

From: National Control Line Racing Association
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Torque Roll

The Official Publication of the
National Control Line Racing Association

National Control Line Racing Association

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Welcome to the December issue of the **Torque Roll**! We've done a lot in the past couple of months and we'll talk about it in this issue of the newsletter.

Bylaws: As you recall from the last issue, we voted on a change to the bylaws to rearrange the Districts. The voting is complete, and the ammendment passed unanimously! We will publish the Bylaws in toto in another issue of the newsletter. But in the meantime, you can view them on the web.

Web site: And that brings us to the next topic. NCLRA now has its own domain name and stand-alone web site! We owe a big "Thanks!" to Dave McDonald for hosting the NCLRA web site on his personal AOL account for many years. But now it is time to stand alone. As you will see when you visit the new pages is that it is quite similar to what Dave had developed. (When you have a good thing going, there's not a lot that needs changing!) The new site was initialized by capturing most of what Dave had and incorporating it with few changes.

Now, the question that undoubtedly will be asked: if it was so good as it was, why change? The new site gives us some capability that just wasn't available on Dave's AOL account. We have the ability to develop and use CGI or PHP scripts on the site. We have the capability of using SSL (Secure Sockets Layer, for encrypted transmission) if we find a need. We have the ability to establish userID and password protected access to parts of the web site if we desire. Bottom line is that we now have a full-blown website with all of the capabilities that go with it. Now it's up to us to see to it that it works.

The URL for the new web site is:
<http://www.NCLRA.org>

Clown Race Rules: The Clown Committee has finished their work and we now have NCLRA Clown Race rules. The full set of rules is included in this newsletter. Also included are special 2003-only NATs pcedures for Clown.

2003 NATs: The schedule for the 2003 NATs was published in the October issue of **Torque Roll** and that schedule has now been approved by the NATs planning committee which met in October. If you plan on attending the NATs (and everyone should!), please visit the NCLRA web site where pertinent NATs information may be found.

One great piece of news that came from that meeting and which was approved at the Executive Council meeting a couple of weeks later is the inclusion in the 2003 AMA budget for another CL pad for Racing! While it won't be close to the existing asphalt pad (which will make it difficult for those of us who fly both racing and speed), it will be sized to allow two full circles plus a very generous pit area between them. The plan is that this new pad will be available for us to use at the 2003 NATs.

Contest Calendar: Please visit the NCLRA web site for a link to the Contest Calendar. The Calendar is maintained by Jim Holland, and he needs everyone to send their schedules for 2003. His e-mail is on the back page of this newsletter.

Elections: All District Representatives are up for election in 2003. Please be thinking of who you would like to nominate and send that information to me (Bill Lee). We will be voting in the early summer.

Vice President's Corner by Jim Holland

Reflections on the 2002 Racing Season: The 2002 racing season is nearly over. Based on my experiences this year, I have decided to spend a little time reflecting on the state of control line racing in the USA and maybe identify some problems and opportunities.

Racing is alive and well in the western states, with new faces appearing and established racers attending most of the major events.

There seems to be a core of classes (Quickie Rat, Mouse I, Mouse II(?) Fox Race, Flying Clown and local rules Goodyear) that are always well supported, with other classes attracting a handful of entries whenever they are flown. The SCAR club seems to be continuing its resurgence under the leadership of Doug Mayer and Jed Kusik - a good newsletter, regular contests and quality racing have combined to create an environment which is a lot of fun. There are also active racing communities in Florida, New Jersey, Texas, Kansas, Indiana and the Northwest. The Nats was also a pleasant surprise for me, with the large number of entries in AMA Goodyear, Quickie Rat and Mouse I producing some tough competition.

