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## NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

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1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

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**DECEMBER 1995**

**ISSUE # 127**

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**IN THIS ISSUE..... Oldie Plans, End of Year competition points standings, Club Notes, & articles by Orin Humphries, John Thompson, Zoot Zoomer, & Alan Olsen. Plus more of the usual good things that you've come to know and love!**

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Yes, I know it is most likely into 1996, and the cover here says 1995! But that is when it was written and printed. This almost-under-the-wire issue represents the last of the nine issues you should receive in a calendar year. Well, Happy New Year! Hope this next one goes great for you. We are looking forward to another great year of control line activity in the Northwest.

The year end competition points are included. No drum rolls, we'll just let you look and analyze yourself. How did you do? Well, try harder next year! Here's an interesting note: Of the names in the top twenty overall totals, 65% of these households receive FLYING LINES. That's good, but not good enough! Ask your flying buddies if they subscribe, then twist arms and other appendages as appropriate if the reply is in the negative. Let them know that this entity is keeping track of their activities, and they need this information!

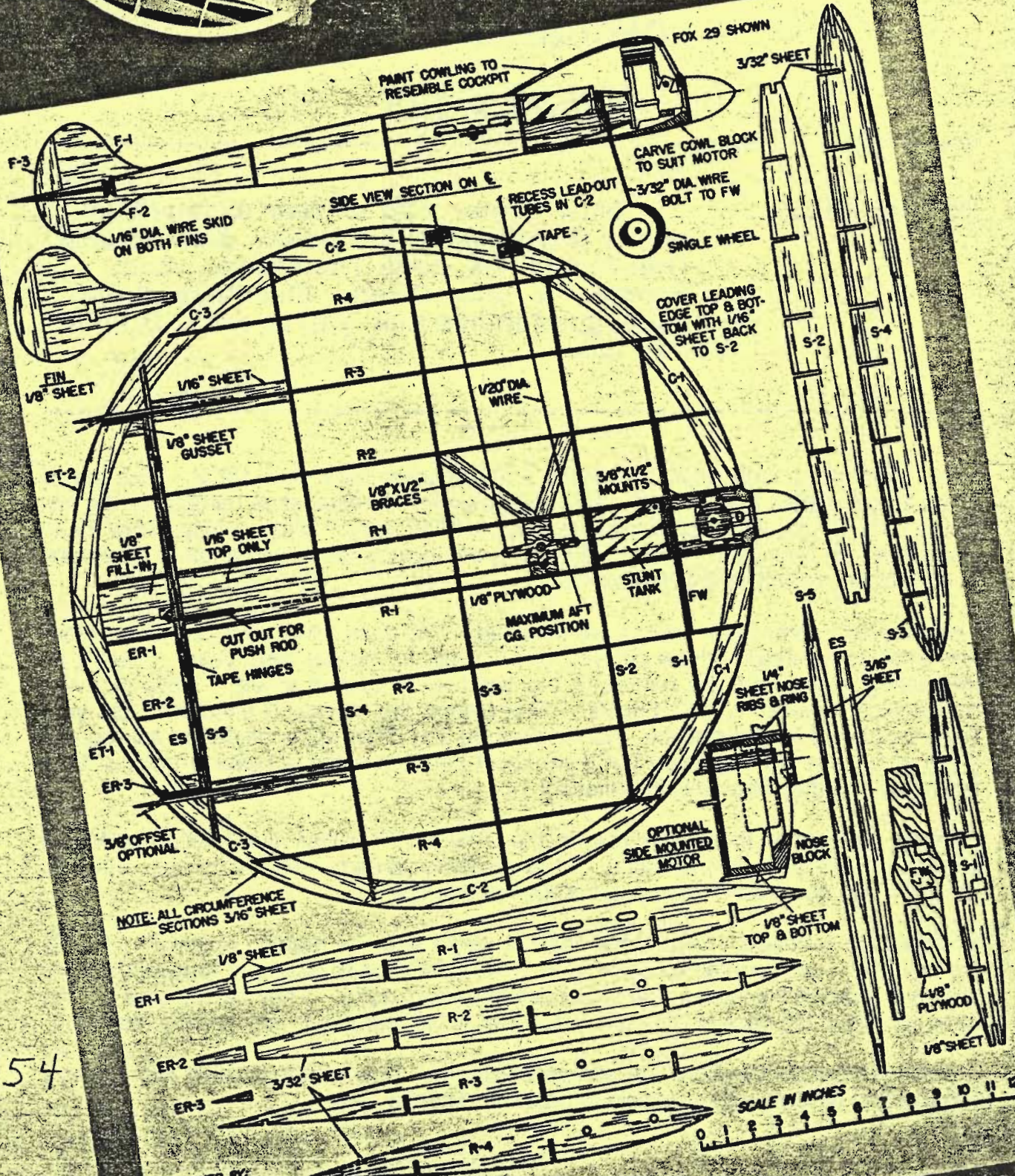
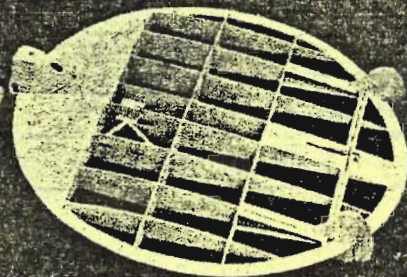
Coming up sooner than we think, is the affair in Puyallup aka Northwest Model Exposition. Flyer is in this issue, but is probably already well publicised. Hard to believe it has now been fifteen years since the first one.

