

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



TO:

2004 United States F2C Team



(L-R) Stoo Willoughby/Bob Oge, Aaron & Leonard Ascher,
Todd Ryan/Tim Gillott

Torque Roll!!

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President's Corner - August 2003

Bill Lee

2003 NATs:

Well, the 2003 NATs are behind us now. And while the attendance was down, they were an unqualified success. We learned a lot about running a NATs. Relearned is a better word since this was not the first NATs we have run, just the first in a number of years. You will find a complete description of the events in this issue of *Torque Roll*.

A big thanks to all of those who helped. I know I will overlook a name if I try to list them all, so I won't. But some are required.

John McCollum and Russ Green stepped in on Sunday and ran Fox Race for me while I was tied up helping the F2D Team Selection program. Jim Ricketts was always around, always helping, always offering a cooling voice when it was needed. "Daddy Tom" Fluker was also there when I needed someone.

And all of the guys that timed. Several spent entire days with the watches and counters, others filled in as needed. We always had the help we needed, and it's because of you. You know who you are: thanks!

And the CL Racing NATs champion for 2003 is Mike Greb from Texas, who took first in Slow Rat, third in Scale Race, first in Quickie Rat and fourth in Mouse I. Congratulations, Mike, you are a deserving champion!

A mention and a BIG thank you to our sponsors this year! Steve Wilke, Eliminator Props, sponsored the awards for most of the unofficial events. Fox Manufacturing provided us with the fuel and also some Fox 35s for the winners of NCLRA Fox Race. And Sig provided us with all of the fuel we needed to run all of the other events. Without sponsors, it would be difficult for us to run the NATs. Please let them know how much you appreciate their support!

The new Racing site:

As you may have heard by now, AMA has built a new CL pad specifically built to meet our needs in CL Racing. How was it? Well, I know the Stunt flyers liked it, and the carrier guys, too. But we didn't get a chance to use it this year!

2003 was the year of the monsoon. It all started in Muncie the Friday before the NATs, just as the F2D guys were preparing to hold their Team Selection. The sky turned black, the rains started to fall, the lightning and thunder was all around. In about two hours, 4" of rain fell! And that was only for starters. Saturday morning it rained and rained and rained. The Combat guys were over on the 600x600 grass area, and many had their cars and vans parked out nearby. And it got so wet that at the end of the day, AMA and the flyers had to tow nearly 50 cars out of the mud! By Sunday several more inches of rain fell, and the east end of the new pad was awash with water and mud, washed down off the hillside, filled up the new drainage swale, and covered about 1/3rd of the racing circles with water and mud.

I asked AMA and the Speed guys if we could use the old Racing circle for Sunday since the new circles were unusable

as they were. So Fox Race on Sunday was there. And as it turned out, due to the weather, AMA shut down the grass pad and had to move a couple of other events to the new site in order to let them fly, and we stayed down at the old circle for this year's NATs. Over the course of the NATs week, the AMA site received 15"+/- of rain! It is due to Steve Kaluf and his dedicated crew that we were able to fly at all! Thanks, Steve!

The new CL Racing pad will be a joy to us! The asphalt is smooth, no cracks to drop a wheel into, no speed pylon mount poking itself up to trip the pilots, and FINALLY we have the circles painted properly! This is the site where we will host the F2C event at the 2004 CL World Championships next summer. Between now and then, AMA will have some grass growing around the edges, and will have the required netting erected.

Mouse I & 2 Report-by Bill Lee

EDITORS NOTE-Bill is reporting on Mouse race at the Nats as I was unable to stay for Friday's races. Details on the rest of racing follows within the newsletter.

It's Friday, the rains have stopped, only to be replaced by the wind! So it MUST be Mouse day! To say that it was windy would be charitable. It was WINDY! Word had it from the Stunt and Carrier circles that many models had already been crashed. We were very concerned about the ability of the Mouse racers to handle the bad conditions, so we asked the contestants about flying the event only as a two-up, noting that no records could be established. All agreed, and we proceeded into the heats.

Mouse I turnout was down from previous years, but the quality was still there. Fast qualifying time was Mike Greb at 2:30, and it took a 2:42 (Jim Holland) to make the finals. Sandwiched in between was Russ Green at 2:32 and Victor Worley at 2:39.

We took four to the finals since we were running two-up races, and Russ Green came in as the Mouse I winner at 5:08.9. Second went to Jim Holland very close behind at 5:10, third to Victor Worley at 5:25 and Mike Greb at 5:44 for fourth.

The Junior/Senior contingent consisted of James "Don't call me Jimmy" VanSant and Wade Schoonover. We flew them in a heads-up race and James won with a 6:58.90. It was great to see the young guys handle the wind so well!

Mouse II

As for Mouse I, we also made the decision to fly M-II as two-up races in order to deal with the windy conditions. Racing was good, and it seems that the M-II guys are getting the little mini-rats to run somewhere near their potential.

Taking four to the finals required a qualifying time of 3:27 or better. Best qualifying time went to Mike MacCarthy with a fine 3:01.24. Behind him came Dave Hallas, Jason Allen and Bob Whitney.