Racing continues to be racing in that there is a wide variation in quality of equipment and level of preparation. This cannot be solely explained by the level of financial investment a person is prepared to make in a class, but a range of factors that include available time, level of personal commitment and the availability of a place to practice. I have seen the same thing in motorcycle racing and drag racing and it seems to be one of those things that no set of rules can ever address. Maybe I have a different mindset (although I'm pretty sure I don't) in this regard. - While I really enjoy winning, I realise that it probably isn't going to happen all the time. Other people will improve and innovate (within the rules) and they don't need my permission to do it! Probably the best thing that can happen to me to make me step up my efforts in a class I like is to get beaten badly. Why? - Because I dislike it so much that it makes me sit down and look at what happened and then identify a course of action that I need to take to become competitive. We should be careful that any new racing rules or proposed changes to existing rules do not try to legislate mediocrity - be it in piloting, pitting, engine selection or model building.

Thinking along these lines, we need to be wary of creating too many classes. I think we are pretty close to maxed out for AMA and NCLRA events. Following production of a set

of Flying Clown rules, there may be room for a unified set of Sport (Class II) Goodyear rules, but that is about it. The 2003 Nats schedule is full and I just can't see fitting in anything else without dropping one of the more lightly supported NCLRA events.

Well, that will do it for now. It's time to get off my soapbox before I fall and break something! I would like to wish everyone a happy holiday season and a successful 2003. I look forward to seeing you in the coming year.

2003 NATs Information

Some things have changed from previous years. It is your responsibility to review the changes.

Processing:

Processing will close at the published times. Processing is done in the morning of the event from 7:30 AM- 9:00 AM. Processing will close at 9:00 AM. If you are late, you run the risk of not being allowed to participate in that day's event. It is not our responsibility to find you; it is your responsibility to be at the site ready to go. This must be enforced to get the heats drawn up and to get the event started on time.

Practice:

The circle is open for general practice on a first come first serve basis at the conclusion of each day's events, and in the morning prior to the close of processing. If you want to practice you must do so before the close of processing.

It is possible that we will have a new CL Racing site with an adjacent practice circle. It will be used on a first-come, first-serve basis. However, we WILL shut the practice circle down if we do not have timers and lap counters to run a race in the official circle.

Rules Enforcement:

Note the AMA Rules! There is an Outer Circle and an Inner Circle for each event. Pitmen may NOT cross the Inner Circle without the express permission of the Event Director!

Special Safety Rule:

You will be disqualified from the race if at ANY TIME the pilot steps outside of the Pitting Circle while his model is moving.

It is RECOMMENDED that Pitmen wear a helmet ALA F2C.

Counting and Timing:

As in years past you will be required to help out with the counting and timing responsibilities. Failure to help will result in no time for you in that event.

NCLRA NATs Racing Champion:

The NCLRA NATs Champion will be determined as follows. You may acquire points in all racing events. However, your 4 best will be used to determine your placing. You must be a member of the NCLRA to participate in this award. This award is an NCLRA award, and has nothing to do with any AMA awards. You must also let the ED know you are participating in this championship prior to the start of your first event.



District Reports



Southwest District: Doug Mayer

Hi everybody! We have lots going on here in the Southwest US. I'll try to cover most of our current activities.

First of all, we just had a really successful contest in October, [the Virgil Wilbur Memorial]. Virgil was a very active control line scale flyer in LA who promoted and ran the "Seabreeze Hayes" contest in LA every October. After Virgil died, the local clubs changed the name of the contest in his honor. Every year in October, the weather is just fantastic in LA and the Virgil Wilbur contest always turns out to be our biggest contest of the year. This year the host club SCAR (Southern California Air Racers) decided to make the contest a two-day event. The turnout was great; we had 20 entrants over a two-day period and a total of 9 events. We had a good turnout from Northern California, Arizona, of course the local SoCal guys, and my good buddy Wayne Trivin, all the way from Florida!! On Sunday we had a huge Bar-B-Que lunch (for a \$3 donation) which allowed us to run a really tight contest. We ran a five-minute clock for two days straight and we finished all of our events on time! We had an awards ceremony and handed out the trophies early Sunday evening. Thanks to everyone for showing up, and we hope to see you next year. By the way, this may have been the third biggest contest in the USA after NATS and the NW Regionals, so everyone across the USA, plan

on coming to sunny California next Autumn to join us for some good racing and a fun time. For more information on the Virgil Wilbur Memorial, visit Jim Holland's website; controllineracingwest.com

