

From: National Control Line Racing Association  
Bill Lee, President  
601 Van Zandt County Road 4815  
Chandler, TX 75758



# *Torque*

# *Roll*

The Official Publication of the  
National Control Line Racing Association

Issue #50 April 2003

## President's Column - April 2003

Bill Lee

**Safety Concerns:** As we reported in the last issue of the *Torque Roll*, the accident that Vic Garner suffered in December has folks thinking seriously about the safety of CL Racing events. As Doug Mayer, Southwest District Representative noted, all SCAR races will require safety helmets for all pitmen, both while racing as well as during practice.

In March, I asked Doug, John McCollum, Dick Lambert and Dave McDonald to form a committee to come up with safety recommendations to NCLRA. Their first response was to recommend that an Emergency Safety proposal be made to AMA to require helmets for CL Racing pitmen. Soon I will be asking the NCLRA officers for a vote on accepting this recommendation, and if it is accepted, we will go forward with the proposal to AMA.

One concern that surfaced is the possibility that requiring helmets for pitmen would cause the "casual" racer to not participate. You know them: their primary CL interest is something else, but they will bring a Mouse or a Foxberg along and race when they're not doing anything else. Now, suddenly, the CD says "You have to have a helmet to race!", and they just say, "O.k., see you later." and walk away.

To address this, my club, the Dallas Model Aircraft Association, just spent \$120 and bought a half dozen "one-size-fits-all" batting helmets. These will be kept with the other club equipment and if somebody shows up without a helmet, they will have one to borrow on the field. I suggest other clubs do the same. A good batting helmet can be obtained for \$20 or less, and there are numerous web sites where you can buy them: just do a Google search on "Batting helmets".

A second item that is being considered is the actual lay-out of the racing circles. The circle layout essentially consists of a circle at 15' radius where the pilot comes to for a pit stop. This means that during a pit, the model is somewhere near 15' out from the line length of the model. 75' for 60' lines, etc. The rules then specify an "outer circle" 1' larger than that "line length plus 15'" number, 76' for 60' lines. The problem is that if the pilot comes to that line and then reaches out an arm length (or perhaps step on or beyond the pitting circle), the model actually ends up OUTSIDE the outer circle! And that is a very dangerous situation.

The rules for FAI address this in two ways. First, the circle where the pitman is located is over 2' beyond the length of the lines plus the radius of the pitting circle. And second, the rules are VERY strict about a pilot NOT stepping on or beyond his circle until the pitman has the model. Doing so will result in an immediate disqualification.

Current thinking is that making the outer circle(s) larger is often impossible at many flying sites. And there are several "outer circles" for AMA racing events since we have several different line lengths. However, it would be relatively simple to decrease the pitting circle for the pilots to 14'. This coupled with a STRICT "never outside of one the line" policy would help improve the safety margins.

If you have thoughts on these issues, please contact your District Representative and let them be known.

**NATs:** Planning for the NATs is proceeding well. I will be the event director for all of CL Racing. I am looking for help, though. I would like someone to take on the responsibility of running one or another of the events. Specifically, NCLRA Fox Race and B-TR. If you could see your way clear, please give me a call and volunteer.

In addition, someone needs to step forward and volunteer to run the CL Racing NATs in 2004. As most of you know, I am the "organizer" for the 2004 CL World Championships which will be held the week before the CL NATs, and I am pretty sure I will be burned out totally by that effort and not able to address the NATs properly. Someone: please step forward.

The NCLRA meeting and dinner will be held at Ryan's Steak House, located nearby to the motels out on the northwest side of Muncie. I have been in contact with the manager and during the week, they have a room that will hold 40-50 folks that they do not open for the public, but which we will be made available for us. We will be selling tickets on the field for the meal, a buffet where you can eat as much or as little as you want, and which has a broad selection of food, including a real good salad bar and also a good dessert bar.

**2004 CL World Champs:** Planning is moving forward for the 2004 CL World Championships which we will be hosting next year. The FAI Jury will consist of Doc Jackson as the Jury President, Pierre Chaussebourg from France, and Jack Humphreys from Canada. Dave Brown will be the first alternate and Sandy Pimenoff, CIAM President will be the second alternate and a specially invited guest.

