

National Controline Racing Association

Editors: Dave McDonald & Lari Dziak

February 1996

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NCLRA to Receive Nat's Money from AMA

Presidents Corner:

Lari Dziak

I hope all of you had an enjoyable holiday season. Let's look forward to a busy and growth oriented 1996 for the NCLRA. I hope the new style of Newsletter is welcomed, we are constantly trying to update, and make this a special interest group we can all be proud of.

It is the season for renewals, in this edition you will find a list of people who have renewed, if your name is not on that list this will be your last edition. We finished 1995 with 80 members. 1995 was a year with mild membership growth, as a goal for 1996 I would like to see our numbers reach 100. So tell a friend, and lets continue the upward growth in membership.

Revenue Sharing

If the top headline looks familiar, it is. This story was first published in our last edition, but do to having to leave on business this story did not make it to print.

The AMA and the NCLRA are entering into an agreement whereby the NCLRA will receive a portion of your entry money. For those into racing, this is a great way to support the NCLRA and fly at the Nationals at the same time.

The AMA will continue to provide the infrastructure for the racing events, fuel, awards, equipment, etc.. The NCLRA will provide the event director, workers, and generally run our own events.

The cost to you? Let's look at the racing fee structure in years past. In 1995 it cost \$35.00 dollars in basic entry fees, then in addition racing people paid \$10.00 per event entered, so if you entered 2 events it cost you \$55.00 dollars. This year the fees will break down like this. The basic entry fee will be \$45.00, but this will include one free event. So in 1996 if you enter 2 racing events your cost is still \$55.00 dollars. The AMA will retain \$35.00 of the basic fee, and the NCLRA will get the other \$10.00 plus the additional entry fees. So the NCLRA will receive \$20.00 if you enter two events.

By looking at the numbers from last years Nationals, there were 48 open entries in racing, that translates to \$480.00 that would have gone to the NCLRA. With the first Muncie Nationals the turn out is expected to be larger, which means the NCLRA's share will increase.

What does the NCLRA intend to do with this money? The current thought is we would take say 50-60% and set it aside to help with our ED's lodging, plus give something to our workers. The final tally of exact percentages has yet to be worked out. Needless to say, the more people who enter, the more we have to help our workers. The remaining money will be put aside for future projects to promote racing. Those decisions will come at a later date.

In addition this year the NCLRA and the AMA have agreed that NO entry fees for Junior and Senior competitors will be charged for any racing events. This is a great opportunity to promote the Junior and Senior participants.

This is a great opportunity for the NCLRA, so if you were only thinking about entering, here is a chance to support the NCLRA, and have a great time doing it.

Don't Forget Your Renewal Send To:
Jerry Meyer
8 S. Grace St.
N. Aurora, IL 60542

NCLRA Hall of Fame
Send Nominations:
Dick Lambert
4651 Ridgewood
Port Orange, FL 32127

Steals & Deals

Vorobiev equipment & parts:

- 1- Special model and motor built by Nazin & tested for optimum performance by Vorobiev, run's high 17's low 18's, 1995 version like new. \$750.00
- 1- Model, flies great, 354 grams, ready to fly. \$250.00
- 2- Regular V15D, 1 with hollow crank, 1 with solid crank, both 1994½ version bought from Steve Smith in England. Both have the good all phenolic multifunction valve. \$350.00 each.
- 2- Special V15D, 1 from Vorobiev, 1 from Ascher, both have phenolic rear bearings, 32% silicone pistons and the good all phenolic multifunction valve, 1995 version. \$450.00 each.

Parts

- 2-10mm x 22mm Russian phenolic rear bearings \$15.00 each.
- 5-10mm x 22mm Russian steel rear bearings with large radial play. \$10.00 each
- 1-1993 parts motor good piston/sleeve, crank, rod, and head. \$75.00
- 1-phenolic multifunction valve. \$150.00
- 4- new pistons and pins. \$25.00 each.
- 2- drums \$15.00 each.
- 1- small crankshaft, bearing and steel spacer. \$40.00
- 3-small old style conrods. \$20.00 each
- 3-large new style conrods. \$20.00 each
- 1-used head with contrapiston. \$15.00
- 2- venturis. \$5.00 each

All front exhaust, will make a package deal for all!

