

# THE VALLEY FLYER

APRIL



1980

PACKARD PHOTOGRAPHY  
BURBANK



President: WAYNE McALRATH    Vice Pres.: LES BERNELL    Secretary: ROBERT ADAMS  
Treasurer: TONY McLANE    Editor: JOHN MARINO    Contest Director: Tony DiLeo

## PRESIDENTS NOTE

The Formula 1 race March 22 & 23, although a great meet, was a disaster as far as the VALLEY FLYERS was concerned. Our C.D. simply did not show up. Larry Laulom stepped in (as Usual) and with the help of the NMPRA and a few of the VALLEY FLYERS made it the success it was. THANKS Larry.

Larry will also be the entertainment this month. Have your questions about engines ready for him. He is going to show us how to tear apart a new motor and tell us what to look for i.e. burrs, metal fragments, wear on the back plate, etc. plus tips on hopping up a race motor. Read his artical in this issue of the "FLYER".

John Marino has resigned as Newsletter Editor. He has done a great job, but his work is requiring him to leave the country. I'll put together this issue but we are going to need someone to fill his position.

That's all this time -- got to keep it short.

Pres. S.F.V.R.C.F.

Wayne Mc

### MEMBERSHIP-RAFFLE CHAIRMAN REPORT

We have 72 paid members to date. By this time last year we had 100. Hustle your friends to get into the club! Dues from April on will be \$ 18.00.

This month we will have a semi-annual SUPER RAFFLE!!! Bring extra MONEY!!! Tickets are 5 for \$ 1.00 or \$ .25 each.

See you at the meeting-- LES

### ENTERTAINMENT CHAIRMAN REPORT

Mays entertainment will be our semi-annual invitational, open to the public, AUCTION. BE PREPARED!!!

TONY

### COALITION TO SAVE SEPULVEDA BASIN

There will be a fund raising sale at the MONTCLAIR SCHOOL in May. All VALLEY FLYERS are urged to bring salable items of value, in good condition to HOBBY HOUSE, SMITH BROS. or THE CRAFTSMAN hobby shops for collection. The COALITION committee will collect donations beginning April 27. These donations are tax-deductible, they are a charitable, non-profit organization. Call Rita 780-8344, Jill (24 hour tape) 344-8714 or Lothar 360-8646 for added information.

### VALLEY FLYERS FORMULA I PYLON RACE

On March 22nd and 23rd, thirty nine racers, (twenty five expert, fourteen standard) turned out for eight rounds of super fast pylon racing. After the first day of racing -- Jerry Bouce and Dave Shadel were tied for first. Bob Smith, having gone a smoking 1.13:4 for ten laps held on to fast time. the day didn't go by without its share of mishaps. Bill Grove and Check Bentz were involved in a spectacular midair collision over #1 pylon. Chick was later to win 'MOST SPECTACULAR CRASH' trophy for his feat. To bad for Bill, as his plane was really starting to go.

Sunday saw some real tight races. Jerry Boyce out raced Bob Smith in a real tight one. Gary Hover over Jerry, Tom Christopher over Hover, Shadel over Hover, Larry Laulom over Shadel, Etc. It seems that in any given race, anybody can be beaten. The competition has become very fierce. After all the smoke had cleared, Dave Shadel had emerged victorious. Ed Allen second, Jerry Boyce third. Bob Smiths (crashed in 7th round) 1.13:4 held up as fast thme although Larry Laulom bade a bid on Sunday th better Bob's time. Larry, taking off third, managed a 1.14:6 (second fastest). Sorry, but no cigar. Other VALLEY FLYERS -- Laird Oweren started out fast (1.19), but was plagued by engine problems as was Jay Replogle. "Just wait 'til San Luis" (next race), I heard him say as he packed up his plane. Jay Ross finished forth, just out of the money. Ron Shorr had an extremely fast polecat, right up until he burried it coming around #3 pylon in round eight. Scratch one bullet. Standard Class was won by Rob grove, a San Diego product.