Interested in nostalgia, need some dead of winter late nite reading material? Here's the solution: get yourself a bunch of FLYING LINES back issues to browse through. We have most of the issues, the oldest dating back to 1979. They be cheap, too! An order form is in the back of this issue. You can either tear it out, or just copy the info.

A reminder that contributions are always welcome. How nice to receive Alan Olsen's subscription renewal and an article to publish. Thanks, Alan!

# Sassy Saucer

By GEORGE P. HARRIS



NOTE: ALL CIRCUMFERENCE SECTIONS 3/16" SHEET



DESIGNED BY:  
GEORGE HARRIS  
PLANS TRACED BY:  
AUBREY ROGHMAN

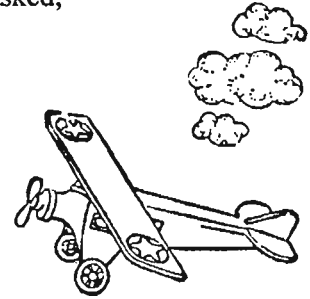
1954

## SPECIAL TOPICS

by Orin Humphries

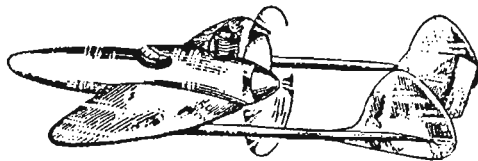
My venerable A-26 and Bob Parker's PETE had something in common: they were powered by Enya IV's. Anyone who has ever used these engines has asked, **How do you start a sport Enya?**

When I began trying to start mine way back it took a long time to find what they wanted. Even with the "high compression" heads that came in the boxes they wouldn't start with sport fuels. The final combination was those heads and nothing less than 30% nitro. It was still less than satisfactory. Starting them also required the use of lighter fluid for a prime. The last time I had the airplane out I had gotten sloppy and brought 25% nitro. As I cranked and cranked, the non-modeler onlooker got tired and left. Bob gave up on his PETE as he never found a workable combination.



May I take a moment and say how much I admire Bob. He is the consummate modeling ambassador. Further, he doesn't think the rest of us should view the world through the eyes of the stunt flyer. (There, I think that's more socially acceptable than what I first wrote.)

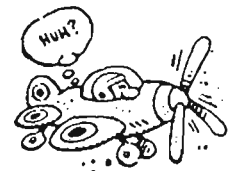
In the last few years I had been actively studying engine technology via the Speed community, mostly Paul Gibeault. I guess it all begins with head clearance and then gets into timing. It was this head clearance issue that led me to my next endeavor, regarding my Enyas. I bought the kind of micrometer you need to properly measure the distance from the top of the cylinder to the piston at TDC, and one day I wondered just what the head clearance was on my Enyas. Right off the bat I found their geometry similar to Fox 35s instead of the typical bowl shapes of performance engines. The head spacing numbers between these two shapes don't correlate. It was clear, though, that the problem with Enyas being hard to start was one of a bad guess at the factory way back when the engine was designed. Their compression is simply miles too low.



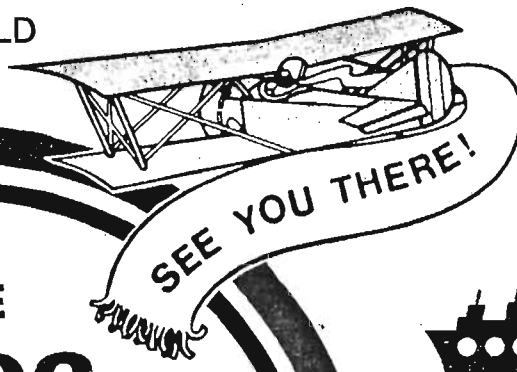
The next step was to put one of the heads from my pair in my lathe and turn it down for zero head clearance. The plan was then to take it to the field with gaskets of various thicknesses and find out just what spacing the engine wanted. That was the plan. About that time, however, we moved from an apartment into a house that proved to be too small for hobbing and shut me down. Sorry I can't tell you what size gasket to use, (there are plenty of gaskets that will fit well enough), but this is what you need to do. Several of us have lathes and can work on you heads. The rest would be up to you.

Another problem was with the TV carburetors. They would load up and die on idle no matter how far out you set the bleed screw. The idle was just too rich. I have mentioned in past columns (way back) the fix for this, and will repeat it for those who missed it. You must drill out the idle air bleed hole three or four number drill bit sizes larger. This will give you enough air, and you can then tighten the bleed screw down from max opening until you get a proper idle mixture.

The final note on them is how to restart. If you shut them down by pulling the throttle to low idle, you must recognize that the engine is now flooded. **DO NOT PRIME** to restart them. Instead, pull the plug and blow the fuel out of them with an electric starter. A better way to shut them down is to have your pit man push a piece of rubber or plastic tubing against the prop hub. Some people make the broad statement that you should never rag an engine to stop it. Perhaps not for a full bore running engine, but I have yet to see an idling sport engine hurt by it.



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For some while now, the COLUMBIA BASIN Balsa BASHERS have maintained a special trophy for the popular NORTHWEST FLYING CLOWN RACE event. It is for the purpose of recognizing the entrants who have exceeded the 200 lap mark in the event. This elite group of clowns are known as the "200 LAP CLUB", and all inductees have their name included on this perpetual trophy. Next time you go flying in CBBB country, check to see if they have it on display at the event.

The following list gives the current best performance, and in the order in which 200 laps were first achieved by each individual.