As I have mentioned before, Dave McDonald and John Ballard will be the event directors for F2C, and if you wish to volunteer your services for the World Champs, you should contact them and let them know you're available.

In any case, I think everyone should plan on attending the World Champs as a team supporter. If you have never experienced a World Champs, this is a golden opportunity. You should attend as an officially identified team supporter and this will allow you to be quartered in the same hotel as the team and have access to all of the team functions. It's a great experience.

**District Representatives:** A reminder that this is the year when we elect the District Representatives. The Bylaws state that the nominations are open through the end of April and that we will include a ballot in the June issue of the *Torque Roll*. Voting is to be completed in time for announcement at the NATs.

On the back of this issue you will find the current District Representatives listed. Please make sure your District has a nomination by contacting me or the Newsletter Editor, Tim Stone.

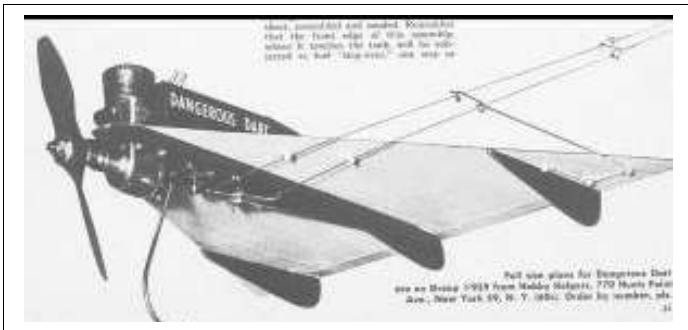
## EDITOR'S COLUMN

### TIM STONE

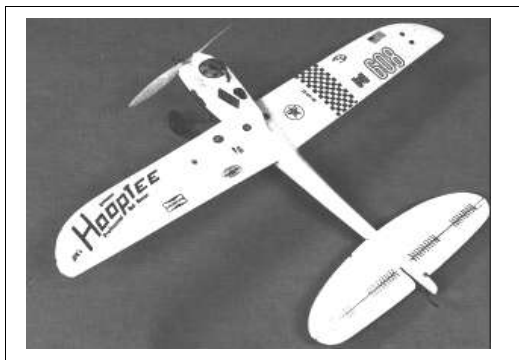
It is finally starting to feel like Spring here in Northern Illinois & even the lakes are thawing. Now that my workshop has warmed up to about 40 degrees, it's time to build! Yippiee! Over the Winter many 'killer' plans have been evolving in my mind; now the work begins. Since my first contest is not until the middle of May, I still have some time to tweak things. My goal for quite a while has been to set a record in NCLRA Fox; maybe if everything cooperates this year it will happen. The current record is an incredible run & when I first heard of the 5:37 McDonald/Matson time, I had to look twice. The thing about racing that we all know is that there are many variables. Some are beyond our control.

On my agenda are an innovative new NCLRA Fox racer (with at least THREE items incorporated to get me protested/ DQ'd!) rebuilding one Goodyear, one new Scorpion TQR from the fine McDonald/Matson kit, a pair of Mouse 2's, and a .15 Rat. Pretty full plate for me on top of working out for around an hour a day to stay in good health.

Of all the projects that I have to tackle, the one that I have probably thought most about is the .15 Rat. I tend to take & pool all of the good, proven ideas that I see, and try to benefit from the combined wisdom I see; in the case of .15 Rat there is not much of a history to learn from. There are many considerations when starting such a project, I tend to first focus on the mechanical end of things & build around that. If you do not have a good, reliable mechanical setup, all else is a complete waste of time.



Maybe I should build a scaled down "Dangerous Dart" (1959 By Don Samson) Hmm...mechanicals are a breeze! Or maybe something a little newer... Like a .15 sized version of John Kilsdonk's "Hooptee III" from 1976 (one of my faves)



Both these are taken from Tom Wilk's new CD;

## RATS, GOODYEAR & TEAM RACERS CD

Yes, racing junkies, do we have a fix for you! Tom Wilk has been busy scanning & compiling his newest CD featuring Rat racers from the '50's to the present. Tom has collected dozens of Rat articles, plans & information that will be of immense value to those interested in this event. Many mechanical setups & engine information is contained within these articles, much will benefit those just getting into this event.