Dick Lambert

4651 Ridgewood Ave.

Port Orange, FL 32127 USA

(904) 767-7055

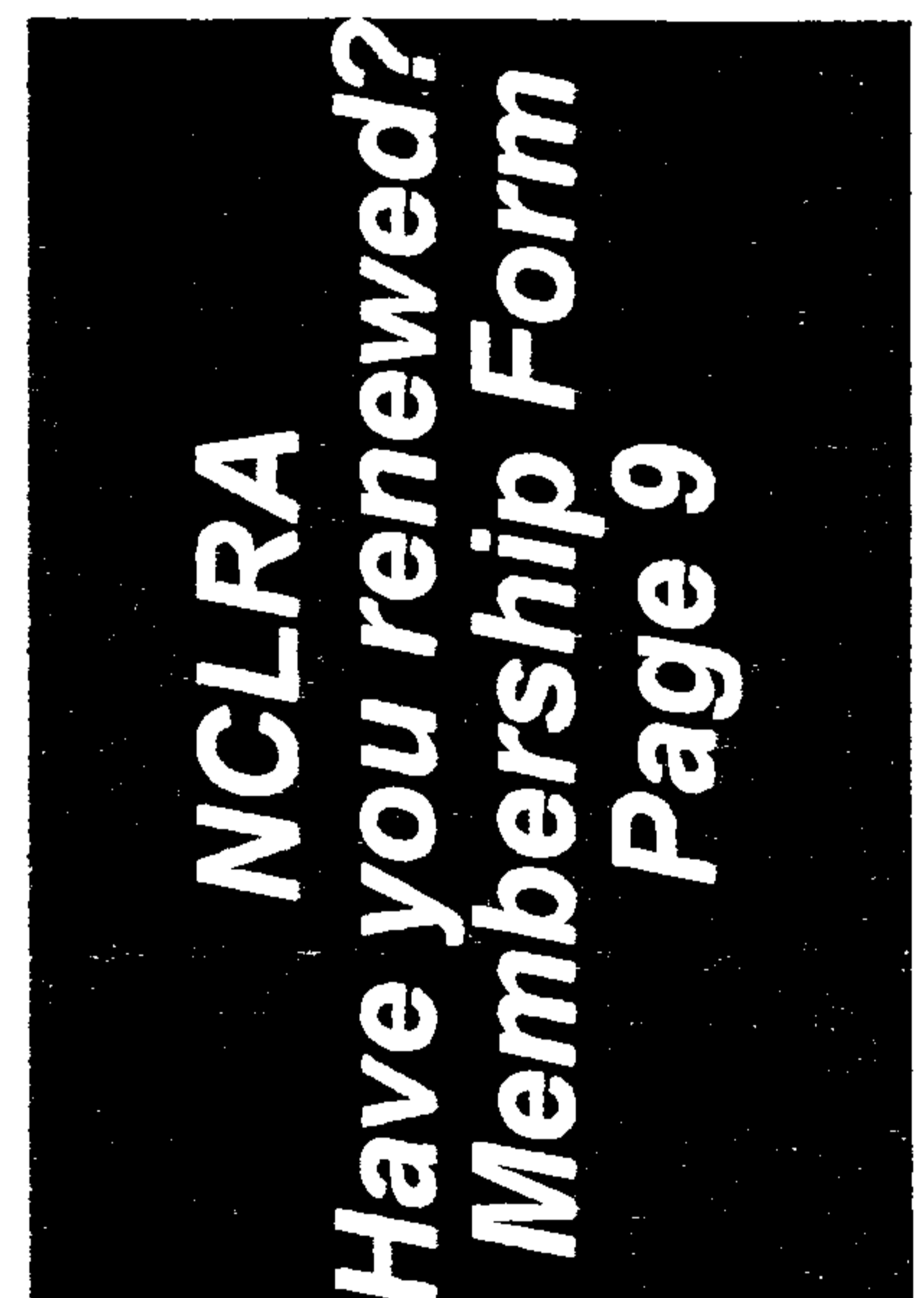
Fax (904) 767-7058

E-mail RRL10769@aol.com

NCLRA Fox Racing

We are pleased to announce that Fox Mfg. will provide the awards for this event. John Lowry has advised us that Fox will donate 3 New Fox .35's. We would like to extend our sincere Thank You to Betty, John, and the entire gang at Fox Mfg.

Watch for more information in the April edition.



Dear NCLRA Members

For years different people talked about forming a racing organization, it was just talk. The 1993 Lawrenceville Nat's I decided to do something about it and we formed the NCLRA. Myself and a small group consisting of Ballard, Larry "Wiz" Dziak, Jim Ricketts, Dave McDonald, Jerry Meyer and Lari Dziak, voted Lari as President, Dave as VP, and Jerry Meyer as Treasurer.

This organization was formed to promote and improve C/L Racing. In the few years of existence the NCLRA has accomplished many things. Recognized as a Special Interest Group by AMA, Reestablished the Racing Advisory Committee, established a bi-monthly newsletter, participate in revenue sharing with the AMA, formed a racing Hall of Fame, established a national point system, generalized some localized rules, run the FAI, F2C team trials, and increased our membership to 80 plus members.

