

FLYING LINES

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DRIZZLE CIRCUIT HOTLY CONTESTED

The Northwest Sport Race Drizzle Circuit '79 was designed to keep us flying during the long winter, and keep us flying it did! The circuit brought us together five times during the winter to fly NWSR and a variety of other events, involving a total of 32 modelers in all. Contests were held in Eugene, Seattle, Portland and Astoria.

As might be expected, the fumbling and experimentation in the early contests evolved into some expert racing toward the end, with times getting faster and heats becoming ever more competitive. Those who found consistency as well as speed found success not far behind.

It all came down to one race, the finale in Eugene, with the championship in doubt until almost the end. It was not until the engines fell silent at the end of the final race that the top three positions were determined.

In the end it was Mike Hazel of Eugene on top of the heap with 61 points. Mike made the final four times in four contests he entered, using a Ringmaster with a Fox .36. He won one race, took two seconds and a third. His fastest heat was a 4:19 and his fastest final was a 9:19. Hazel won 12 preliminary heats to lead all competitors in that category, and was the only racer to make four finals.

Second place went to Mike's Nitroholics Racing Team partner, John Thompson of Cottage Grove, Ore., who garnered 52 points. Thompson made the final three times out of five contests, using a Ringmaster with a K&B .35, backed by a Ringmaster with a McCoy .35. He won once, took a second and a fourth. John's fastest heat was a 4:11, and he set the season record (believed to be an all-time NWSR record) of 7:53 for a final race, averaging 76.16 miles per hour. Thompson finished 18 out of a possible 20 preliminary heats to tie Bill Varner for that record. John won 11 heats.

Tracy Brazzle of Tacoma took third place with 51 points, using a K&B-powered Mongoose. Tracy made the final in three out of his four contests, taking a second, third and fourth. His fastest heat was 4:35, and his fastest final was 11:18. He won 6 preliminary heats. Tracy finished every one of the 16 heats he entered in four contests, a remarkable display of consistency.

Bill Varner of Astoria, Ore., fourth with 42 points, set the circuit heat time record with a blistering 3:55, averaging 76.57 mph. He used a Yak-9 with a K&B .35 to finish 18 heats, tying for the record in that category with John Thompson, and winning 11 heats.

John Simpson of Silverton, Ore., carried home a Ringmaster kit for emerging as top junior, beating out many old pros with 30 points. John and brother Richard (27 points) won the respect of many fliers with their steady improvement in flying skill and their increasing speeds. All the pitting for both planes was by dad Roger, who often was a busy man.

The Eugene Propspinners, organizers of the circuit, express heartfelt thanks to the Portland Aeroliners, North Coast CLAMS and Red-Max clubs for their help in running the circuit, and to Gary Stevens for the idea. Special thanks to contest directors Dave Green, Buzz Wilson, Gene Pape, and a multitude of lap timers, counters and general helpers.

Full results of the Eugene contest and complete circuit statistics are inside this issue.

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