I spent hours going over the CD, & recommend it highly.

Contact Tom at; 301 West Redwing St, Duluth, MN 55803-1711 or email [Tawilk36@cpinternet.com](mailto:Tawilk36@cpinternet.com)

### COMPOSITE LINE REELS



Looks like the 'Minnesota Skunk works' is busy once again. Thank goodness for those long Winters!

Steve Wilk is offering a nice looking line reel that appears to be a larger diameter, good for those solids. Contact info for Steve is in the supplier section of the newsletter. Steve keeps pretty busy & is bringing up a new pilot, Daughter Ashley shown with Steve below. Is that a thong I see on the handle?

I can just hear Steve's soothing words..." Start 'whippin!! Get back in the Pilot's circle!!! Whip harder!!"

I have started to teach my 12 year old Daughter, Caity to fly this year as well. She seems to really enjoy it so far.

## **SOUTH CENTRAL REPORT**

### **MELVIN SCHUETTE**

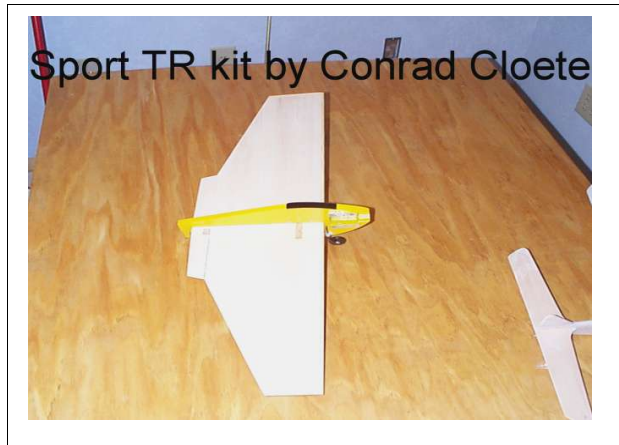
Well I probably should be downstairs either working on this years "NEW EQUIPMENT" or putting on the finishing touches on our bedroom remodeling, but instead I really need to get this done for the next issue of Torque Roll.

Always in the past I felt the entrant should be a major builder of the model, and in fact, was disappointed with myself for not helping more with the building then I do with our Outlaw Racing Team equipment. This building season has been worse then the past, because I've had to do some major work on our house. If I was to get anything new for the up coming Contest Season I would have to break down and purchase some planes with a lot of the major work being done by someone else. The cost of the kit usually depends on how much of the work is already done for you. I guess when deciding on how much of the work you pay someone else to do for you comes down to how much your free time is worth to you and how much of that free time you have.



I first choose a Texas Quickie Rat kit by Pat Matson that was ready for fiberglass and assembly. Pat's workmanship is outstanding and all parts fit together perfectly and the kit contains everything you need to finish it except the fuel tank and shutoff. Normally I applied the fiberglass with K&B clear epoxy paint, two to three coats and all the weave would be filled and ready for primer. As we all know K&B epoxy paints are no longer available and this will be my first attempt without using it. This time I applied the fiberglass with SIG dope and filled the weave with SIG sanding sealer. It has taken more coats of sanding sealer to get the weave filled, but that was to be expected. I'm planning on finishing the plane with SIG dope with a clear topcoat of PPG two part polyurethane.

The second kit I bought is a Sport Team Race plane from Conrad Cloete in South Africa. The planes are ordered through Charlie Johnson in the United States. The cost is only \$100 per plane, and they are already painted. The only work you have to do is glue the wing in, and final assembly. The only thing not included with the kit is the cable to fuel shutoff and the lines.