Now for our smallest contest of the year, (and the weather report). Every year in December, the Speed Fliers of Southern California hosts the "Toys for Tots" event in LA. SCAR also holds a racing event and the entry fee is a brand new toy (no guns or model airplanes). The toys are donated to a local fire department for distribution to needy children at Christmas time. This tradition has been going on as long as I've been involved with racing here in SoCal. Of course, every November is the start of "Rainy Season" which is our winter here in the Southwest. It usually rains from November to April and the chance of rain at the "Toys for Tots" contest is about 50/50%. We rarely see our friends from Northern Cal, or Arizona if the weather forecast looks questionable, however; the local turnout is always strong, rain or shine, with toys in tow. We always think of the kids first and racing second. If it rains, we deliver our toys, we tell stories, tease each other, brag about our fastest wins for the year, and then go back to the garage for some winter building time. The "Toys for Tots" is held at Whittier Narrows [LA] on Dec. 08, Clown, Quickie Rat and SCAR Formula Unlimited are this year's events.

It's that time of year to start considering our contest calendar for next year. We have pretty standard contests mapped out from Tradition. The first big contest of next year is the "Cabin Fever" contest sponsored by the Cholla Choppers, which is held every spring in Tucson Arizona. This contest is tentatively scheduled for the weekend after the Vintage Stunt Championships, next April. Look for a complete write up in the next SW column in the next issue. This is a great contest to attend if you feel like you need to dust off your models and scrape the ice off of your windshield. Think about joining the Southwest control line racing guys for a weekend of fun in the sun. More details next time.

Finally, I want to make an announcement to my fellow NCLRA fellows. As most of you know, I have been writing a big newsletter for SCAR called the TORCH. I started this a couple of years ago and it is a lot of work. This year at the Virgil Wilbur contest I made an announcement regarding my decision to reduce the TORCH. Not only is the publishing time a lot of work, but the postage and printing puts a burden on the local club. I'm planning to continue the newsletter at a local level and focus on the events here in the Southwest. Previously I was printing schedules and contest results from Florida, New Jersey, Pennsylvania and letters from all over the country. I will be cutting out all information that's not relevant to our district. In turn, I'm asking all of you to send material to the NCLRA where your contributions can help out the NCLRA and also reach a more national audience. I want to thank all of my members for your support and contributions over the years. If you are interested in receiving an alternate newsletter or you would like to continue being a member of SCAR and receiving the TORCH, send \$10.00 to Douglas Mayer, 1727 Penmar Ave, #2, Venice, CA 90291.

Remember, tighten your bolts, check your controls, and wear your sun block. From the Southwest, see ya next time.....



Beautiful B-T/R by Don Burke

Northeast District: Brian Silversmith



(Nice Clown by George Connors)

**Southeast District: Bob Whitney
Racing in Texas**

Report by Dave Hallas

I just got back from a contest in Texas, which had three categories of events: Stunt, Racing and Carrier.

I only stayed for the first day of Old Time Stunt and Racing. The Racing event had about 19 entries and stunt had about 24 entries (I'd like to see us get this kind of participation). I heard for Sunday stunt events there would be even more entries! I recognized one person from the Nats, and since I do not hang out in the stunt circle very often I do not know his name, but I do know that he is well respected in the stunt world. The stunt gods will know him by his smoke pipe; I understand that he uses it to determine the direction of the wind. What a great experience watching him fly. I'm sure we also will see great flights like that at our contest.



The Texans' hospitality was great. I was pleased to be invited to go to the homes of two of the racers. One was John McCollum who has a complete workshop in his garage that allows him to build his own engines from scratch. This includes chroming his sleeves and cranks. Then I visited the home of Bill Lee. He is the new President of the National Control Line Racing Association. He is also in the process of building a workshop in his basement; Bill has molds to make props for a lot of different size planes and engines. After visiting the homes of these two guys, we went out to dinner with their families and had a great time.

