 Champs, initially held at Goulburn for a couple of years and then at Canowindra in the Central West of the State. Each year a C/L Rally was held at the Champs, with c/l stunt champion Johnny Abbott at the helm. Always well attended, the C/L Rally attracted fliers from interstate as well as NSW. Again there was no judging or contest flying, apart from Pilot's Choice of model and some low key Midge Speed flying. After the Rally, flyers went on to compete in the oldtimer R/C events, and in the early days, Vintage FF power.

However, interest dropped off in the C/L Rally idea when John was no longer able to run it following illness. Last year, a group of Canberra modellers got the idea to build and fly the old Starbomb 'B' Class teamracers at Muswellbrook and several models turned up at the gathering. The Starbombs flew all weekend and generated a lot of interest. As most of the fliers also flew R/C at the SAM Champs it was decided to make an effort to revive the C/L Rally this year.

The Hearn's Hobbies Demon was chosen as the model for 2005. The plans were made available, in addition to which Dave Brown, well known for his laser-cut kits, generously offered to make up partial kits. These were distributed free of charge.

The writer promoted the Demon idea through a column in the SAM 1788 Duration Times Newsletter and a couple of Demon flying days were conducted later in the year at the SHMAC field near Moss Vale. These were well attended and interest was high.

The 2005 SAM Champs were held at Canowindra over Easter and some twenty or so flyers participated in the C/L Rally, more than we have had for many years. There were about a dozen Demons on the field, in addition to an

assortment of other well-known (and obscure) designs. These ranged from Geoff Potter's ignition Chekala Roma to Don Southwell's remake of his first c/l model, his own design from 1948 powered by an ED Comp Special.

Two circles were in operation at times and interest was high, attracting also R/C fliers who may not have previously been exposed to C/L.

The same enthusiasm was displayed to a greater extent at the Gathering in Muswellbrook last weekend. Along with the other models, we had over twenty Demons on the field, some from the ACT and Qld. Powered by an assortment of 29/35 glows, mostly Aussie Sabres and Glowchiefs, the Demons flew very well and in the hands of competent fliers showed they were still capable of flying the early stunt schedules. A couple flew with 3.5cc diesels, quite practical considering the all-up weight was in the region of 20 ounces.

Following a brief discussion and ballot, the model chosen for next year was the Stiletto, a sleek 34" stunter for 2.5cc engines which was kitted by Montgomery Models in Melbourne in the mid-50s. It was a very popular kit, no doubt resulting from a full page back cover ad in Model News which featured the Stiletto being carefully held by a beaut looking young sheila. I think her name was Carmen Vakkurs and she had an effect, on younger blokes like your writer, which had nothing whatsoever to do with model aeroplanes!

The Stiletto will be available as a basic partial kit and full-size plan from Dave Brown for \$15 incl postage. Brown does these kits to stimulate interest in C/L and if you want one you can order direct from him: Dave Brown, 19 Tweed Rd, Lithgow 2790. Please send him cash or a money order to minimise his costs and don't expect immediate delivery as these kits are fitted in with his other kit-cutting work as time allows.

As we have demonstrated, it is possible to stimulate interest in sport control-line flying.

Two points should be made.

Firstly, the lack of competition of any sort is now quite crucial, removing as it does the pressure to perform. Most of those who might be attracted to C/L again will be older fliers and we've all been there, done that and now we want to have fun and relax.

There should be a spin-off, as we expose younger aspirants to the pleasures of C/L. They will ultimately be bored with this low-key approach and could be encouraged to move to competitive events.

Secondly, we choose to promote a particular Aussie c/l design not because it has any intrinsic merit, but simply

because it makes it easier to get participation without worrying about 'what will I build?'. The main aim of all this is to promote C/L sport flying and it matters not what model is flown.

It will be interesting to see if we can maintain interest at Muswellbrook and Canowindra in 2006!

David Owen, Wollongong 21st Apr 2005



*Some Demons at the Gathering in Muswellbrook April 2005*



*Reg Towell with a Demon at the Gathering Apr 05*

*Peter Scott and Mercury Monitor with Amco 3.5cc BB Diesel*



*Don Southwell and DD48 at Canowindra Easter 2005*

# WANTED

Plan of the Sterling Ringmaster S2 version. I would like to borrow the plan to copy or pay for a copy to be made plus post-which ever is easier but it must be **asap** as my work room becomes a nursery soon (sigh!).  
Phone Mat Shears in Melbourne on (03)9376 0087 or (0400) 147189 daytime.

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## Simple Rat race held over from Vic State Championships 1/5/05

	rd 1	rd 2	final
1. C.Ray/J.Ray	107	dns	207
2. K.Hunting/M.Ellins	96	105	206
3. M.Wilson/G.Wilson	104	dns	204
4. H.Bailey/P.Roberts	99	101	
5. J.Hallowell/K.Baddock	86	96	

## Artmil Triathlon Trophy 15/5/05

	stunt	rat	race	combat	total
1. M.Ellins	125 5	77 4	528 W	5	14
2. G.Wilson	122 4	59 2.5	330 W	3	9.5
3. P.Stein	112 3	79 5	183 L	1	9
4. H.Bailey	91 2	66 1	338 W	4	7
5. M.Wilson	79 1	59 2.5	226 L	2	5.5

**Bold** numbers indicate the number of points scored in each event. H.Bailey did not complete a pitstop in r/r, G.Wilson flew twice in combat, took best result. Thanks to Andrew Nugent for running event.