In the finals, Bob Whitney showed the way home with a 7:16.03 for first place, followed by Mike MacCarthy. Dave Hallas and Jason Allen.

F2C Team Selection

By BILL LEE

The weekend following the CL NATs saw the selection of the F2C team to represent the United States at the 2004 CL World Championships.

It actually started earlier in the week as several teams showed up to get in last minute preparation. Several new teams were present, all with at least one member with previous experience in F2C.

One "new" team consisted of Timmy Gillott and Todd Ryan. Timmy has been a member of the U.S. F2C team a couple of times previously, always teamed with Jeff Holfelder. After sitting out for several cycles, Timmy teamed up with Todd Ryan to make a very competent team. Todd is one of the young flyers in the U.S., always an accomplished pilot in the AMA events, and now showing his skills in F2C.

Timmy has continued to develop his engines, based (very loosely) on the rear exhaust Nelson, but with mostly his own components. An interesting innovation was seen: a pressed-in head insert, containing the combustion chamber and contra-piston. The "head" is pressed into the liner from the bottom and is held in place with a snap ring. Looks like most of the benefits of an integral head liner without the production difficulties working in a blind bore.

Another team was Fred Quedenfeld and Jason Allen. Fred is an old hand, having been involved in F2C many years ago. On the other hand, Jason is another of the fine young pilots that showed a LOT of innate skill and ability to handle himself in the center of an F2C circle. They were flying some Mazniak equipment, and, while they ended up down the list a ways, always were there, Jason climbing a big learning curve.

A third "new" team was Bob Whitney and Jimmy Ricketts. Bob has been around for several cycles, and is always competitive. This time he teamed up with Jimmy Ricketts as his pilot. And, as Jason and Todd, Jimmy Ricketts is another of the set of fine young pilots. He, too, has been racing a lot of AMA classes over the years, and had/has a big learning curve to climb in F2C. But he flew beautifully, handling himself in many (typical) F2C situations with great skill. It was a pleasure to see him learn as he experienced a new situation, got some coaching from the more experienced pilots, and then just go out and DO it!

This cycle also saw Jim Holland piloting for Dave Wallick. Two years ago, Jim was flying for Bill Lee and Dave was teamed with his son.

The old "standby" teams were there, too, the teams that have been around for a long time (or so it seems) and whose abilities are at the top of the heap in the United States.

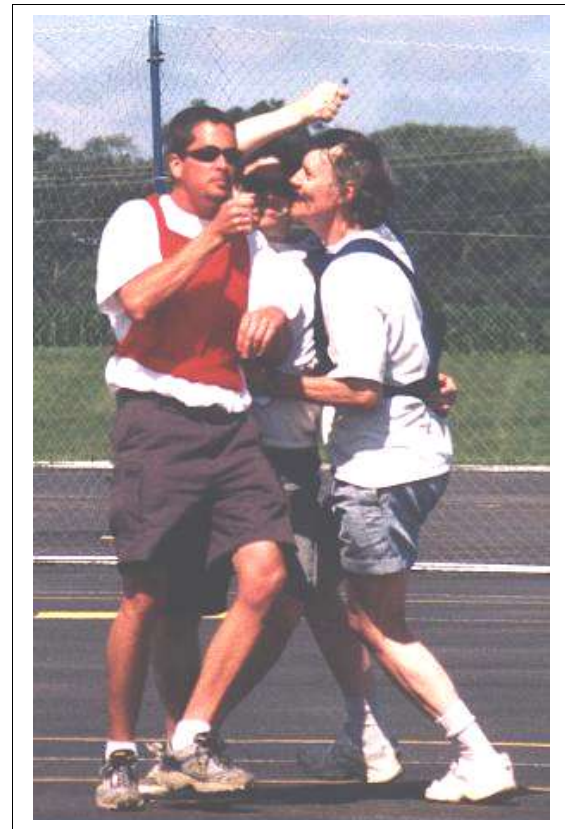
Lenard and Aaron Ascher, were back with the equipment that they used in Sebnitz in 2002. In addition, they showed a new model, home-built, that may show the way to the future. Built using molds and foam and a lot of technical innovation,

the model came in well below 300 grams. Teething problems prevented their using it at the Team Trials, but it was a beautiful model that bears a lot of promise.

Dick Lambert and Tom Fluker were using Dick's Viper engine. All of the current technology in the engine and the models, all described quite well on Dick's web site. Dick, too, showed the future, with wings built in machined molds for perfect-every-time examples.

Bob Oge and Stew Willoughby were there, again another of the long-time quality teams in U.S. F2C competition.

The competition was good all around with all teams looking capable. Obviously, some more-so than others. As prescribed by the F2C Team Selection program, six rounds are flown and teams are ranked according to their best three times. With seven teams entered, each day saw seven flights, giving each team three races.



In the first round, it seemed that most teams were just getting things sorted out with no really good times turned.