The hospitality, nice as it was, ended that evening. When it came to racing the next day, they were serious about winning and found no further time for more of their earlier easy-going, friendly conversation. They definitely came to fly! Bob Whitney and I had our usual problems that occur when we go out of state and experience the changes in atmosphere, heat and humidity. These different conditions made our engines hard to start and they ran much slower. We made as many changes as we could in the allowed time, until it was time to go with what we had, which was only OK. In result, we ended up with two 3rds and a 4th. It wasn't all bad. We had the fastest Texas Quickie, but could not get it through a race without blowing a plug (more climate conditions to cope with). This kept us from even making it to the finals.

Over all we had a great time, and we are planning to go back next year. I would suggest to anyone looking for a nice place to visit with good people and a great place to fly, to make plans to go to their next contest.

Northwest District: Mike Hazel

The final meet of the year was the Fall Follies, held at Bill Riegel Model Airpark in Salem, Oregon on October 12/13, 2002. This annual meet has now evolved into a stunt contest with racing just as a minor sideshow. Entry level was a bit light. Oh, well. Weather

was absolutely perfect, clear sky, pleasant temps and calm air. Here are the results:

NW SPORT RACE (140 lap)

- 1) Hazel / Thompson 9:43
- 2) Mike Conner 13:11
- 3) Allen Hoffman 16:27

NW SUPER SPORT RACE (140 lap)

- 1) Hazel / Thompson 7:57
- 2) Dave Shrum 99 laps

NW FLYING CLOWN (15 minutes)

- 1) Allen Hoffman 255 laps
- 2) Hazel / Thompson 251
- 3) Mike Conner 204
- 4) Dave Shrum

The Northwest Regionals meet will again take place in 2003 on May 23, 24, & 25. That's right, there are three days of racing action, which includes all the A.M.A. events, NCLRA Quickie Rat, and several NW racing classes. Contest site will again be the Albany, Oregon airport. This location worked out well in 2002, so we are looking forward to an increased entry level for next year. Racing event selection and schedule will most likely be the same, but if anyone has some input on that get with me right away and I will pass on any comments. Stay tuned for updates.

Northcentral District:
No Representative

Southcentral District: Melvin Schuette Racing Resources on the Web

Dave Rolley, November 28, 2002

First and foremost, not everyone or everything is available on the web! A web site requires lots of time and effort. An excellent web site requires all that and talent. Even the best web site may be somewhat out of date.

There are several types of web sites:

Business related web sites promote products and services and sometimes "How to" materials related to their product line. Here are some links to related or supporting

businesses and organizations

Mejzlik Modellbau -

<http://www.mejzlikmodellbau.com/>

Zalp Engines-

<http://www.microcode.com.ua/modelling/ZALP.html>

Supercool Racing Propellers -

<http://www.supercoolprops.efitel.com/>

RB Products (Engines) -

<http://www.rbproducts.com/>

APC Propellers-

<http://www.apcprop.com/>

Aerospace Composite Products -

<http://www.acp-composites.com/>

The Composites Store -

<http://www.cstsales.com/>

Tork-it Precision Torque Instruments -

<http://www.torkit.com/>

Informational Web Sites

1. **Organizational Web Sites** promote the organization and its activities.

International Organization Web Sites

Fédération Aéronautique Internationalé (FAI)

<http://www.fai.org/>

Event rules, competition sanctioning,
competition schedules

(control line)

<http://www.fai.org/aeromodelling/f2/>

(competition information)

<http://events.fai.org/aeromodelling/>

National Organization Web Sites

Academy of Model Aeronautics (AMA)

<http://modelaircraft.org/templates/ama/>

Event rules, competition sanctioning,
competition schedules

<http://www.modelaircraft.org/Comp/Competition.htm>

AMA Special Interest Group (SIG) web sites: usually event rules, sometimes

competition schedules, hints and ideas, for sale items, member recognition, "where to find" links, sometimes newsletters, and often competition results.