Now the reason I am telling you this is that most of these accomplishments would not have been possible if it was not for the time and effort that Dave McDonald has put into this organization. Dave being the VP has stepped forward to get things done and he has done a

commendable job with little help.

Dave needs help running this organization, articles, building tips, contest results but he does not need criticism. What keeps people going in a thankless job is to hear that he is doing a good job.

The next time you get a few minutes send in some tips or ideas, etc.

Dick Lambert

NCLRA LOGO
Yes, send your ideas in today
We are looking for a Logo for
the Hall of Fame Trophy

Change of Address?
Send Your Address,
Newsletter Items to:
Dave McDonald
P.O. Bx 384
Daleville, IN 47334

Streaker V Kit Review

Dave McDonald

This month we will review the popular 1/2A mouse racer. This kit is available from Ken Smith at Smith's Model Products, 521 Jansen Ave. San Dimas CA, 91773 TX# 909-592-2100.

The kit is well packaged, and comes with all the hardware needed to build the kit as shown in the plans. I will attempt to take you on a step-by-step approach of how I built the Streaker V.

The first thing I did was take a look at the plans, decide if any changes wanted to be made, and then took the plans to the local print shop and had a copy made. I strongly suggest making a copy that way you have a set you can use as patterns, and keep the original intact.

Wing construction;

The wing blank that was included in my kit was of a good grade of basswood, no warps or flaws. The plans show different airfoils and the crosssections of them. Depending on your ability, you may want to use one over the other.

I decided to build the semisymmetrical wing. Wanting to make the wing as accurate as possible I took the cross section view and put it on aluminum. This was done to mill the outline into the aluminum to use as a guide to maintain equality in both the inboard and outboard wing. This can also be done by using plywood or other materials you have around the shop.

Next I took and located the centerline of the wing to form equal spans. Second take and draw a centerline around the edge of the wing blank to give you equal top and bottom areas. Next comes the job of sanding, many people get in a hurry when they sand, take your time it will show in the finish product. Never get sand happy, always stop to check that airfoil, taking additional material off is easy, putting it back on is hard. I always use a sanding block, that way you will not sand in peaks and valleys. Also as you get closer to the finished shape, use progressively finer grades of sandpaper, this will give you a very smooth finish, and no sanding marks. After the wing received a final sanding I set it aside.

Tail construction

Again, I marked the tail in the same way as the wing, here though I did not use any templates for a specific airfoil, just used the visual method.

Sand in the same manner as the wing, use blocks. After the tail has been sanded, it is time to locate the holes for the hinges, draw the area you will cut to form the hinge line, and cut the tail to form two equal halves. After cutting the elevator from the stabilizer portion of the tail, carefully sand the hinge line. This area should be nice and round to give you a better looking and working elevator section.

Having two equal halves, it is now time to glue these

into the 'V' shape of the tail. The plans call for 1/2" dihedral at each tip. The easiest way to accomplish this is to lay one side flat, and position the other side so it is 1" high at the tip. This will give the required dihedral when dry. After getting the tail blocked up, I use just a drop of CA to hold the parts together. I use the slow dry epoxy for the main glue joint. You will only be able to glue the top side while it is on your bench. After this is dry just take the tail turn it over, and run a fine bead of epoxy on the bottom joint. After this was accomplished I decided to use some light weight carbon matt on the seam line for additional strength. At this point set the tail a side, it is ready to install.

Fuselage

The first thing I did here, was to draw the thrustline on the side of the fuselage. This line is your reference line for all work done to the fuselage. Round the top and bottom of the fuselage as shown in the plans.

You will now want to locate the wing slot. After drawing where the leading and trailing edge will be, simply take your airfoil templates, draw the airfoil on the fuselage, and cut out the wing area. You will want to cut on the inside of the line, you can always remove more wood as needed. After sanding and fitting the wing should just slide into the fuselage, no large gaps around the wing joint.