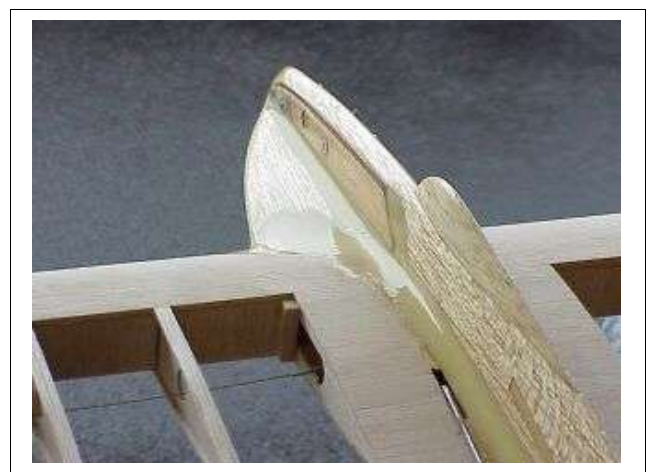
Hopefully in the next issue I will have a contest or two to report on along with how well my change in finishing worked out.

Melvin

## **SOUTHEAST REPORT**

### **BOB 'RAD'WHITNEY**

The Florida contingent did pretty well at the Tucson contest. Dick Lambert & Tom Fluker had low time in F2C; Dave Hallis & I won Clown as well as 2<sup>nd</sup> in Mouse 1&2, 3<sup>rd</sup> in TQR. The wind was terrible, but died down some and a good time was had by those that stayed. Now we are getting ready for the 'Spring Fling' contest; see the calendar. We are concerned about our flying site as 4 new homes are being built on the edge of it. Bad bet that they will be Rat Racers! We will possibly be getting 2 circles with the Brevard RC club. We are trying to get F2CN going here, waiting to see the turnout at the 'Spring Fling' contest.



Slick front end on Tim Stone's new 'Super Clown' from the fine Brodak kit for Midwest/Treetown Fox Racing rules. Superlight 24 OZ finished weight coupled with a large airframe found to be a disadvantage on windy days.



# CONTEST REPORT ED SOUTHWICK MEMORIAL , ARIZONA FEB 15 & 16

Report by Ted Kraver



Good looking team of Ken and Mark (who does all the real work. John looks on once too many times. We twisted his arm and he should be flying next meet.

Fox Race had 4 entries, with 2 new race pilots entering, Ed Piggott from Prescott, AZ in his first control line race and Phil Smith running his second time in a contest. Ted Kraver and I rounded out the field.

Fox Race ED John Bruman

- 1<sup>st</sup> Mark Smith/Ken Gulliford 133 laps
- 2<sup>nd</sup> Ted Kraver/ Vince Lemak 121 laps
- 3<sup>rd</sup> Phil Smith/Mark Smith 109 laps
- 4<sup>th</sup> Ed Piggott/Ken Gulliford 34 laps



Mark doing double duty by pitting is son Phil's brand new club "Clown" Fox racer designed by Ken Gulliford.

## HOW MUCH DOES IT PULL?

Tim Stone

In the last issue of the newsletter we had an article on 'Fitness & flying' & this got me to thinking... how much does a plane pull in actual flight? This question led me to do some physics calculations as I am not about to try and fly with a fishing scale tied to my handle! I'm no physics major & I'm sure that if any of my calculations are wrong that I WILL be corrected by someone. Here's the formula;

First, calculate the 'G' force, which increases with rotational speed;

$(V^2/R)/A=G$  where V=velocity in feet per second,squared;  
R= radius of circle, A= acceleration force due to gravity,and  
G = G force. More simply,

$(FPS \times FPS / 60feet) / 32 = G \text{ force}$

Then multiply weight of plane by the 'G' force to get the pull.

Assuming 60 foot lines & a 30 OZ plane here's how it works out;

@ 100MPH-11.2 G's or 21 lbs pull

@ 120MPH-16.1 G's or 30.1 lbs pull

@ 130MPH-18.9 G's or 35.4 lbs pull

@ 150MPH- 25.2 G's or 47.2 lbs pull

@ 200MPH- 44.8 G's or 84 lbs pull

This does not take into account the + or - that an inset or offset thrust line would increase or decrease the pull, as well as line drag / windspeed factor would add.

Without embarrassing anyone (YOU know who you are!!) a 4 lb Slow Rat going 130MPH would pull about 75 LBS...and if you are lucky enough to be flying that, you better be in shape!