As usual, Betty Stream and her daughter did an excellent job setting up the heats. Tony MacLane (our Treas.) did a fine job on Sunday running the timers. Chuck and Bob Smith, also thanks. Charlie being primarily responsible for getting the city to come out on friday to finish cleaning the field. Bob and two of his employees bringing and setting up the course, (705 feet?). There were others, so if I didn't mention you, thanks again.

Crazy Larry C.D.

#### EXPERT

Dave Shadel  
Ed Allen  
Jerry Boyce

#### STANDARD

Rob Grove  
Jim Kelly  
Ben Witherell

FAST TIME--- Bob Smith 1.13:4

BEST CRASH----- Chick Bentz

#### INCOME

Entries (39 @ \$12.50) - \$ 487.50

#### DISBURSED

Soda \$ 24.56  
Food 52.60  
Trophies 90.00  
\$ 167.16

Total income \$ 487.50

Total disbursed 167.16

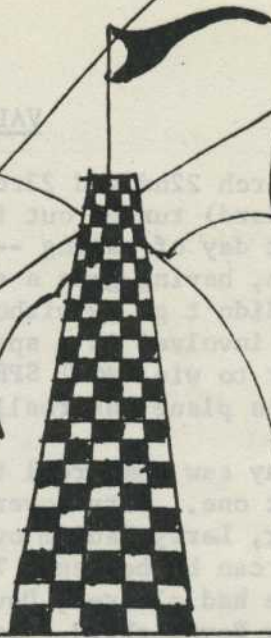
Total net profit 320.24

NMPRA (50%) - 160.12

VALLEY FLYER profit 160.12



**SAN FERNANDO  
VALLEY FLYERS  
PRESENT**



**FORMULA**

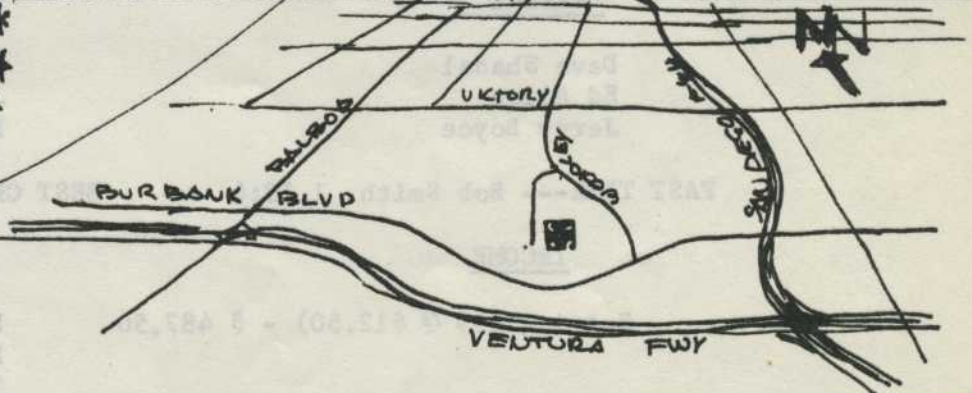


**RACES**

**APRIL 20, 1980**



**SEPULVEDA BASIN**



**TROPHIES THRU THIRD • FAST TIME**

FOR INFO. CONTACT:  
LARRY LAULOM  
705-6605

REGISTRATION: \$45  
ENTRY FEE \$12.  
FUEL BY K&B  
TOP FLITE 9.6 POWER

MINUTES OF THE REGULAR CLUB MEETING

Meeting held at Encino Women's Club on March 11, 1980

Presiding Officer Wayne McElrath

Announcements and other pertaining information:

Meeting convened at 8:10 P.M.  
Pledge of allegiance led by Pres.  
Minutes of Feb. meeting approved by membership.  
Treasurers report approved by membership.  
The club has 63 members signed up as of March.