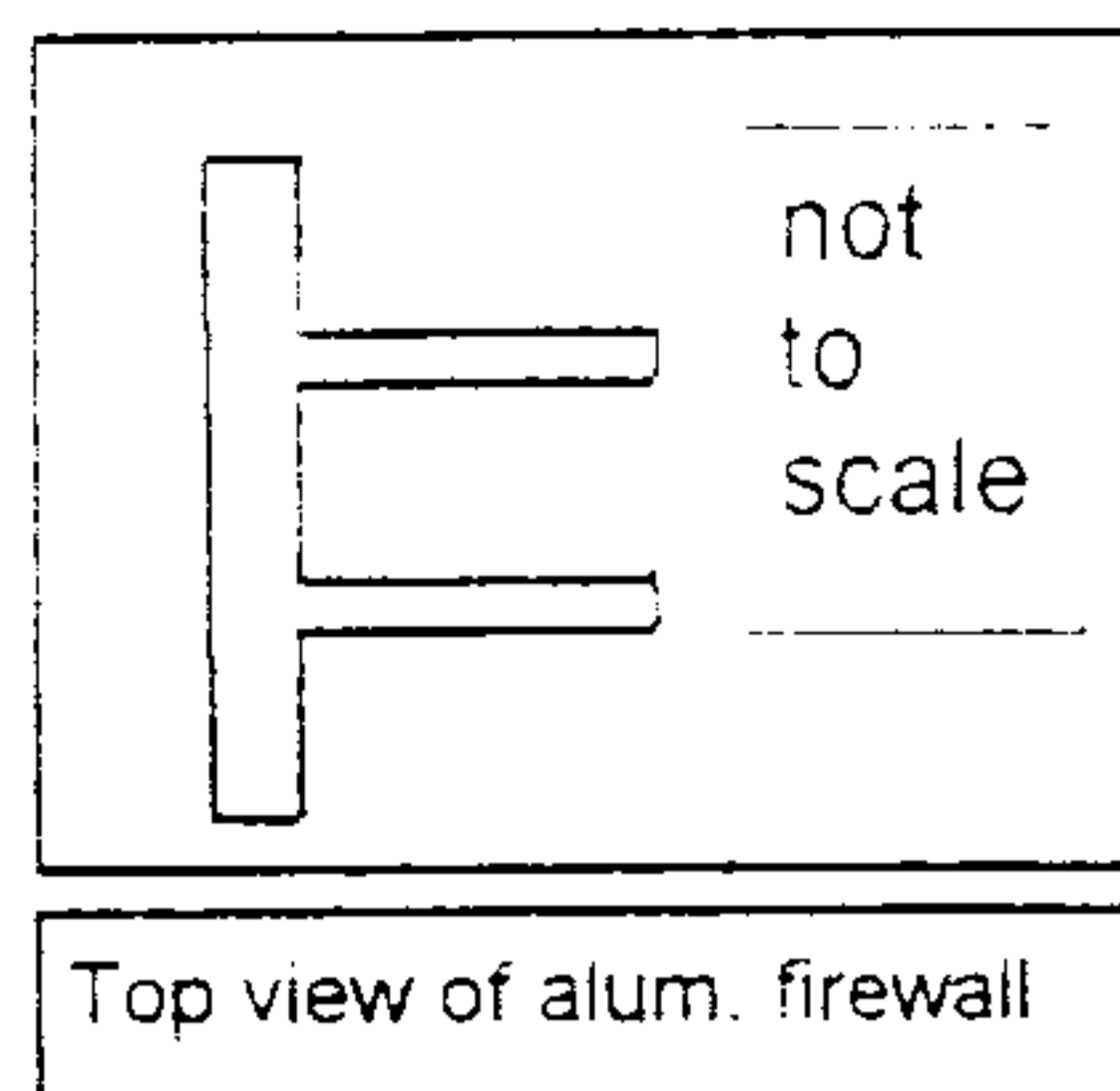
You will want to do the tail the same way. To accommodate the 'V' tail take your table saw, put it on an angle, and cut a little larger area on each side of the top portion of the tail slot. This will allow the tail to set in the fuselage better.

Landing gear

I made a decision here to depart from the method shown in the plans. I wanted the gear to be located on what will be the inboard half of the fuselage. This gives you better ground handling. I placed the gear where I wanted it to exit the bottom of the aircraft, then just put a slight angle to the gear. Draw around the gear when you have it where you want it, then take and remove just enough material to recess the gear with the fuselage side. The stock gear has a nice bend at the top to keep it from rotating when you get it installed. Put the gear in place with epoxy as well. The method show on the plans is fine, but could eventually crack if the airplane gets rough treatment over time.

Firewall

The stock method of building is fine, but I went one step further. I did not use the plywood firewall, I decided to build an aluminum frontend to attach the engine to the airplane. The front end of this is then milled to match the design on the back of the Cox engine. This aluminum piece has cross holes in it so two screws can pass through the fuselage.



I put no out thrust in my model. you may want to depending on the skill level of your pilot. You can always put some in later just put two small washers under one side of your engine

Assembly

Before any gluing is done slide the wing into the fuselage, position it where you want it and tape it into position. The kit comes with a 1/4 oz. weight for the tip. I like to only use what is necessary. By having the wing taped in place, you can carefully balance the the model along its centerline. I only use enough weight to make that outboard wing gently drop. I do not want to carry any extra. I found that about 1/16oz was about right. Mark where you want the weight. At this time locate where you want the bellcrank, and mark it. Remove the wing, and using a small router or mill remove just enough of the bottom outboard tip section to get the weight to set flush. The weight can be glued into position now or later depending on your preference.