## CABIN FEVER 2003 REPORT John A. Bruman



Some times the greatest plans come to naught, and the greatest worries are never realized. Such was the 2003 Cabin Fever. In the weeks proceeding this years contest, I found every possible excuse to worry.

“Would there be enough all-castor Fox fuel?”

“Would the award plaques actually get done by Saturday morning?”

“Would the year-old batteries in the stopwatches suddenly go dead during a hotly contested Finals?”

“Would my car break down, or would my office call and insist that they couldn’t possibly do without my presence for a couple days?”

I worried about everything possible and improbable. I never dreamed that WIND would be our biggest concern.

I don’t mean the gentle, puffy, wisps we usually get during the late March days in Tucson. The kind that gently caress your warm, sunburned, skin with cooling zephyrs.

I am talking about gusty, minivan-rocking, dust laden, trash-blasters! The kind that are actually considered “Windy” by seasoned Texas natives!

Such were the conditions that greeted me when I got to the field early Saturday morning to set up for the first day’s events.

While I braced my 250 “+” pound frame against a particularly strong 25 to 30 m.p.h. gust, I asked one of our friends from Texas if he thought we should delay the Mouse I starting event. I won’t repeat his answer. Suffice it to say, he wouldn’t unload his car in such conditions!

About this time, local racing competitor Chris Peter suggested we all retire to his newly constructed home a half-dozen miles down the road and do some hangar racing while we sat out to see what developed.

Nobody asked for encouragement! Cars and vans were quickly started up, and the entire 2003 Cabin Fever contingent took off for Chris’ house.

Because of some remaining attendees due to arrive from Phoenix, I stayed behind and kept in contact with the kibitzing and lie-swapping gathering in Chris’ garage. As each late arrival came by, I handed them my cell phone so they could talk to Chris and get directions.

At around 10:00 AM a special friend of mine from Phoenix arrived, and it was time to head over to Chris’ myself.

Guess who didn’t know where it was?

Guess who (after getting very complete directions from Chris), made a wrong turn and ended up exploring a couple jeep trails through the cactus and across the washes?

After arriving (at last) at Chris’s house, we took a quick vote and decided to wait things out for a few more hours to see what would develop. It was then that I discovered everyone was having such a good time that they were enjoying the impromptu convention as much as the contest we had planned.

Lest I carry this narrative too much further, suffice it to say that we actually got re-formed back at the flying field around 3:00 PM and started our first F2C heat. The wind had died down very nicely, and we proceeded to complete three full rounds of F2C , Fox Race & Mouse I before darkness caught up with us.

We presented trophy plaques for the first three events, and discussed our options for Sunday morning. Yes, due to some really extraordinary efforts of Central Arizona Controlline Club members Jeff Hanauer and Gary Grimstad, the plaques arrived earlier that morning.

With the long, exciting day behind us, we all abandon the field to seek sustenance at a real “cowboy steakhouse” called “Li’l Abners” a few miles up the trail.

The steaks were tremendous in size and flavor, to say nothing of the baked potatoes, beans, fresh bread and liquid refreshments.

What more could anyone hope for? Nearly 5 hours of telling lies, swapping ideas, and simple fellowship, followed by about 4 hours of racing and a great meal!

Sunday morning found gentle winds, tolerable temperatures, and great flying. It was apparent, a few of us were missing as we started signing up for Sunday’s events. It was guessed that they either “chickened out” and left for home rather than dare the wind Gods two days in a row, or simply failed to wake up following Saturday night’s revelry.

In any case, we proceeded to run off all of the remaining events to complete our full schedule before 3:00 PM Sunday afternoon.

Yes, there were fewer entrants that we started out with Saturday, but those that remained were treated to nearly complete absolution from the wind gods that behaved so rudely Saturday morning.