Old business:

None.

New business:

Formula 1 race was discussed for March 22nd and 23rd by Larry Laulom. Dr. Smith from the Coalition Committee was present. He gave a talk about raising money to save the basin by having a rummage sale. Goof bowl went to Tony MacLane for suggesting to change lable as if it would change frequency on transmitter.

Model of the month:

Sport -- Larry Laulom -- Pair of Quickie 500's.  
Competition -- Steve Spears -- Top Flite P-47 Thunderjug.  
Junior -- No entry

Other members participating in model of the month:

Berni Tama - Q.B. Cessna, Colby Evett - Byron Mig, Walt Clark - Swizzel Stick and a Smith Mini Plane, Marvin Zauss - Sig Cougar, Bob Halvorsen Scratch Built Glider. Lots of nice airplanes.

9:00 BREAK

After the break we held our first 3-view, arm-powered, scale and racing Contest. It was loads of fun. See Wayne's contest report.

Raffle thanks to Dave's Custom Models.

Meeting adjourned at 10:15.

IN HOUSE 3-VIEW ARM POWERED SCALE AND RACING CONTEST

All reports indicate everyone had a good time at the contest. There sure was a lot of good natured yelling and screaming!

BEST PLANE TROPHY went to Dick Kolodziej (Lockheed SR-71)

BEST FINISH Tony DiLeo (Martin Baker MB-5)

MOST UNUSUAL PLANE Tim Tourtillott (Granger Archaeoptery) That's unusual!!

SPEED 1st ---- Adam McElrath

2nd ---- Tony MacLane

3rd ---- Marvin Zauss

DURATION 1st ---- Chris Spirawski

2nd ---- Bob Halvorsen

3rd ---- Sakchai Yuangtrakul

DISTANCE 1st ---- Bob Halvorsen

2nd ---- Adam McElrath

3rd ---- Marvin Zauss

We're Going to do it again so plan ahead and join the fun

Wayne Mc. C.D.

FINANCIAL STATEMENT - March 1, 1980 thru March 31, 1980

INCOME

Membership	\$ 124.00
Raffle	45.00
Donuts	7.60
F-1 Race (1/2 net profit)	160.17
	<u>\$ 336.77</u>

DISBURSED

Trophys (paper contest)	\$ 22.21
donuts	10.00
Raffle (DCM)	59.00
Newsletter & postage	74.93
AMA charter	15.00
	<u>\$ 181.14</u>

Balance on hand February 29, 1980	\$ 460.81
Income recieved	336.77
	<u>\$ 797.58</u>
Total disbursed	181.14
Balance on hand March 31, 1980	<u>\$ 616.44</u>

Savings Account - Balance as of March 31, 1980 \$ 1,240.03

Tony MacLane - Treasurer

## FORMULA 500 RACERS

Enclosed is a list of races to be held this year. We will have six (6) in all. Three (3) at the Basin, Two (2) at Pomona Valley (Cucmonga), and one at Chula Vista. Although Formula 500 drew quite well last year, I have heard a few people say we should take another look at the rules. We have had our present rules for three (3) years now and they seem to be working out okay. If some of you would like to change the rules, we can have a "Rules Discussion Meeting" during lunch time at the next race; it's something to think about. The AMA has handed down stricter safety rules this year in Formula I. I believe we should follow suit in this regard, spectator distances, consistently flying below the pylons, unsafe radios, etc.

The K+B 6.5 seems to have emerged as the dominant motor in quickie racing, although Tom Christopher says his super Tigre's will be hard to beat. Tom Newton, who makes the 6.5 muffler, will also be marketing one for the Super Tigre. At the present time, John Powell is producing a radial mount (Firewall type) for the 6.5. It is a one-piece affair, both mount and motor back plate turned from one piece of metal. Although airplane choice is a matter of personal preference, I believe Sam Kreidel's Quicker 500 with modified nose moment is the leader. Gary McPike's T-Tail design may be as fast or faster, but availability is very limited.