National Control Line Racing Association (NCLRA)

<http://www.nclra.org/>

North American Speed Society (NASS)

<http://www.clspeed.com/>

Precision Aerobatics Model Pilots Association (PAMPA)

<http://www.zianet.com/pampaeditor/hmpgfrm.htm>

Miniature Aircraft Combat Association (MACA)

<http://www.aerovents.com/macal/>

Navy Carrier Society (NCS)

<http://clflyer.tripod.com/ncs/ncs.htm>

Club Web Sites: Similar to SIG sites, usually with event rules, sometimes competition schedules, hints and ideas, for sale items, member recognition, "where to find" links, sometimes newsletters, and often competition results. However, club sites seem to have much more of the "How to" and newsletter type information than the SIG sites.

Cercle Modéliste de Blénod Lorraine (CMBL)

<http://www.cmbl.org/naveng.htm>

2. **Individual Web Sites:** The content of the individual web sites is often similar to club type of web sites. These sites are often the most interesting reading. The content of these sites is usually about that person's activities. In many cases the discussion on a topic goes to a greater depth than on the various organization web sites.

Göran Olsson (Sweden)

<http://www.plasma.kth.se/~olsson/cl.html>

Wayne Trivin (USA)

<http://hometown.aol.com/nivirt/index.html>

Pete Soule (USA)
 (MicroAeronautics)
<http://geocities.com/CapeCanaveral/Galaxy/4707/>
 (control line racing)
<http://marlongofast.tripod.com/>

Roland, Georges and Pascal Surugue and
 Thierry Ougen (France)
 (F2C racing)
<http://www.team-racing.net/>

Andy Whorton (Great Britain)
<http://www.ajwltd.com/>

Loet Wakkerman (Netherlands)
<http://home.wxs.nl/~wakke007/>

Discussion Groups: These sites permit a group of folks to discuss topics using the Internet. They are organized around an event or category of events. A discussion group can be set up as an email forwarding mechanism. In this case there is a common email address for all members of the group. The email is then sent to all member of the group. A discussion group can also be setup through a web page. To participate you go to the group's web site. Of course, there are discussion groups that use both mechanisms.

Most model discussion groups utilize resources that require members to register with the parent service. The member then selects a user ID and password. I've never had a problem with unsolicited emails as the result of registering for a model discussion group.

When participating in one of the discussion groups the members need to remember a few things. There are no visual clues, body language, or vocal tone to convey meaning or humor. It is easy to be misunderstood, especially with subtle humor.

Yahoo Groups:
 (control line racing)
<http://groups.yahoo.com/group/clracing/>

Delphi:
 (control line racing)

<http://forums.delphiforums.com/CLRacing/messages>
 (control line speed)
<http://forums.delphiforums.com/flyfast/messages>

Link Lists: Just as this article lists a lot of URLs that may be of interest, so, too, do many web sites.

Göran Olsson's links page
<http://www.plasma.kth.se/~olsson/cllinks.html>

Phil Brown's links site
<http://home.att.net/~philbrown36641s5/clhomepage.html>

(Editor's Note: All good web sites, but NCLRA cannot be held responsible for anything on them. No endorsements other than we like them, too!)

Midwest District: Stew Willoughby (Report by Tim Stone)

Treetown Fall 2002 Contest Results

The annual Treetown Modelaires contest was held September 1st, at the Aurora Municipal airport in Illinois. This was the first time the contest had been held at this date; usually it is run over Memorial Day weekend. The organizers had hoped for better weather by moving the contest to the late summer, and indeed it worked! (At least this year!!) Despite the excellent weather, all racers had to face a real problem in the condition of the field. In all prior years, the racing had been held on the smooth concrete surface located by the main hangars; this year we were forced to race at the end of a newly constructed runway. About ... of the circle was in the grass due to the narrow runway, and the entire surface had deep anti-skid grooves cut into it, which proved disastrous when skinny wheels were caught in them. There were several 'carrier style' landings & flip-overs because of this. I opted to take a DNF in Goodyear due to the pavement, and David Betz suffered a tipover/shaft run due to the pavement grooves.