**NORTHWEST FLYING CLOWN 200 LAP CLUB**

Joe Just.....	203,	10/27/90
Don Stewart.....	209,	10/27/90
John Hall.....	219,	3/20/93
Joe Rice.....	271,	5/7/94
David Schultz.....	203,	10/5/91
Ron Hale.....	225,	10/5/91
Kevin Magnuson.....	219,	3/15/92
Jim Welch.....	204,	3/15/92
Todd Ryan.....	301,	10/7/95
Bill Fisher.....	218,	3/20/93
Julie Rice.....	272,	10/8/94
Bill Darkow.....	232,	10/2/93
Nitroholics.....	205,	5/7/94
Rich McConnell.....	227,	5/7/94
Euan Edmonds.....	252,	10/7/95
Pat Johnston.....	262,	10/8/94
Paul Dranfield.....	228,	3/12/95
Rick Meadows.....	251,	3/12/95
Mike Connor.....	248,	9/16/95
James Cox.....	208,	10/14/95

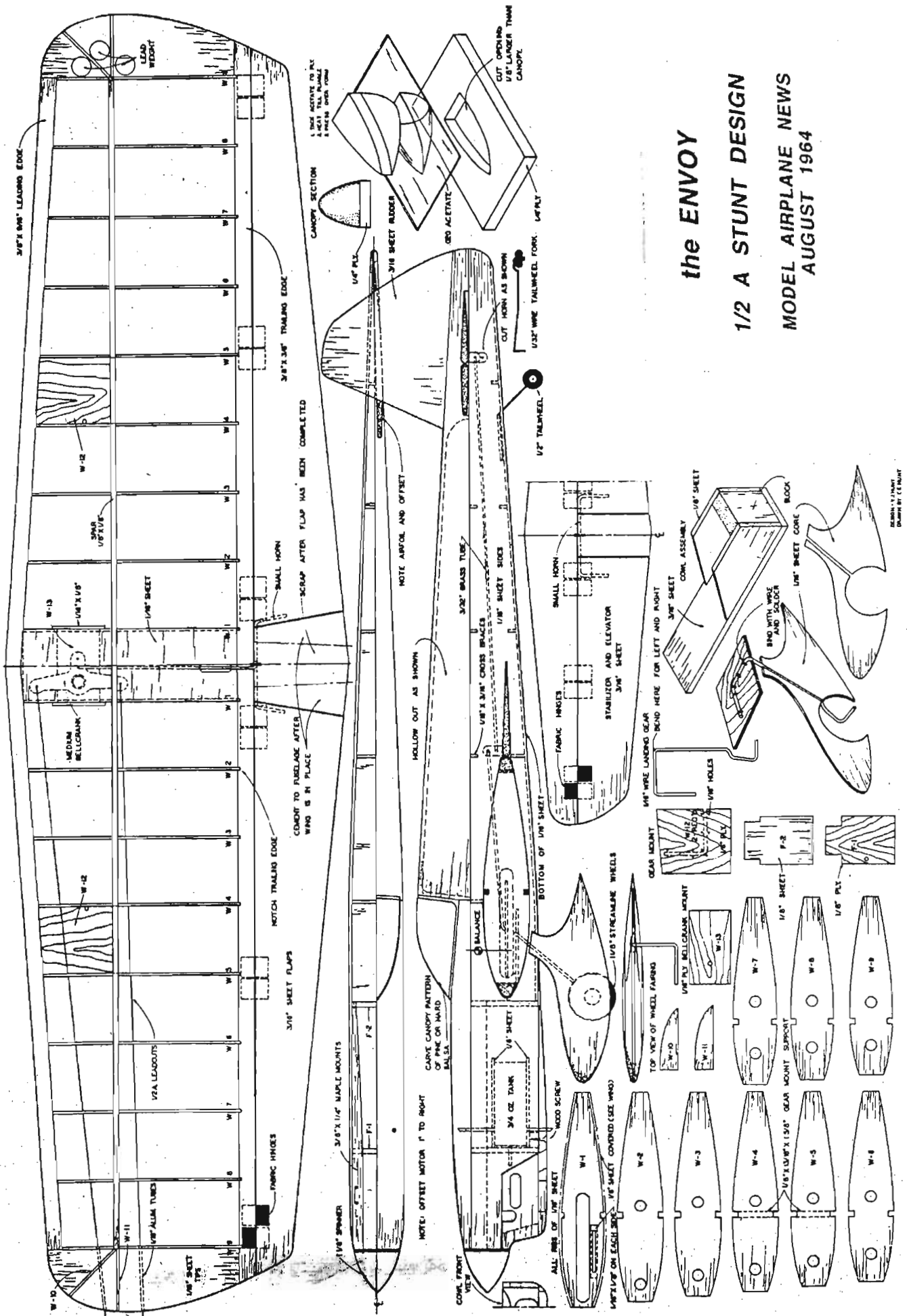
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This is the last issue for the following subscribers: **CLARENCE BULL, DON CHANDLER, WAYNE ESAUK, BRUCE GUENZLER, WAYNE GNUSCHKE, WILL NAEMURA, PAT JOHNSTON, RON SALO, DON STEWART, RATSO MAGOO, L R SELF.**