Using a #29 drill bit drill a hole for the bellcrank mounting bolt. I took a small end mill, and made an area on the top of the wing to recess the attachment point. I then made a blind nut, pressed it into the hole, and put the bolt in from the bottom to give me a little better finish. The method used on the plan works fine if you do not want to go to the extra work.

Now is time to reinstall the wing, you will want to block up the fuselage insuring that the side is perpendicular to the table, while the thrust line is parallel to the table. Take some card stock, 3x5 works good draw the sweep of the leading edge on to the card. The 3" side of the card will go against the fuselage, while you will cut the sweep out of the 5" side. You will end up with a card that is 3" wide while one of the long sides has your LE sweep. This can be used to make sure the wing is not in on an angle, both sides should have the same sweep. Checking tip height, they should be equal, check for +/- incidence you should have none, check for equal span, and after satisfying yourself take and using just a couple of drops of CA tack the wing in position. Using epoxy, put just a small bead on one side of the wing, ie. top inboard, this will run into the wing joint. After this is dry remove the plane from your blocking and laying the fuselage on the corner of a table finish gluing the wing into position. I do this to allow the glue to run into the wing joint.

The tail section is glued into position in the same manner as the wing.

After this is dry you are ready to add the firewall, your fillets, and finish.

Finish

I will not get indepth with finishing the model, everyone has their own way. I will say this, the kit comes with 2oz glass cloth, the plans call for the glass to be put on prior to assembling the various components. I have a Rat with a basswood wing, it has no glass cloth, therefor I chose not to put glass on my model. If you feel you must, I would recommend using .55oz glass.

I would strongly suggest that you use an epoxy paint for the finish, anything else will be effected by the high nitro fuel.

After the paint is dry, I wait at least 3 days. I sew the hinges for the elevator and stabilizer, after they are inplace and working, put just a small drop of glue in the holes of the hinge. This will prevent them from moving and cutting. Additionally I put two holes in the elevator horn, and the leadout position to make adjustments to achieve the handling I wanted.

Maiden flight

With 2 feet of snow on the ground, and extremely cold weather, I was afraid I was going to be forced to wait to try this model out. Having access to a local university's basketball arena, I was able to go about midnight for some test flights. After all what could 40% nitro possibly due to the floor. I will say this, a Venom running indoors has a distinct ring to it.

Overall I was happy with the Streaker V kit, I think you will be also. I suggest if you want to fly mouse race building a Streaker will save you many problems. Kenn is always glad to answer your questions, and help if he can. So just give him a call.

NCLRA Elections

At this years banquet, an election of officers of the NCLRA will be held. If you are interested in running for office, please send your name, office you are seeking, and a short (1/2 page) note telling everyone your goals. These will be published in our newsletter in the April-May edition. Please send these to Dave McDonald by March 25, 1996.

World Champ update

Walt Perkins is putting together information on attending the World Champs, if you are planning on attending, drop Walt a note so you can get on this mailing list. My understanding is there will be monthly updates. So get on the list today.

There will be updates from Walt's newsletters in upcoming NCLRA editions. So, lets all show our support for the entire US Team, and specifically the F2C participants.



ICE OLATED STUNT CONTEST

AND RACING

SUNDAY FEBRUARY 25, 1996
Sponsored by Lafayette Esquadrilla

Buder Park in Valley Park, Mo. I44 at Mo. 141 west of St. Louis. From I270
Take I44 west to Valley Park exit 272.
The park is to the right (north side) of I44.

AMA Sanction

Registration is 8:30 AM-11:30 AM. Stunt appearance judging at 9:30 AM. Flying starts at 10:00 AM.
Entry fees; \$5.00 per event.

Contest Director; Robert Arata 314-391-0272
561 Goldwood Dr.
Ballwin, Mo.63021

EVENTS

Pampa Stunt; Beginner, Intermediate, Advanced, Expert (JSO)