The turnout for racing was also extremely disappointing, even for the Club rules

(Treetown Fox) Fox racing there were only half the normal 10-12 contestants. The Muncie contingent was in Portugal at this time.

In spite of all this, there were several good races & some fairly decent times run.

Mouse 1

- 1) Jason Stone 5:53
- 2) David Betz 72 laps
- 3) Tim Stone 42 laps

Goodyear

- 1) Bob Oge 6:02
- 2) David Betz 60 laps
- 3) Tim Stone DNF

Treetown Fox

- 1) Tim Stone 6:49
- 2) Mal Fawley 7:38
- 3) Al Stone 7:57

NCLRA Fox

- 1) Jason Stone 6:09
- 2) Al Stone 6:17
- 3) Tim Stone 6:26

NCLRA Texas Quickie Rat

- 1) Tim Stone 6:26
 - 2) David Betz 8:31
 - 3) Bob Oge 8:51
-

2002 Jerry Who? 350 lap Midwest Fox Race Fermilab, Batavia, Ill Report by Tim Stone

When we woke at 4 AM and looked out the window, my neighbor's flag was sticking straight out, and I didn't see a star in the sky. Perfect weather for Fox racing. Staying in bed seemed like a better idea, but off we went the annual Jerry Who? Race at Fermilab. 12 entries from as far as Michigan gave this event a nice turnout.

In the face of steady 25mph winds with gusts over 40, it was clear that a heavy airplane was going to be a good thing to have! Race rules called for 350 laps, 5 pits, Aircraft such as Skyray, Buster, Flite Streak, Ringmaster, & stock Fox .35's At least 3 entries fell victim to wind-induced one point landings; CYA glue was the most used item in the toolbox! This race pits the Stunt guys vs the Racing guys-remember that there's more of THEM, and they have very well broken in Fox's by the handful! Old time racer Mike Leone made a comeback after many years, it was good to see him come out.

Jerry (WHO?) Meyer did his usual fine job of running the contest and juggling the teams. Preliminary times were the fastest in the history of this race, in spite of the high winds. The speed advantage of pilots being able to get their airplane to their pitman made a big difference in times. The Stunt guys generally need to learn this!

None of the Stunt guys made it to the big show. They simply made their pitmen run too far too many times! Finalists were Oge/Stone, Stone/Oge, & Lang/Cheny. Jeff Lang has improved greatly over time in his pitting abilities. With pilot/pitting conflict, Bob Oge put Mike Leone at the handle, Stone switched to pitting, while Jason Stone took up the flying duty.

All 3 finalists flew Ringmasters, Stone switched to his 2 LB Ringmaster due to the winds.

Stone sprung a tank leak at 154 laps. It was

Nelson

Competition Engines 

121 Pebble Creek Ln.
Zelienople, PA 16063
(724)538-5282

then Oge vs Lang. In spite of much faster pits by Oge, his pilot missed getting the plane to him a few times, costing him greatly in time. Lang's " John Deere" inspired landing gear allowed his pilot, Bob Cheny, to cruise it right in to Jeff. In the end he beat Oge by 4 seconds! Congrats to Jeff & Bob, who have attended this event almost every year, & have earned a well deserved win.



Pretty planes before the carnage!



Glenn Lee flips burgers as well as props



Tim Stone's brand new Super Clown. 2nd fastest Preliminary time, but at 24 OZ was way too light for the day's winds. Caitlin Stone posing?



Mike Leone returns! Buckets of hot stuff helped him finish the race! No way he was going to settle for a DNF!!



All races were 3-up. Jason Stone, Bob Cheny & William Smith mix it up.