CABIN FEVER 2003 RESULTS

F2C Team Race

	Score 1	Score 2	Score 3
Ascher, L.	03:43.0	03:31.0	03:45.0
Lambert, R.	03:26.0	03:28.0	03:28.0
Whitney, B	83 Laps	54 laps	52 Laps

Mouse I

	Score 1	Score 2	Score 3
Cave, B	03:02.0	02:34.0	
Hallas, D	02:41.0	02:33.0	
Holland, J	02:39.0	02:41.0	
Lee, B	dnf	02:23.0	
McCollum J	02:28.0	Ret'd.	
Rolley, D	Dnf		
Smith, M	03:23.0	03:03.0	
Whitney, B	02:43.0	03:34.0	

NCLRA Flying Clown

(7 1/2 Min. Heat/15  
Min. Final)

	Score 1	Score 2	Score 3
Cave, B	127		
Hallas, D	147		
Holland, J	149		
Whitney, B	139		

NCLRA Fox Race

	Score 1	Score 2	Score 3
Holland, J	06:37.0		
McCollum, J	08:56.0		
Smith, M	06:56.0		

Mouse II

	Score 1	Score 2	Score 3
Hallas, D	125 Laps		
Rolley, D	10:03.0		

NCLRA Quickie Rat

Cave, B	03:27.0		
Eichenberer, S	3 laps	DQ	
Green, R	03:16.0	03:25.0	
Holland, J	37 Laps	03:10.0	
Peter, C	05:35.0		
Whitney, B	3 laps	03:10.0	

## **NORTHEAST REPORT**

### **BRIAN SILVERSMITH**

Nothing much to report as we have not had any contests in this area so far. Looking forward to any comment regarding the February article & any contributions from Northeast area flyers.

### **Leadout placement/ line rake**

#### **BILL LEE**

Lately on the Delphi Forums ( both speed & Racing)  
The question of leadout placement has come up again.  
The following is a reprint of an excellent article on the subject  
From Goran Olsson's web site.

Bill Lee writes:

I used to have a very good model bought in 1990 from Shabasov/Ivanov. It was extremely fast but my pilot, John McCollum, had always complained about how critical it was on take-off, often getting to the end of the lines only after 1/4 lap of free-flight! It was an accident waiting to happen!

In more recent years, I have started a program of building my own models in an attempt to create something close to the quality and speed of the (former) Soviet models. And, of course, if it's being done on one of their's, it must be absolutely the best way to do it! :-) I copied the Shabasov model as closely as I could, even to the placement of the leadouts at the wingtip.

And McCollum told me in no uncertain terms that these models were, if anything, WORSE than the Shabasov model on take-off, and that I needed to move the leadouts back. After two of them, built in great haste, the third had the leadouts placed where the "numbers" suggest they should be, approximately .75"-.8" (about 2cm) behind the balance point at the inboard wingtip.

But John could not be soothed! He didn't trust the "numbers" and insisted that we do some empirical testing. Which we did and from which this one photograph resulted.

We carefully determined the CG of the model. On the inboard side of the cowl, we painted a right triangle in red with the vertical side of the triangle at the back and exactly on the CG. We glued a small black "winglet" on the inboard tip, also a right triangle but with the vertical edge at the front and also on the CG.

We built a mount for my Nikon camera which would allow it to sit on top of the speed pylon in the center of the circle. It was positioned so that John could walk around the pylon while flying the model and

easily press the button on the camera to take a picture. We pre-focussed the camera on the model and set the shutter speed for 1/1000 second. We used a 300mm zoom lens, but I have no idea exactly where it was set.

We set up the model, got a decent setting and then proceeded to take pictures as John flew the model.  
The airspeed was approximately 18.0, and as luck would have it, this photo is the only one of a dozen or so where the model was actually in the picture!

Just barely, as you can see the top is missing off the edge. But the all-important alignment triangles are quite clear. You can see from them that the two vertical edges are in very near alignment, proving to us (especially to John) that the "numbers" work! Finally got John to stop fussing at me about the line placement! And the ground handling of the models is VERY much better with no apparent penalty in the air. (No, I haven't done any testing to verify that! But this model was running very comfortably under 17.5 at the U.S. Team Trials, so I am fairly certain that this proper leadout placement has not hurt the speed to any significant degree.)