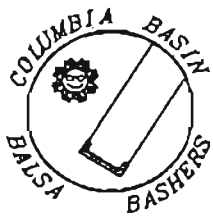
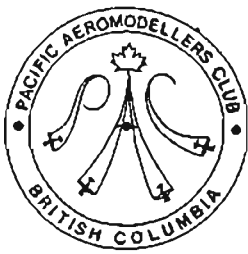
This is the next-to-last issue for the following subscribers: **WAYNE SPEARS, RORY TENNISON, DAVID THOMPSON, JERRY THOMAS, CRAIG BARTLETT, TED DINEEN, TOM KNOPPI, R MAGNUSON.**

**Coming in future issues of FLYING LINES: The very latest word in contest schedules, the return of the Record Review feature, club and organization directory, More photos, technical info, and yak. Don't miss any of it!**



*the ENVOY*  
 1/2 A STUNT DESIGN  
 MODEL AIRPLANE NEWS  
 AUGUST 1964

DESIGN BY  
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# CLUB NOTES



The Vancouver-based **BC ACES** continue their interest emphasis on competition control line and free flight events. Current interest that seems to be brewing is with the .21 sport speed and .21 proto events. Look for some action from these guys in those events in 1996. According to their club newsletter, one of the main meeting features is technical info exchange.

The **VANCOUVER GAS MODEL CLUB** recently observed their club's 60th anniversary. The club had a special dinner to celebrate the occasion, where attendees included past and present members. Testimonials were given, and all in attendance were given commemorative plaques. The occasion was also noted by the M.A.A.C. president in the form of a letter of congratulations.....The VGMC are once again planning their annual Polar Day Fly, done on January 1st come what weather may.

The **EUGENE PROPSPINNERS** now clowning around. At least three members have planes for the NW Clown Race event, and as many more indicate they have interest or projects in the works. The EPS have noted the NW interest in the event, and just voted to include Clown Race on the NW Regionals schedule.

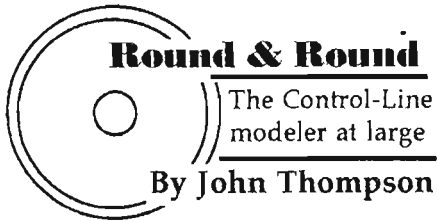
The **COLUMBIA BASIN Balsa BASHERS** have a number of flying sites at their disposal, with varying availability. Club members are pondering the possibility of a permanent year-round site.

Airwaves is the newsletter of the **PACIFIC AEROMODELLERS CLUB**, of which Frank Boden has given his time for the last five years. Frank decided to retire from his editorship, which prompted these words from PAC president, Chris Cox...." *Over the past years, Frank has done an outstanding job of pumping out our newsletter on a regular basis. No easy feat considering the constant badgering of club members to submit articles on a regular basis. But badger Frank did, and in doing so he was able to bring our club national recognition on several occasions. We all owe Frank a debt of gratitude for his unselfish labor of love for this club, and I would urge each of you reading this to thank Frank next time you see or speak with him.* Frank's replacement is Karl Brown, who has already made excellent contributions to Airwaves.

A quick change on the **SEATTLE SKYRAIDERS** Skywriter newsletter happened this fall, with the departure of Steve Scott leaving the area to follow his employment. Club Prez Paul Walker is temporarily taking on double duty by filling in on the editor tasks.....SS member Bill Darkow is spearheading an effort to form the AMA Northwest CL Show Team, on an official basis. Bill and company have done some demos and show team flying as part of the NW RC Show Team, and now want to move up.....SS members recently discussed the 1996 contest schedule, and there will most likely not be a Raider Roundup.

The **WESTERN OREGON CONTROL LINE FLYERS** have suffered some setbacks in their field development, that mainly being the completion of a paved circle. Club flying will for now, be on the remaining grass circle.

Haven't heard too much regarding news of the Portland-based **NORTHWEST FIREBALLS** group. The Fireballs did their annual demo and training schtick at the Pearson Airpark event..... Wonder why you haven't seen any sanctioned events at Delta Park lately? At least one reason is the fact that the city of Portland saw fit to increase the park permit fee by a factor of fifteen!



Modeling thought for the month:

*"Once a job is fouled up, anything done to improve it only makes it worse."*

— Finagle's Fourth Law

## Modeling's Mecca

Here's a modeling travel tip for you: Muncie, Ind.

Be sure to rehearse your explanation of why you're going to Muncie before you mention it to your non-modeling colleagues and friends.

*"Muncie, Indiana? Why in the world are you going to Muncie, Indiana?"*

Then you explain what to model airplane enthusiasts is the obvious: Muncie is the U.S. National model aviation headquarters. And well worth the trip.

If you go in summer, take an airplane. You'll want to get a flight in on those pristine circles. Some are marked for speed and racing, some just expanses of open space for aerobatics and whatever kind of CL flying you want to do. If you are so inclined, you also can watch the "wiggle your thumbs and watch" form of flying, and maybe even the "let it go and hope it comes back" style as well.

But, assuming that one can fly anywhere, the most interesting reason to go to Muncie — aside from a contest, such as the '96 Nats — is the national model aviation museum.

The Academy of Model Aeronautics has built a building at the national flying site that includes AMA offices and the museum. You've read about it in *Model Aviation*. But you have to see it to really get a feel for the scope of the display.

Control-line is well represented in the national model aviation museum, right from the entryway. The display case that you pass on your way toward the main entrance has a classic jet speed model in it with a telegram attached from 1950s a teen-age speed flier, writing home that he had gotten first place in some European contest and would be home soon.

Inside, there is a large room with many

display cases showing all types of models. The models also are hanging from the walls and the ceilings. Everywhere you look, flyable models!