Preliminary Times

- 1) Bob Oge 22.20
- 2) Tim Stone 22.51
- 3) Jeff Lang 24.43
- 4) Bob Cheny 25.54
- 5) Fred Krueger 26.60
- 6) Richard Spoula 27.49
- 7) Jim Schuett 28.01
- 8) Matt Spoula 32.15
- 9) Mike Leone 35.10
- 10) Jason Stone 23.30 (DQ short 1 pit)
- 11) Mike Palermo 69 laps
- 12) William Smith 64 laps

Finals

- 1) Jeff Lang 23.41
- 2) Bob Oge 23.45
- 3) Tim Stone 154 laps



CabinFeverClassic-2003

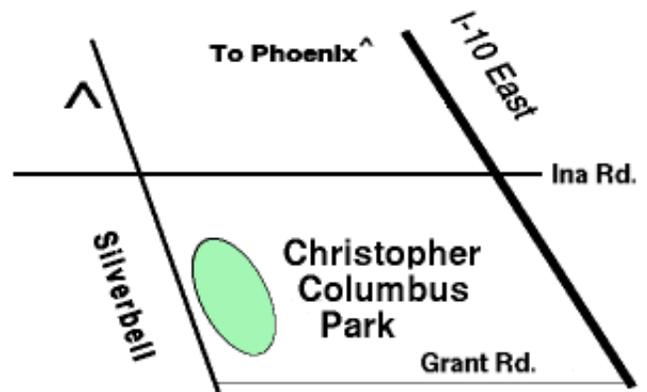
Tucson-March 29-30, 2003

Sponsored by Central Arizona ControlLine Club

**Saturday and Sunday
March 29 - 30, 2003**

8 a.m. to 4 p.m.

**Christopher Columbus Park
4600 N. Silverbell Rd.
Tucson, Arizona, U.S.A.**



Control Line Racing at its finest!

The finale of three weeks of Championship Control Line competition:
Top Gun Combat, March 15 - 16
Vintage Stunt Championships, March 20 - 23.

Event includes F2C Team Racing and NCLRA Clown Race, plus six others:

Saturday
F2C Prelims
AMA Mouse I & II
NCLRA Fox Race
NCLRA Clown Race

Sunday
F2C Finals
AMA Scale Race
NCLRA Texas Quickie
NCLRA .15 Rat

SCAR Sport GY, NCLRA F2CN Profile, and NCLRA B T/R to be included depending on pre-entries and time available.

Advanced entries requested.

Entry Fees: \$15 first event; \$5 each additional event.

For information, contact John A Bruman, Contest Director at
(480) 967-2038/(602) 703-9433
jbruman@precisiondie.com
<http://www.wrlee.com/CabinFever/>



AMA Sanctioned

2003 NATs Clown Procedures

This first attempt at running Clown at the NATs as a nation-wide event will be different than what you might expect.

We will be "grandfathering" all existing Clown racers!

Now, what does this mean and why?

Until the attempts by NCLRA to create a truly national set of Clown Race rules, there were at least a couple of distinct "flavors" of Clown being run. The NCLRA rules adopted none of them, but tried to take the best elements. Remember that the point of view of the Clown rules committee was to create a NATIONAL set of rules.

Given that, the NCLRA rules as written render many models currently being flown in ALL parts of the country "illegal". No more cheek cowl, no more sheeted wings, no more single wheel gear, etc. And, as you would expect, a lot of wailing and gnashing of teeth is the result! :-)

So, we have decided that at the 2003 NATs, where we will truly have the first opportunity for ALL of the "factions" to participate together, we will be "grandfathering" all of the existing racers. If it looks like a Clown, if it conforms to the tank and engine restrictions, fly it!

Areas which we WILL keep an eye on and which must conform to the rules:

1. Engine maximum size
2. Tank size
3. Line size and length
4. Pull tests
5. Race conduct

We WILL judge each model against the NCLRA specifications and you will be told what, if anything, is not "legal", but no disqualifications (other than as mentioned above) will occur. But it WILL be expected that for 2004, ALL models will conform to the NCLRA rules in order to be allowed to fly.