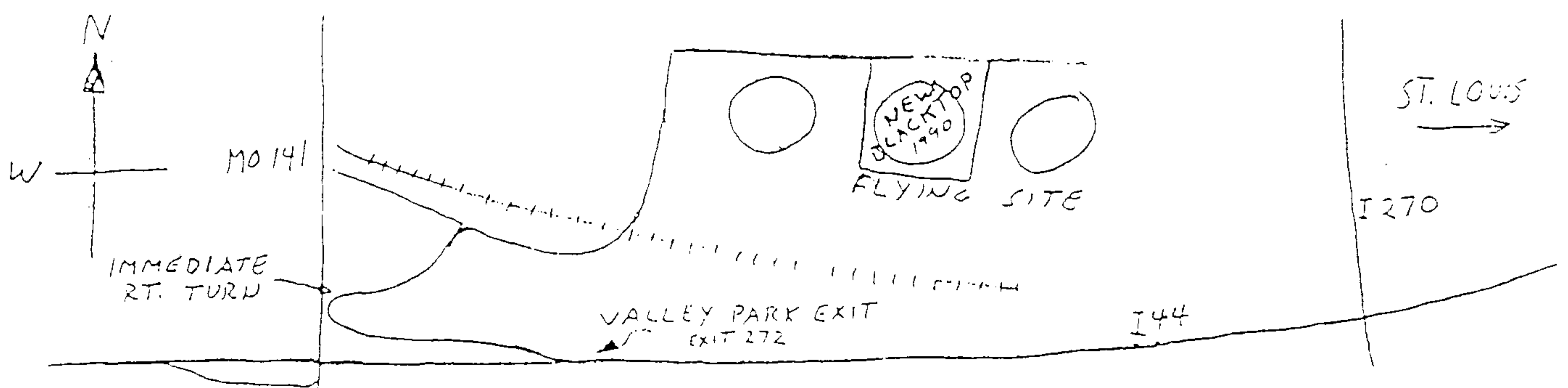
Rule book events 323,324,325,326.

Freestyle Stunt; All general and event 322 safety rules apply. Contestant may fly any Stunt, Classic or Old Time model. No BOM (builder of model) rule. Contestant has the normal 8 minute time period to fly any combination of maneuvers he/she chooses (no required number of laps between maneuvers). Each judge will award 0-100 points for the entire flight (within the 8 minutes) Score is the total of all judges scores. 2 attempts for 1 official flight (JSO)

Fox 35 Race (JSO); NCLRA rules; see reverse side of this page. Contest sponsors will provide 10% fuel

1/2 A Reed Valve Sport Race; (JSO). Reed valve .049 engine. Your own (AMA legal) fuel. Airplane must ROG, one wheel min. Full fuselage or profile, external controls. No fast fill, no hot glove. 35 feet .008 stranded (min) 2 lines. 10 laps, 2 pit stops. 2 up.

Awards (recycled); Will be presented thru 3rd place in each event.



**FIFTH ANNUAL
 UNITED STATES
 TEAM RACE CHAMPIONSHIPS
 FOR
 FAI F2C TEAM RACING & S.C.A.T.R. "B" TEAM RACING**

April 13/14 1996

An AMA Sanctioned "A" Contest

**SPONSORED BY
 SMITH'S MODEL PRODUCTS
 &
 SOUTHERN CALIFORNIA ASSOCIATION OF TEAM RACERS**

CONTEST SITE

WHITTIER NARROWS RECREATION AREA, South El Monte, California

TECHNICAL INSPECTIONS

FRIDAY - April 12th, 4:00 to 6:00 PM
 SATURDAY - April 13th, 8:00 to 8:30 AM

RACES

**SATURDAY- "PILOTS" meeting at 8:30 AM-FIRST FAI T/R RACE AT 9:30 AM
 RACES EVERY 30 MINUTES. "B" T/R HEAT RACES AFTER FAI.
 COOK-OUT AND BENCH RACING AT 7 PM
 SUNDAY - "PILOTS" meeting at 8:30 AM - FIRST FAI T/R RACE AT 9:30 AM
 RACES EVERY 30 MINUTES. "B" T/R CONSOLATION & FINAL AFTER FAI FINAL.**

Total of three fastest FAI heat races determines finalists. If less than five teams attend finish positions will be determined by total of three fastest heat races. S.C.A.T.R. "B" T/R rules. Awards through three places.

**FIFTH ANNUAL UNITED STATES TEAM RACE CHAMPIONSHIPS
 REGISTRATION FORM**

FAI T/R _____ "B" T/R _____

PILOT: _____ ADDRESS: _____

PHONE: _____ AMA #: _____

MECHANIC: _____ ADDRESS: _____

PHONE: _____ AMA #: _____

Please send registration form and entry fee (\$30 per FAI team)(\$10 per "B" T/R entry) to: Kenn Smith, CD, 521 Jansen Ave., San Dimas, CA 91773, or call (909) 592-2100 for more information.

Nats update

As our page one story outlined we are in a revenue sharing agreement with the AMA. Further in 1996 the cost to enter for Junior/Senior is free. Not only is there no basic fee, but no event fees for the Nats racing events. We hope this will increase the numbers of Junior and Senior competitors.