There's a replica of a hobby shop, and behind the counters and on the shelves are hundreds of classic kits and products. A small theater continuously shows an aeromodeling video. A library has a selection of modeling references.

Displays are both general and specific in nature. Window displays group noteworthy products by manufacturer — there's a window full of American Junior "U-Control" stuff, including an early Jim Walker fireball.

Engines fill other display cases, and (just in case you're curious), lots of old radios. Freestanding display cases are full of interesting airplanes. One large display case is almost entirely full of old CL airplanes, ready to fly. All the old Scientific kits. Little speed planes, combat planes, all manner of oddball designs.

Tom Fluker's world championship-winning combat plane. Bob Hunt's world championship Genesis.

And lots of big planes on top of the cases and hanging from the ceiling.

There's a little gift shop with AMA products. Admission to the museum is free to AMA members, and \$2 to the general public.

Take your camera and some fast film. And leave yourself a half day to spend reading the fine print. You'll come back charged up to get into the workshop and build something interesting.

Museum director Gary Prader says the AMA offices eventually will be moved out and the entire building will be devoted to the museum. The museum is looking for interesting old or significant models. If you have something you think might be worth displaying, contact Gary at the AMA headquarters. The number is (800) 435-9262, and he's at extension 501.

My reason for going to Muncie was to represent the Control-Line Contest Board at a meeting of the chairpersons of the AMA's nine contest boards.

The purpose of the meeting was to revise the AMA's contest board procedures. That's the document that guides the contest boards in their role in making, revising and maintaining rules for the various competitive events.

The contest boards, for those who haven't paid attention to AMA's administrative side, are committees made up of one member from each of the 11 AMA districts (I am the Dist. XI member, and also the chairman at present). The boards



operate on a two-year cycle.

The cycle works something like this: Proposals for new rules or revisions are received by Sept. 1 of even-numbered years. The proposals are published in *Model Aviation* magazine, and a period for comment from the membership — and debate among contest board members — is allowed. Then there is an initial vote. Proposals which pass the initial vote (a 2/3 majority is required) are again published, and there is another period for comment and debate. Then there is a final vote. Proposals that pass with a 2/3 majority are published in the AMA rulebook that is distributed at the beginning of the next even-numbered year.

The whole process takes about 16 months, due to the publication lead time, the comment periods, the time for balloting by mail, etc. Almost all the business of the boards is conducted by mail and, increasingly, by e-mail. In rare cases, AMA foots the bill for face-to-face meetings. Such a meeting was held by the scale contest board a couple of years ago when there were more than 100 initial proposals.

The face-to-face meeting of the chairpersons of the various boards was the first in quite a few years and was very productive. The meeting consumed an entire Saturday in Muncie, and an incredible amount of work was done. The group waded through about an inch-thick stack of proposed revisions to our procedures. In addition, the committee addressed a number of issues raised by the various chairpersons.

It was encouraging to note the amount of common ground shared by such a diverse group. It was also encouraging to observe the amount of attention paid to the competition fliers by the AMA administration. Control-line fliers do remain an influential force in AMA.

There are changes coming in the nature of AMA and of competition, and AMA members will be well advised to read the back of *Model Aviation* magazine and keep up with what's going on at headquarters. I won't bore you with details now, but suffice it to say that there will be issues coming before the AMA executive council that you may well wish to comment on.

As to the contest board procedures, the committee of chairpersons made detailed recommendations for rewriting the CB procedures. Those proposals will go before the council at its January meeting.

Most of the changes were minor details of interest primarily to the contest board

participants. Only a few will have any effect on the process that would be noticed by the average flier.

Among the noticeable changes, if approved by the EC, are these two:

- Advisory committees (which represent the various special interest groups — in control-line they represent combat, speed, aerobatics, carrier and racing) would have a slightly reduced level of influence. The committees would continue to perform their present functions, except that proposals from those committees would be subject to the initial vote of the contest board. This would be a change from present circumstances, under which the advisory committee proposals are automatically passed to the final vote.

- In the case of multiple proposals with the same basic purpose, the boards would have a "none of the above" option on the initial vote. At present, in the case of multiple choice proposals, the proposal with the most support is assured of going to the final vote because there is no option for absolute denial.

The board chairpersons also addressed a few issues too broad to be handled in one day. The group recommended that the EC form a project team to consider these ideas. The EC did so, and that committee will make its recommendations to the EC in January.

The project team is studying, among other issues, the concept of a three-year rules cycle. Such a cycle would allow the reinstatement of the long lost cross-proposal step in the contest board procedures. That step allowed the board to consider proposals to improve upon concepts submitted for the initial phase, but which may have had flaws that prevent them from being approved as originally written. There is not time in the two-year cycle for cross proposals. The three-year cycle also might allow the AMA to abandon a concept that is growing in strength among EC members — that of a dues surcharge for competition fliers. Less frequent publication of rulebooks would be a cost savings for AMA.

As mentioned above, now is a good time to be keeping up with AMA business. Things are being discussed that will affect you both in the air and in the pocketbook.

Remember, I'm your district CLCB representative. Let me know what you're thinking.

— John Thompson, 295 W. 38th Ave., Eugene, OR 97405...e-mail JohnT4051@aol.com.