## Combined Speed 15/5/05

Pos	Class	Engine
1.N Wake	Class 5	Novarossi 21
2.R Hiern	Vint 2.5 1957	Os max -2-15
3.N Wake	Class 1	OS CZ11 PS
4.R Hiern	Vint/FAI	Super Tigre G20/15
5.R Hiern	Vintage 2.5cc	ED Racer glo.
6.L Smith	Proto	Novarossi 21
7.V Marquet	Vintage Proto	Enya 30 48.70
8.V Marquet	Midge	PAW 13.02
9.N Wake	Proto	Cippolla 2045.10
10.L Smith	Vint/FAI	Super Tigre G15
R Hiern	Classic FAI	Rossi 15 FI.

Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
14.82	14.71	15.04	14.71	244.73	95.31%
24.74	21.26	DNS	21.26	169.33	95.01%
16.35	15.88	15.87	15.87	226.84	92.25%
NEL	18.19	17.83	17.83	201.91	90.97%
10.50	10.88	9.92	9.92	146.01	84.98%
29.50	29.55	31.78	29.50	196.39	81.78%
50.50	53.26		48.70	118.97	73.92%
14.06	15.23		13.02	111.24	67.97%
43.15	NEL		43.15	134.27	55.91%
NT	NT	DNS			0.00%
17.01	16.19		16.19	222.36	

## KMAC comp 22/05/2005 Flown over grass surface

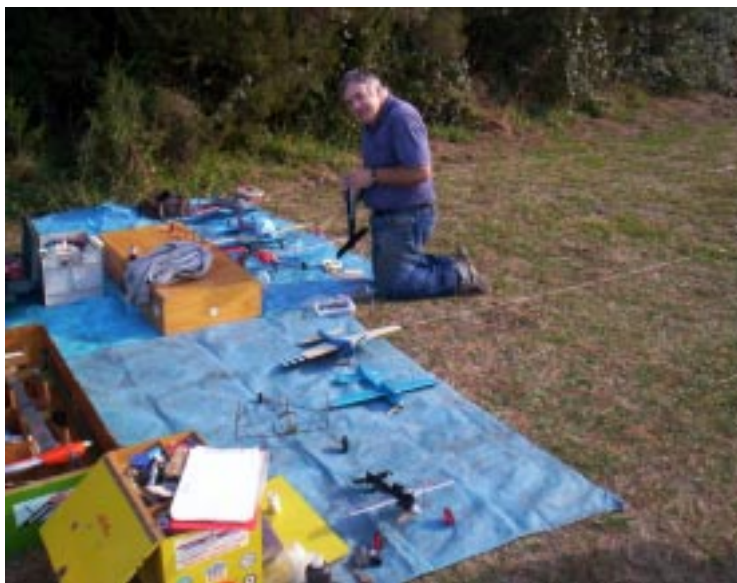
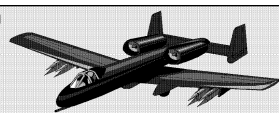
CLASS 2 TEAM RACE	rd 1	rd 2	Engine
1.H.Bailey/M.Ellins	2:47.56	2:44.98	Nova Rossi 21
2.M.Wilson/P.Roberts	3:30.81	3:25.85	ST G21/29
3.G.Wilson/L.Smith	dns		Nova Rossi 21

(lost undercarriage)

## SIMPLE RAT RACE

	rd 1	rd 2
1. H.Bailey/P.Roberts	107	101
2. G.Wilson/M.Wilson	105	100
3. M.Ellins/K.Hunting	101	103

# CONTEST RESULTS



A scene of the pits at our club speed contest at Frankston on 15 May. 11 models were flown, a few classic or vintage models just for "FUN", for results we use the records that the original class would have been. As with all speed it is to improve on previous times. Speed is not dead despite what people think or hope.. So get out the models that are sitting in a shed gathering dust and fly, WE ALWAYS fly if event is on calendar... unless weather makes it totally unflyable.

## Results of SMAC Aussie A T/R held on 2/5/2005

Team	Rd1	Rd2	Final
Ellins/Hunting	4:15.21	-	8:16.44
Hallowell/Baddock	4:12.06	-	8:28.22
Bailey/Roberts	4:08.87	4:26.20	9:03.00
Wilson/Wilson	4:25.99	4:20.16	
Ray/Ray	5:06.87	4:47.40	

A mixture of modern plain bearing glows and some older diesels made for some close racing. Bailey/Roberts were using a rather thirsty Taipan in a Footprint model and two stopped the first heat to record a creditable 4:08.87. In the final the Ellins/Hunting team used a Taipan that was giving 52 laps to the tank and were quick enough to beat Hallowell/Baddock (O.S.FP15 powered) by 12 seconds.

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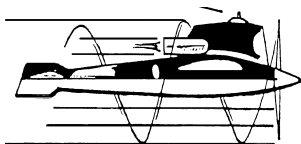
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