NCLRA FLYING CLOWN RACE

1. **PURPOSE:** This event is intended for all fliers and pit crews interested in a racing event which uses a common aircraft, emphasizes both speed and economy, and encourages the use of a wide variety of engines.
2. All AMA control-line unified racing rules apply, except as follows:
 - a. Airplanes and the entire control systems shall undergo a pull test of 25 pounds.
 - b. Lines are .015" stranded steel.
 - c. Length is 52 feet, plus or minus 6 inches, measured from the center of the handle to the thrustline.
3. **Engine:** Any design or make of piston engine is allowed, except that maximum engine displacement is limited to .1999 cubic inches. Modifications are not restricted within the limits of the AMA safety code.

4. **Fuel tank:** Any design of fuel tank is allowed, including pressure systems, except as follows:
- Fuel capacity is restricted to 1 ounce, with a +5% tolerance, 31cc maximum.
 - The fuel tank shall be fully external of the plane, on the outboard side of the fuselage, and entirely in front of the leading edge.
 - All tank vents are limited to a maximum size of 1/8" outside diameter. A spring-loaded pinchoff device capping the overflow vent on a uniflow tank is permitted.
5. **Fuel:**
- Glow fuel shall contain a maximum of 10% nitromethane with minimum 20% oil and the rest methanol.
 - Glow fuel shall be supplied by the contest management.
- Note: Contest management may provide fuels with differing lubricant quantity and composition for contestant choice, which shall be announced in advance of competition.
- Diesel engines may use diesel fuel.
6. **Aircraft:** The only aircraft allowed is the PDQ Flying Clown or faithful replica.
- Prohibitions and allowances
 - Changes to the planform, profile, or wing thickness are prohibited. Changes in construction for strengthening or lightening that do not show on the exterior of the model are allowed.
 - Cheek cowls are prohibited.
 - Full-sheet doubler up to 1/8" thickness allowed on inboard side of nose.
 - Other than normal center planking as shown in the Clown kits, wing planking of any form is not allowed.
 - No internally connected lines.
 - No internal pushrods and elevator horns.
 - Adjustable tip weight allowed.
 - Leadouts need not be placed as shown on plans.
 - Rudder offset need not conform to published plans.
 - Landing gear:
 - Wheels must be a minimum of 1" diameter.
 - Two wheel gear is required.
 - Minimum wheel separation is 5".
 - Only wire gear permitted, diameter not specified. Extra wire bracing is allowed.

Note: Local rules may provide for other configurations which shall be published in advance of any local competition.

7. **Equipment prohibitions and allowances:**
- Hot glove electrical contact systems are not allowed. In addition to the "normal" hot glove, any contact device attached to the pit mans thumb or fingers to allow contact by simply gripping the model are considered "hot gloves".
 - Fast-fill setups are prohibited. Anything associated with the 1/8" fill tubing other than a single piece of soft tubing (e.g. silicon tubing) on the outside is considered a "fast-fill". E.g., shaped knobs, spring-loaded devices with internal o-rings, fill tubes with movable components, etc.
- No restrictions are placed on the fuel bottle or syringe.

- c. Shutoffs are allowed but may NOT be used for racing purposes. (Shutoffs are a SAFETY item.).
- d. No added exhaust extensions of any kind are allowed.
8. **Races:** All preliminary heats and the final race will be timed for 15 minutes from start to finish. The contestant with the most laps wins. Preliminary heats may be 7-1/2 minutes if agreed to by a majority of contestants or required by contest time constraints. Records shall not be established for heats less than 15 minutes. There shall be either two or three pilots in heat races. At least three aircraft shall advance to the feature race. The decision on the number of feature entries shall be made by the event director in advance before the start of any preliminary heats. If more than three planes advance to the feature, races will involve at least two and no more than three airplanes. All races should be three-up until only two or four competitors remain.
9. Other Notes: the event director may disqualify any entrant who is not in keeping with the spirit or intent of this racing event.

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Santa Rosa, CA 95405	

Well, there SHOULD be a category
AND a national event for it!

(Oh, Goodness!
Another Do-Dah
Event!)



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