## *My First Competitive Season*

by  
*Alan Olsen*



Having just turned 50, I often wonder if there are better things I could be doing with my time. I could be finishing the shake roof on the small storage shed, or attending to one of the myriad of chores that comes with the father/husband job description. The Basset Hound and Retriever nudge me for attention and the wife requests my time to just sit and visit after a long day. The end of the day offers quality time with family, pets and with discussions of the days events in all of our lives. But a part of me is all too often mentally at the garage work bench wondering about the next step on the new carrier model. I think that I have become adept at carrying on a conversation with a family member while mentally solving the next building problem on the model. Actually, I have become adept at ignoring the conversation at hand and being really tuned in to the model in the garage. It's a problem and I am working on it.

Last winter I spent the cold, rainy dark nights at the kitchen table building a .15 carrier and a profile model. I wanted to compete this year with *learning as my goal*. Of all the CL events, Navy Carrier was the event that excited me. This event offered me many challenges, from building a model with a variety of working parts to piloting a high speed flight with the model tugging on the control lines. The model needs to be slowed down and balanced near stall speed for multiple laps followed by landing on a plywood deck with hook extended. There was also some nostalgia tossed in with the models replicating real carrier based planes. The scoring for this event also minimizes any subjective scoring from the judges. And learn I did!

I learned of how exciting it is to try to get it all right each flight. The high speed flight was exciting until the engine puked as I started the slow speed portion. On the next flight I would get both the high speed and low speed segments completed only to miss the deck on landing and splash. Finally, with all portions of the flight envelope accomplished I would commence a self mandated landing pattern that resembled a Kamikaze approach just to get points in the book. Often these landings resulted in a broken prop and with both landing gear smiling. But the hook arrested and my plane was on the deck. As the season progressed, I found that I gained some finesse and subsequent flights improved. I was learning and I was competing.

But most importantly I have learned about the friendships and good people that are involved in this sport. I have met people from all over the Pacific North West and elsewhere around the United States. I saw the pros fly at the NATS and learned that I still have a lot to learn. I have learned that the very best competitors in this sport have the time and desire to teach the new comers new techniques and improvements. And any youngster, with model in hand, is open game for more advice and help than he/she can handle.

I have learned that even an inexpensive hobby is expensive; that on any given day anyone can win; that the MO-1 is the plane to fly if winning is the goal; that I can't go into a hobby store for less than a hour, that no arena is free of politics and that I never get tired of looking at the planes on my walls.

As winter sets in, my evenings are spent upgrading the fleet with new models, some proven, some new. The kitchen table is a mess of balsa and parts mixed in with my wife's cookie dough.

If learning was my goal last year, this year it is to push the leaders harder, narrow the point spread and improve my slow lap skills. It's nice to win, but it is more fun to compete. I look forward to the first flights of the new models and to next seasons competitions.

So are there better things to do with my time? Absolutely, and right now I am heading to the garage to do them!

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*".....no substitutue for  
cubic inches"*

**ZOOT ZOOMER**



## ZOOT'S MIXTURE

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Whether or not you fly the RAT RACE event, you gotta be amazed. In the last rules cycle, there was a provision to help equalize the .40 size engines, and the perceived coming popularity of .21 size engines into the rat fold. To wit: .40 size engines shall have restricted carbs, specifically a nominal 1/4 inch (.255 exact) Watching the best entries at the Nats going 155+ mph on tiny intakes was amazing. The common experience has been to lose about 3 to 5 mph. That's all!!!????? Kind of makes you wonder how much is really gained with small increment increases in carb bore, as practiced over the years by hop-up artists. The bottom line here seems to be..... there just is no substitute for cubic inches.

Can the .21 engine be competitive in Rat? Maybe not on a national basis, but methinx one could make a good appearance with the right equipment. Ponder this: The best .21 speed planes go only slightly slower than the best Rats, and they drag around the same size wires. In Rat, the .21 size engine only must use .014 wires, a great drag reduction. But then on the other hand, a racing plane must be somewhat larger than a speed plane.

So, when will we see a serious .21 entry? Dunno.....but would like to. Who will be first in the Northwest to try it. Anyone up for the challenge?

Hey everybody! Remember to be cool, and renew your memberships to the National Control Line Racing Association, and the North America Speed Society. Let's keep these organizations going. Oh yeh, the editor of FLYING LINES asked me to remind you to renew for this rag, as well.

What does the Zoomer see for go-fast action in 1996? Methinx activity is on the upswing. That dynamic duo from Oregon, the Nitroholics Racing Team are rumored to have both a serious Rat and Goodyear entries in the works. Gadzooks! even a newcomer: Mark Wahlster will be fielding a Rat entry in 96. Would sure like to see the return of some big bore racing action in the NW. What say ye, Salter, Salo, Green, Gibeault, etc.

Speed Activity also looks good, expect to see more of the following in '96: Jets, Formula 40, .21 proto & 1/2 A stuff. All for now, be cool!

# NW Competition Standings

Flying Lines' compilation of event placings by Northwest modelers competing in Northwest region contests

## MEETS SCORED:

MARCH 18, RICHLAND, WASH.  
APRIL 15, KENT, WASH.  
MAY 6 & 7, RICHLAND, WASH.  
MAY 26-28, EUGENE, OREGON  
JUNE 17, RICHLAND, WASH.  
JUNE 24 & 25, KENT, WASH.  
JULY 8-15, NATIONALS  
JULY 29 & 30, RICHMOND, BC  
SEPT 2 & 3, RICHMOND, BC  
SEPT 16 & 17, KENT, WASH.  
SEPT 23, HOQUIAM, WASH.  
OCT 7 & 8, RICHLAND, WASH.  
OCT 14 & 15, EUGENE, OREGON

## .15 CARRIER

(9 CONTESTS, 34 ENTRIES)