After the Last Race, a few people asked me what I did to my motor. After the first heat I did not go slower than 1:12 the rest of the day, so I must be doing something right. I am sure everyone has their own motor mods, here are all of mine. First of all, I am using the old style free flight motor # 9020. The new style on top of having head and port changes has a bridge in the exhaust port. Secondly, and probably the most important, my piston/sleeve fit is very loose. With the Piston/Sleeve out of the case, you should just about be able to push the piston to the top of the sleeve. With motor assembled and glow plug out, you should feel no restriction at the top of the stroke when slowly turning the motor over. To help this along on a new motor, you will need to sand the piston, but first let us get the piston window out of the way. The window I cut is in the front of the piston, facing the boost ports, (see Figure # 1). This prevents the piston from masking the boost port passages in the case when the piston is at the bottom of the stroke. The way to measure this for cutting is just remove the backplate, bring the piston to the bottom of the stroke and mark the width of the window to be cut. I estimate the height of the window by the difference between the bottom of the sleeve. Make width cuts with Dremel tool using the small cutting stone wheel. Height cut is started with Dremel then window is snapped out with needlenose pliers. Finish window with pin files. Now, take piston with rod installed, starting just below the top of the piston, approximately 3/32" (see Figure # 2), sand the piston with 400 wet sandpaper. This is done by wrapping the sandpaper around the piston. Using the rod as a handle, revolve the piston in the sandpaper. Be careful to stay at least 3/32" from piston top. In the same manner I also sand the outside diameter of the sleeve. This gives the sleeve a loose fit in the case. You are now ready to lap the sleeve to the case. Now, take the center case housing (less sleeve) and on the end of a small screwdriver put a very small amount of "Bon-Ami" or "Comet" cleanser on the upper lip of the case where the sleeve "seats". Now take the sleeve, wet the top lip, then insert in case. Proceed to "Lap" in by turning sleeve around in case with thumb. Afterward wash parts thoroughly. You can repeat this process for the Head/Sleeve fit.

My head or peck clearance is 2 1/2 to 3 thousands. This may seem tight, but as long as its an accurate measurement and you do not use high nitro, it will run all day.

Tightening the head is also very important. You must tighten down as equally as possible all the way around. See Figure # 3. Looking from the front of the motor as though the head bolt pattern were a clock, tighten in this sequence: 12, 8, 4, 10, 2, 6. Then 4, 8, 12, 6, 2, 10. At first just barely snug bolts, then get a little tighter each time, until head is down securely. Always tighten head with glow plug out so you can "Feel" piston travel while tightening.

Now, if you have the new motor (exhaust bridge) (Larger Ports) you can use the preceding information, plus a couple more. The two piece (button) head must go. It has too much combustion chamber area, even with zero head clearance. Change to old style R/C head for 6.5 Stock No. 8071. This head should also be used on the old style motor. Also, you can make the "tooth" modification. See Figure # 4. You can use Dremel to cut bridge. Make sure you leave no burr edges inside of sleeve. Do not be afraid to pull motor apart to check for wear after running. If it is shiny at the bottom of the piston skirt, it is rubbing. Repeat 400 wet process. Try to lay your hands on either the old Perry carb or one of John Powell's carb bodys with a Webra Barrel. The new style perry ('O' Ring Needle Valve) has too steep a taper on the needle, consequently needle adjustment is not consistent. When running motor, back off only 100 to 200 rpm. Do Not mount motor upright, sideways okay. Fuel draw is very critical when running an 8 mm carb bore, with no crankcase pressure. Rod streamlining is not worth the trouble. Free porting is also out. Remember, none of these modifications will hurt your motor if done properly. As you may have noticed, I don't touch either the sleeve timing, or the crank timing. Both are more than adequate in stock form. Oh yes, do not use piston/sleeve fit mods or head mods, if you plan on using motor for formula 1. Using high nitro is a whole new ball game. Listed below are some people who can help you along. Remember, fit is nearly everything in a strong running motor.