A word about "vertical". The shutter on a camera like mine works with two moving "shades". When you activate the shutter, the shades sweep across the film, and the delay between their activation is the control mechanism for the shutter speed. In this picture, vertical is swept forward a few degrees due to the sweep of the shutter across the film at the same time the camera is panning to follow the model. In the background (which is not visible in this picture) you can see vertical elements (e.g., telephone or light poles, buildings, etc) also leaning in the direction the camera was moving. Look at the trailing edge of the red triangle: that is vertical!





## **2003 Contest Calendar**

### **DALLAS, TX**

#### **APRIL 13**

SUNDAY

Mouse 1

Slow Rat

NCLRA Texas Quickie Rat

Sportsman GY

Fox-Goldberg racing

CD Patrick Hempel

### **SCAR RACE #2 CLUB CONTEST**

#### **WHITTIER NARROWS - LOS ANGELES**

**APRIL 20 , 2003**

MOUSE-2

NCLRA CLOWN

NCLRA FOX RACE

NCLRA QUICKIE RAT

AMA SLOW RAT PRACTICE ??

### **SOUTH JERSEY MAY 4<sup>TH</sup>**

GSCB Clown

CD Phil Valente 610-692-6469

### **BUNNELL, FLORIDA MAY 3&4**

Mouse 1&2, Slow Rat, NW Clown, F2CN

NCLRA Fox, Fla. Slow Rat, TQR, B- TR

CD Ron Mackett 904-879-9070 or Gabe Manfredi

772-878-9220

### **KNIGHTS JOUST**

#### **WHITTIER NARROWS - LOS ANGELES**

**MAY 17, 2003 (racing day)**

MOUSE-1

NCLRA FOX RACE

SCAR SPORT GOODYEAR

NCLRA QUICKIE RAT

### **MAY 17&18 ST. LOUIS, MO.**

#### **TOM BLANKMAN MEMORIAL**

#### **MIDWEST SPEED & RACING CHAMPS**

Buder Park site

SPEED-1/2A, A, B, D, Jet, F2A, 1/2A Profile Proto,

21 Proto, 21 Sport speed, Formula 40, Sport Jet, Old time speed.

Mouse 1- SAT;

NCLRA Fox, TQR, GOODYEAR SUN

CD John Moll 314-846-0932

### **MAY 25 SOUTH JERSEY**

GSCB Clown, 1 OZ GY, NCLRA FOX

CD Phil Valente 610-692-6469

### **NORTH WEST REGIONALS MAY 23,24,25**

#### **ALBANY AIRPORT - ALBANY, OREGON**

#### **MEMORIAL DAY WEEKEND, 2003**

EVENTS - REFER TO OFFICAL DOCUMENTATION

### **MIDDLESEX NJ**

#### **JUNE 1<sup>ST</sup>**

Fox, Slow Rat, Warbird, Clown, 1 OZ GY, AMA GY

CD Phil Valente 610-692-6469

### **DALAS, TX**

#### **JUNE 14**

NCLRA Texas Quickie Rat, Sportsman GY, Fox-Goldberg

racing. CD Dale Gleason 940-637-2169

### **MONTEZUMA, IA-SIG CONTEST**

#### **JUNE 21 & 22**

Stunt, Racing, Carrier

Skyray-Fox

CD Mike Gretz 515-623-5154 mikeg@sigmfg.com

### **MIDDLESEX NJ**

#### **JUNE 22**

Fox, Slow Rat, Warbird, Clown, 1 OZ GY, AMA GY

CD Phil Valente 610-692-6469

### **SCAR RACE #3 PRE-NATS WARM-UP**

#### **WHITTIER NARROWS - LOS ANGELES**

**JUNE 22, 2003 - START 9:00 SHARP**

MOUSE-2

AMA SCALE RACE

NCLRA FOX RACE

NCLRA QUICKIE RAT

NCLRA .15 RAT (MAYBE-DEPENDS ON ENTRIES)

CLASSIC B TEAM RACE (MAYBE-DEPENDS ON

ENTRIES)