1) TODD RYAN .....	25
2) ALAN OLSEN .....	13
3) BILL DARKOW .....	10
4) EUAN EDMONDS .....	7
SHAWN PARKER .....	7

## PROFILE CARRIER

(9 CONTESTS, 52 ENTRIES)

1) TODD RYAN .....	37
2) ALAN OLSEN .....	24
3) JOHN HALL .....	14
4) TERRY MILLER .....	10
EUAN EDMONDS .....	10

## CLASS I CARRIER

(7 CONTESTS, 19 ENTRIES)

1) TODD RYAN .....	10
2) ROY BEERS .....	6
LOREN HOWARD .....	6
4) EUAN EDMONDS .....	2
5) MIKE HAZEL .....	1

## CLASS II CARRIER

(3 CONTEST, 11 ENTRIES)

1) LOREN HOWARD .....	6
2) ROY BEERS .....	3
3) JOHN HALL .....	2
4) JAMES DRURY .....	1
MIKE POTTER .....	1

## OVERALL CARRIER

(32 CONTESTS, 127 ENTRIES)

1) TODD RYAN .....	72
2) ALAN OLSEN .....	38
3) JOHN HALL .....	23
4) ROY BEERS .....	22
5) LOREN HOWARD .....	20
6) EUAN EDMONDS .....	19
7) BILL DARKOW .....	14
8) TERRY MILLER .....	10
9) MIKE POTTER .....	8
MIKE HAZEL .....	8

## 1/2 A COMBAT

(3 CONTESTS, 30 ENTRIES)

1) JEFF REIN .....	21
2) DICK SALTER .....	17
3) TIM STROM .....	14
4) TWEED MANLEY .....	10
5) NORM McFADDEN .....	9

## 80 MPH COMBAT

(2 CONTESTS, 25 ENTRIES)

1) HOWARD RUSH .....	25
JEFF REIN .....	25
3) JOHN THOMPSON .....	14
4) DAVID BURDICK .....	11
5) KEN BURDICK .....	9

## AMA SLOW COMBAT

(2 CONTESTS, 12 ENTRIES)

1) JEFF REIN .....	10
2) GLENN SALTER .....	7
3) GARY HARRIS .....	5
4) ROBERT SMITH .....	3
3) DONALD STEWART .....	2

## AMA FAST COMBAT

(4 CONTESTS, 29 ENTRIES)

1) NORM McFADDEN .....	22
2) KEN BURDICK .....	16
3) TOM STROM .....	15
4) JIM GREEN .....	13
5) GARY HARRIS .....	10

## OVERALL COMBAT

(14 CONTESTS, 110 ENTRIES)

1) JEFF REIN .....	54
2) NORM McFADDEN .....	31
3) KEN BURDICK .....	25
TODD RYAN .....	25
5) HOWARD RUSH .....	23
6) DICK SALTER .....	17
7) TIM STROM .....	16
8) TOM STROM .....	15
9) JOHN THOMPSON .....	14
10) JIM GREEN .....	13

## CLASS I MOUSE RACE

(9 CONTESTS, 65 ENTRIES)

1) STEPHEN COX .....	23
2) JAMES COX .....	20
3) RON SALO .....	17
4) TODD RYAN .....	11
5) TRAVIS MORGAN .....	10

## CLASS II MOUSE RACE

(2 CONTESTS, 9 ENTRIES)

1) RON SALO .....	6
2) JEFF CLEAVER .....	4
3) NITROHOLICS TEAM .....	3
4) DAVID SHRUM .....	2
5) MARK KNIGGE .....	1

## NORTHWEST GOODYEAR

(4 CONTESTS, 15 ENTRIES)

1) JOE RICE .....	6
2) JULIE RICE .....	5
3) EUAN EDMONDS .....	4
4) TOM STROM .....	3
5) RICH McCONNELL .....	2

## AMA GOODYEAR

(5 CONTESTS, 20 ENTRIES)

1) JOE RICE .....	2
EUAN EDMONDS .....	2
3) JULIE RICE .....	1
TODD RYAN .....	1
MORRIS GILBERT .....	1

## AMA RAT RACE

(3 CONTESTS, 12 ENTRIES)

1) JEFF CLEAVER .....	1
NITROHOLICS TEAM .....	1

## AMA SLOW RAT RACE

(4 CONTESTS, 18 ENTRIES)

1) JEFF CLEAVER .....	2
2) TODD RYAN .....	1
NITROHOLICS TEAM .....	1

## NORTHWEST SPORT RACE

(5 CONTESTS, 24 ENTRIES)

1) RON SALO .....	14
2) TODD RYAN .....	13
3) CHRIS COX .....	5
JULIE RICE .....	5
5) HENRY HAJDIK .....	3

**NORTHWEST SUPER SPORT**

**RACE**

(3 CONTESTS, 12 ENTRIES)

- 1) TODD RYAN.....9
- 2) NITROHOLICS TEAM.....4
- 3) TODD FISHER.....3
- JOHN THOMPSON.....3
- 5) JEFF CLEAVER.....2
- FRANK BODEN.....2

**NORTHWEST FLYING CLOWN**

**RACE**

(7 CONTESTS, 43 ENTRIES)

- 1) TODD RYAN.....29
- 2) BILL DARKOW.....19
- 3) MIKE CONNER.....14
- 4) JOE RICE.....13
- 5) JULIE RICE.....10

**OVERALL RACING**

(43 CONTESTS, 237 ENTRIES)