As most of you may recall from a previous issue, Roy Gould is our ED for the 1996 Nats. Roy is a fine individual, and always willing to help. We need to start to develop a pool of workers to count/time pull lines etc. There are several different thoughts on how to accomplish this, one is get volunteers, the other to utilize contestants ie. fly one, time one. The 1995 Nats saw a combination of this, and it seemed to work rather well. So we are leaning at this time to repeating this style in 1996. If you are planning on attending, but not competing and would like to work one or more days let us know.

The AMA has secured a block of rooms at various locations in Muncie. The NCLRA has a specific block of rooms at the Roberts in Muncie. If you want one of these drop a note to Dave McDonald and enclose the number of rooms, smoking or nonsmoking, type of room single or double, date of arrival and departure, and a room will be held for you. A standard room is \$45.00, while a suite is \$59.00. (note standard rooms come as singles and doubles)

Additionally again this year we are planning on having a supplemental event on Tuesday at the conclusion of Scale Race, this will be NCLRA Fox Racing. Also, on Wednesday along with Cox we will have Cox intro racing.

Our annual meeting will be on Wednesday evening, look for more information later. Rooms will be going fast, so make your reservations today.

Airspeed - winning secrets

by Dave Clarkson

This is an excerpt from Aero Modeller, from 1993.

Until the 1991 Nationals we had always used conventional fuel mix containing 15-16% Castor Oil (Castrol M) and had been entirely happy. However for the 1991 Nationals we mixed an experimental brew which we called '7 Up'-

Ether	38%
Paraffin	52%
Castrol M	3%
Castrol A 747	7%
Lubrizol 52	+0.2%
Iso-propyl Nitrate	+1.75%
Tetra-ethyl Lead	+0.02%

The inspiration for this complex and revolutionary mix was what we had learnt about the Russian and Italian mixes used in F2C at the 1990 World Champs in Blenod. An immediate

airspeed improvement of 0.5 sec/10laps resulted. However we quickly found '7 Up' cooked-up our motor in amazingly short time. 200 laps or less was the distance between a scrubbed clean piston/liner assembly and one so covered in hard, baked-on black carbon that at least 1 sec/10 laps was lost in airspeed. We started the 1991 Nationals final with a clean motor giving 23.6 sec/10 laps and finished in a new record time with filthy black motor doing 25.2 sec/10 laps. "7 Up" was a very mixed success and I was unhappy with the safety implications of using Tetra-ethyl Lead (the stuff in 4 star petrol). Therefore we subsequently tried "Plumbfrei 7 Up" ie "7 Up" minus the Tetra-ethyl Lead and found the 0.5 sec/10 laps improvement but no carbon build up. It was the oil and not the lead that was doing the trick. As a result we strongly recommend the use of Castrol A 747 racing 2-Stroke motorbike oil and will be using it in all of our diesel.

Fuel mixes in similar or smaller proportions. It is not cheap at approaching £13 per litre but it is unbelievably good - the oil left on the wing of our model after a race is so clean that it could be re-used if enough could be found to justify the effort. There are many high performance racing 2-stroke oils currently available and we have tried only one. It follows that there may be a better one than Castrol A 747 after reading some test results on this and many others in 'performance Bikes' magazine and after chatting to the go-kart racers at the Three Sisters Circuit; both said it was the best.

**CASTROL
A747
2-CYCLE OIL
\$25.00 per litre
available from:
Dick Lambert
(904) 767-7055
E-Mail RRL10769@aol.com**

**Nationals Dates
Control Line Racing
July 8-11, 1996
Muncie IN.**

We would like to thank Ron Hoogenkamp for sending us a lot of information about the racing scene in Australia. Ron wrote in his letter he built one of Stoo Willoughby hot finger's and it works great, I would like to concur.



This article is a re-print from the Victorian Control Line News. The voice of C/L aeromodellers from around Australia.

This month's column starts with a handy hint. One of the most important factors in getting your Vintage racer to fly fast and handle well is to have the wing, tail and engine thrust line correctly aligned. Most people just sand away right across the wing and tailplane and end up with required airfoil section right across the span. It's not that hard to leave the center section within the fuselage SQUARE. This enables you to line everything up with relative ease, particularly if you are using a fuselage crutch. It is always difficult to mate a curved wing or tail to a flat surface, or for that matter cut out two accurately shaped slots in the fuselage sides. Using a building base of thick safety glass is also a great help. If you're not already using this method, be sure to try it on your next model!

More news from John Duggari in Queensland and the recent October VTR competition at Logan Field. It was the first wet day for months and the humidity was high. So high, that all flyers lost between .8 to over 1 second in airspeed. The fastest heat was reeled off in fine style by Warren Shurmer and John Duggan. Their 3.28.02 was outstanding given the conditions. This team also took the honors in the final with a 7.20.04. A super fast time in anywhere other than the Sunshine State.