**MUFFLERS**

Tom Newton Sr.  
12702 Whitewood Avenue  
Downey, California 90242  
(213) 861-7496

**MOTOR MOUNTS/CARB BODY**

John Powell  
2918 N. Durfee  
El Monte, California 91732  
(213) 575-8358

**QUICKER 500**

Sam Kreidel/213/ 691-7698  
P. O. Box 1783  
Whittier, California 90603

**LARRY LAULOM**

**SUPPORT R/C PYLON RACING -- RACE !!!**



Formula 500 Racers

By Larry Laulom

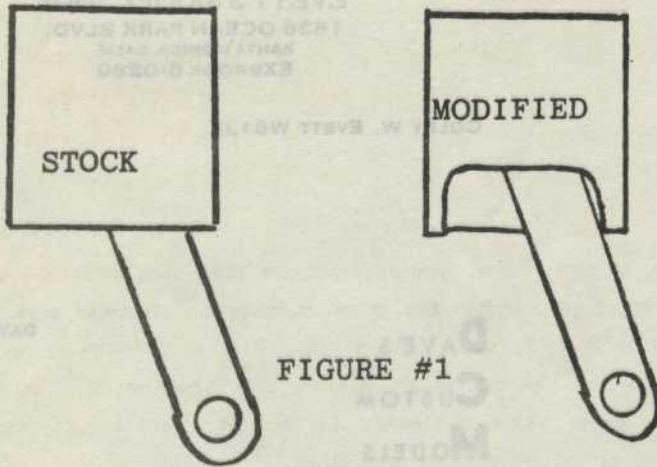


FIGURE #1



FIGURE #2

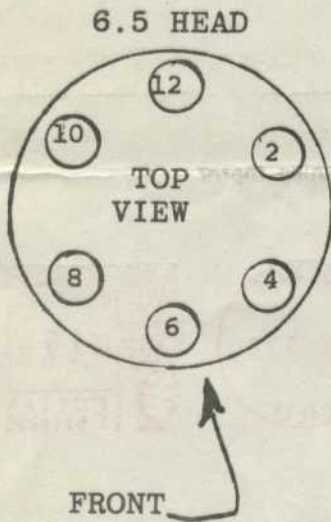


FIGURE #3

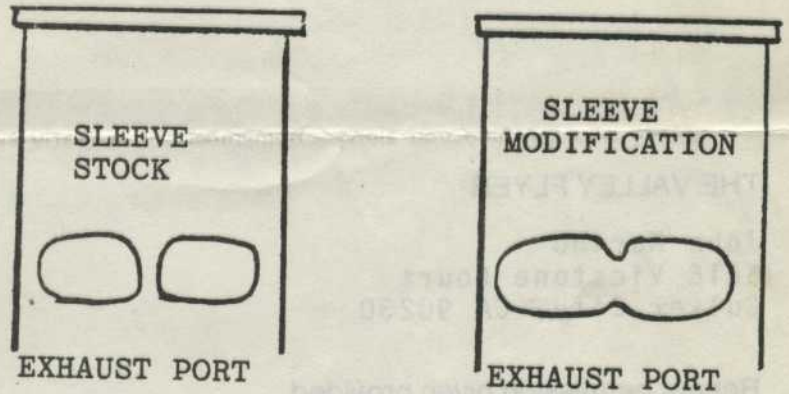


FIGURE #4



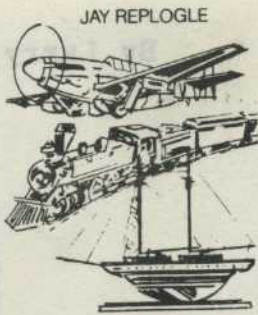
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**THE VALLEY FLYER**

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