### **SOUTH JERSEY**

#### **JUNE 29**

Clown, TQR, NCLRA Fox

CD Phil Valente 610-692-6469

### **AMA NATIONALS**

#### **MUNCIE, INDIANA**

#### **JULY 6-11**

Sun 7/6-NCLRA Fox (starts @ noon)

Mon-Slow Rat, NCLRA Flying Clown

Tues-Goodyear (starts @ 10:30)

Weds- F2C, 'B' Team Race

Thurs-NCLRA Texas Quickie Rat

NCLRA .15 Rat

Fri-Mouse 1, Mouse 2



**JULY 11 & 12 F2C TEAM SELECTION**

**AMA SITE, MUNCIE, INDIANA**

Sat & Sun U.S. Team selection for F2C

Contact Bill Lee

**SOUTH JERSEY**

**AUG. 24**

NCLRA Fox, Foxberg, 1/2 A GY

CD Larry Bush 610-383-5045

**AUG 30 & 31 DALLAS, TX (AAA)**

**CHARLES ASH MEMORIAL**

**HOBBY PARK, DALLAS, TX**

Events; 312,319-321,323-326(JSO)313(JS)(O)

TQR(JSO)Fox-Goldberg, Sportsman GY(JS)(O)

Stunt, Carrier.

CD Bill Bischoff, 2609 Harris Dr, Garland, TX 75041

972-840-2135 Days, 972-840-2135

Sponsor; Dallas Model Aircraft Assn #1902

**AURORA, ILLINOIS TREETOWN ANNUAL**

**AUG. 31 AURORA MUNICIPAL AIRPORT**

Mouse1, GY, NCLRA FOX, Treetown Fox, TQR

Speed, Carrier, Stunt

CD Bill Caulkins 630-466-1531

[Cflyer@mchsi.com](mailto:Cflyer@mchsi.com)

**SOUTH JERSEY**

**SEPT 7<sup>TH</sup>**

2 OZ Big GY, 1 OZ GY, 1/2 A GY

CD Jim Gall 973-546-2099

**TUSCON, AZ ,KARL MARSCHINKE MEMORIAL**

**SEPT 20**

Mouse 1, Fox Race, TQR, Formula Unlimited.

CD Glen Allison 520-575-0359

**SOUTH JERSEY**

**SEPT 28**

2 OZ Big GY, Warbird, TQR

CD Brian Silversmith 732-274-8945

**SCAR RACE #4 FUN IN THE SUN**

**WHITTIER NARROWS - LOS ANGELES**

**AUGUST 24, 2003**

MOUSE-1

SCAR SPORT GOODYEAR

SCAR FORMULA UNLIMITED

NCLRA QUICKIE RAT

NCLRA F2C (SIMPLE TEAM RACE)

**BUNNELL, FLORIDA OCT 4&5**

Mouse 1&2, Slow Rat, NW Clown, F2CN

NCLRA Fox, Fla. Slow Rat, TQR, B- TR

CD Ron Mackett 904-879-9070 or Gabe Manfredi

772-878-9220

**JERRY WHO? 350 LAP FOX RACE**

**FERMILAB, BATAVIA, IL**

**OCTOBER 5<sup>TH</sup>**

Treetown Fox Rules, 350 lap

CD Jerry Meyer 630-897-1306

**SOUTH JERSEY**

**OCTOBER 5<sup>TH</sup>**

Warbird, Foxberg, TQR

CD Tom Tabar 856-455-6436

**SOUTH JERSEY OCT 19<sup>TH</sup>**

Foxberg, Slow Rat, Warbird

**SCAR RACE #5 VIRGIL WILBUR**

**WHITTIER NARROWS - LOS ANGELES**

**OCTOBER 25 & 26 , 2003**

**2-DAY EVENT, EVENTS TO BE DETERMINED**

**SOUTH JERSEY NOV. 16<sup>TH</sup>**

1 OZ GY, 2 OZ Big GY, Warbird

CD Lester Froelich 610-384-5046

**SCAR RACE #6 TOYS FOR TOTS-2003<**

**WHITTIER NARROWS - LOS ANGELES**

**DECEMBER 7, 2003 EVENTS TO BE DETERMINED.**



**SUPPORT OUR TROOPS!**

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763-531-0604  
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