Dennis prior was without his regular pilot, so Byron was asked to lend a hand and fly. The PFFT was a lot slower due to the heavy atmosphere and a 3.38 and 7.4 was the result... the slowest time for this aircraft all year! Ian Garton was third with a good 8.04. A good run considering the poor conditions.

John is prepared to go on record and promise perfect conditions for what is shaping up to be the biggest Vintage A competition since the Wagga Nats... the East Coast Championships on November 4th and 5th. Prizes are the biggest ever on offer for a VTR event.

Teams should be arriving from as far away as W.A. it should really be an event to shout about... and let's hope it's the local lads shouting as the Southerners walk off with all the prizes! Don't miss next month's Vintage T/R News.

A move is on here in the US to revitalize "B" T/R. If you want more information contact Kenn Smith, 521 Jansen Ave. San Dimos CA 91773. A set of rules has been established.

T/R TORQUE

by Andrew Nugent

Victorian C/L News Oct. 1995

This article was written by Hans Bertina for T/R Torque, I believe Hans will be competing in the World Champs in 1996.

For some time now I have been wanting to express my interest in F2C Racing. Like most people I have personal biases and although I enjoy racing in general, for me F2C is the most interesting.

Over the past few years since the breaking up of the Soviet Union, the equipment necessary for top F2C performance is much easier to get. Engines, props, tanks, wheels, kits, and even ready to race World Class models can be bought and interest in F2C in Perth is growing. Darryl Mills has just bought a Vorobiev and on his first outing with it, he came a respectable second in the State champs. Ron Hoogenkamp and Colin Lecknys have ordered a Dave Campbell built F2C ready to race. This you can be sure will be fast. With all this good gear to race here, a very serious problem is starting to emerge.

We do not have experienced team race pilots here capable of handling these 130mph missiles that can reach top speed in less than one lap. I can recall telling Norm Kirton some time ago about my concerns. When you get three fast models up together, the rotational speed is so high that if you get caught outside another pilot, centrifugal force on your own body prevents you from running fast enough to safely catch up again. So pilots knowledge, technique and cooperation is very important and needs rapid improvement.

Agreement must be reached by ALL teams to fly fairly or we are going to see some very expensive crashes. Race experience at these speeds is necessary, otherwise, despite the excellent potential, nobody will ever do a World class time. I can assure you that Norm and I were as competitive as anybody at the British Nats if stop watches and lap counters at practiced were the only measure. Unfortunately, there is no substitute for real race experience at these high

levels of performance.

As a mechanic, and sometimes pilot, I know that I do not have the skills to be a good pilot at F2C speeds. At the same time I must also say that the contest directing and judging here is poor. This allows the current poor flying skills to go uncorrected and encourages maximum abuse of the rules. The F2C flying rules have been developed as a result of trying to keep safety and fairness in the event. They should be applied to all racing events and must be enforced.

We as a group should argue out (discuss) what flying styles are to be enforced and issue a loudhailer (Megaphone) to a judge who should call warning on the spot (not just one warning per tank) and continue to call pilots to walk forward. I have yet to see a DQ issued in Perth.

The flying at the State F2C Championships was to say the least, not up to standard and must be improved if we are to respect peoples time and effort to get to the line. In my opinion since becoming involved again in the sport of team racing, at all levels far too much emphasis is placed on the bureaucratic side of -lets get the heats over with as quickly as possible- and not nearly enough on the safety & fairness to all competitors. I do not claim that my team is particularly fair, we need the same discipline applied.

Unfortunately we are all human and are trying to win. therefore, if the rules are not enforced I will do what it takes to win. Just as (for example) some of the faster Queenslanders use the forbidden fibre glass on their vintage models. Obviously, so far no one has penalized them for doing it.

I enjoy team racing, but even for me there is a limit as to how much I am willing to expend to remain in the game and therefore ask our fellow modelers to consider the future of racing administration and be prepared to discuss it at the next club meeting.

Hans Bertina

We hope you have enjoyed some news from Australia, we will be running more of these articles in the future.

***NCLRA Fox Racing
July 9, 1996
After Nats Goodyear
Awards Donated by:
Fox Mfg.***

CURRENT MEMBERS

<i>Gerore Aldrich</i>	<i>James Allen</i>	<i>John Ballard</i>
<i>Dave Braun</i>	<i>George Caldwell</i>	<i>Les Byrd</i>
<i>Ronald Carr</i>	<i>Alex Elbert</i>	<i>Brian Fairey</i>
<i>Roy Gould</i>	<i>Michael Hawk</i>	<i>Bob Heywood</i>
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