- 1) TODD RYAN.....62
- 2) RON SALO.....37
- 3) STEPHEN COX.....31
- 4) JULIE RICE.....29
- 5) JAMES COX.....22
- 6) BILL DARKOW.....19
- 7) NITROHOLICS TEAM.....18
- 8) EUAN EDMONDS.....15
- 9) MIKE CONNER.....14
- 10) WILL NAEMURA.....13

**OVERALL SPEED**

(36 CONTESTS, 209 ENTRIES)

- 1) CHUCK SCHUETTE.....34
- 2) BOB SPAHR.....30
- 3) TODD RYAN.....21
- 4) CHRIS SACKETT.....19
- 5) JERRY THOMAS.....11
- 6) ROY FLETCHER.....9
- DICK SALTER.....9
- 8) RON SALO.....8
- WILL NAEMURA.....8
- 10) BOB EINHAUS.....7

**OVERALL SCALE**

(8 CONTESTS, 19 ENTRIES)

- 1) PAT JOHNSTON.....3
- 2) MORRIS GILBERT.....2
- NICK STRATIS.....2
- 4) BOB PARKER.....1
- SHAWN PARKER.....1

**OLD TIME STUNT**

(43 CONTESTS, 43 ENTRIES)

- 1) BOB EMMETT.....19
- 2) DON MCCLAVE.....12
- 3) RICH MCCONNELL.....9
- 4) MIKE CONNER.....7
- 5) TODD RYAN.....6

**CLASSIC STUNT**

(4 CONTESTS, 37 ENTRIES)

- 1) DON MCCLAVE.....35
- 2) JOE DILL.....8
- 3) PAUL WALKER.....6
- 4) GARY NELSON.....5
- 5) JOHN LIEDLE.....4
- PETE PETERSON.....4

**PRECISION AEROBATICS**

(20 CONTESTS, 147 ENTRIES)

- 1) CHRIS COX.....31
- 2) JOHN LEIDLE.....27
- 3) BOB PARKER.....23.5
- 4) ALICE COTTON-ROYER.....17
- 5) JACK PITCHER.....16.5

**OVERALL STUNT**

(33 CONTESTS, 253 ENTRIES)

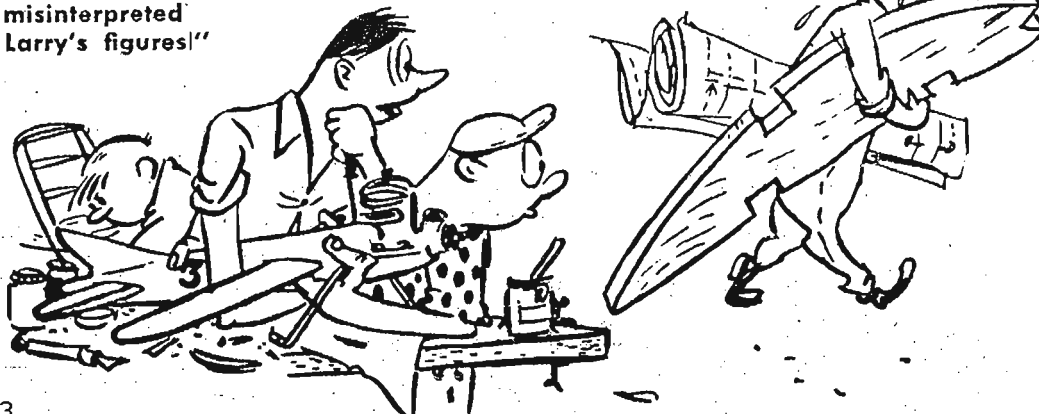
- 1) DON MCCLAVE.....48
- 2) CHRIS COX.....36
- 3) JOHN LEIDLE.....31
- 4) PAUL WALKER.....25
- 5) BOB PARKER.....23.5
- 6) BOB EMMETT.....23
- 7) GARY NELSON.....20
- 8) MIKE CONNER.....17
- ALICE COTTON-ROYER.....17
- 10) JOE DILL.....15

**TOP TWENTY NW COMPETITORS FOR 1995**

- 1) TODD RYAN.....180
- 2) JEFF REIN.....54
- 3) DON MCCLAVE.....48
- 4) RON SALO.....45
- 5) ALAN OLSEN.....38
- 6) CHRIS COX.....36
- 7) EUAN EDMONDS.....34
- CHUCK SCHUETTE.....34
- 9) BILL DARKOW.....33
- 10) JOHN LIEDLE.....31
- MIKE CONNER.....31

- STEPHEN COX.....31
- NORM McFADDEN.....31
- BOB SPAHR.....30
- 14) JULIE RICE.....29
- 15) DICK SALTER.....26
- 16) PAUL WALKER.....25
- 17) KEN BURDICK.....25
- 19) BOB PARKER.....24.5
- 20) BOB EMMETT.....23
- JOHN HALL.....23
- HOWARD RUSH.....23

"Apparently Charlie misinterpreted Larry's figures!"





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"Listen to it... 22,000 RPM on Hi-Fi!"

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(40) Nov 82	(44) Apr 83	(45) May 83	(49) Nov 83	(50) Dec 83
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(76) Sep/Oct 86	(77) Nov 86	(78) Dec 86	(80) Feb 87	(84) Jul/Aug 87
(86) Nov/Dec 87	(87) Jan 88	(91) Jul/Aug 91	(94) Dec 91	(96) Mar 92
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(124) Aug 95	(125) Sep/Oct 95	(126) Nov 95		

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