Ryan/Gillott ran a 3:39.71 as the best time in that round. Ascher/Ascher ran a poor (for them) 3:53.00 and Holland/Wallick went out with a crashed model at 31 laps.

In the second round, Ascher/Ascher got a DQ while Willoughby/Oge badly crashed. Ryan/Gillott started putting in some good times with a 3:28.49, and Fluker/Lambert were sub-30 at 3:29.84.

In round three, Ascher/Ascher finally started getting their act together and ran a nice 3:25.37. As the rounds were drawn, this was in the same flight where Fluker/Lambert ran their sub-30. Ryan/Gillott got the benefit (although not really

needed) of a two-up when Allen/Quedenfeld ran into shutoff problems and had to withdraw from the heat at the last moment, and turned another sub-30 at 3:29.89. In the last race of the day, Fluker/Lambert added a 3:33.57 to their earlier sub-30.

At the end of the day, it looked like Todd and Timmy were headed for a team spot with two good times. Aschers always looked good and had one good time. Fluker/Lambert were struggling, and Stoo and Bob had yet to show anything really good.

Sunday saw a re-draw and seven more races (plus a re-fly). The Aschers continued with some good times, ultimately turning the best time of the weekend at 3:21.81, and had a 3:28.84 as their third-best time. Willoughby/Oge finally started to turn in some times with a 23 and a 29 to go along with their best from Saturday, a 3:41. Ryan/Gillott added a 3:32 to go along with their two sub-30s from the previous day.

Fluker and Lambert continued to struggle, their best on Sunday being a 3:31.71. In one race, Fluker/Lambert were matched with the Aschers and Ricketts/Whitney. On a pit stop, Fluker was on the ground, Dick having a bad stop. As luck would have it, Aschers were in for a quick stop and launched just as Jimmy Ricketts came into his pit. Aaron stepped in front of Jimmy and they collided, Asher getting the DQ for failing to yield to the landing model. Jimmy, trying to save the stop, whipped his model but just had no airspeed, and landed through Lambert's lines. But by then the race was over and Fluker/Lambert and Ricketts/Whitney were awarded a re-fly.

A quick examination of the results after the round showed that Tommy and Dick need the re-fly, and needed to better their third-best time by a couple of seconds in order to bump Stoo and Bob from the third spot on the team. The re-fly was called for them and Ricketts/Whitney, and to fill the three-up, Willoughby/Oge flew for traffic. Obviously, they were protecting their spot in the standings, but their traffic in the re-fly was perfectly appropriate and proper.

The re-fly went up, and into the race, Fluker/Lambert had a burn-down, and were unable to turn in a good time. They ended up in fourth place for the weekend.

The U.S. team for the 2004 Control Line World Championships consists of Ascher/Ascher, Ryan/Gillott and Willoughby/Oge.

The Team Selection was capably organized and run by Dave McDonald. He, John Ballard and John McCollum formed the Jury, and Doctor Laird Jackson was the FAI Jurist. A big thanks to Dave and the rest for their efforts.

2004 Election Results

As you saw from the last issue of *Torque Roll*, Elections for District Representatives ran through the month of July. This was a month behind schedule since the June issue of the TR

was delayed by the printer, and the Officers agreed to extend the voting deadline.

The results: All existing District Representatives (except one) agreed to run again, and there was no opposition. The South Central District is now represented by Russ Green, 615 Oldham Ln. Granbury, TX 76048 (817)573-7416 jgreen2@charter.net

Much thanks to Melvin Schuette who is the outgoing representative for this district.

And, by the way, we STILL need a representative for the North Central District (Montana, N & S Dakota, Nebraska, Minnesota, Iowa, Wisconsin, Wyoming).

Please see the back cover of this issue of *Torque Roll* for a complete listing of the NCLRA officers.

2004 Nationals Event Director needed

By Tim Stone

We are looking for someone to volunteer to run the C/L racing events at the 2004 Nationals. Bill Lee will be devoting his efforts to running the World Champs the week before AMA Nats. Anyone interested should contact Bill Lee, see contact info on back page.

NCLRA T-Shirts

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South West District Column - NCLRA -
August 2003 By Douglas Mayer



Before I even get started here I would like to acknowledge a very sad event. I was informed that Jerry Who? (Jerry Meyer) passed away at this year's NATS. I had the pleasure to meet Jerry numerous years at the NATS. Jerry had a warm heart, a good sense of humor and just simply loved racing Slow Rat. It was his baby. In a way, Jerry's life ended while he was doing what he enjoyed most. He was at the NATS, racing his planes and hanging out with his friends. Jerry, our thoughts go out to you, and all of our condolences go to Jerry's family. We will miss you. With greatest regards, may you rest in peace.

So what's new in the Southwest? We've had a bit of a slow season because of a few regulars having schedule problems with our contests and other family matters. Racing can come and go from season to season, but we do our best to keep it healthy every year. We have had descent turnouts this year, but we are really looking forward to our big "Virgil Wilbur Memorial" contest in October. This is an awesome two-day racing Blowout, so you should make it to the South West in October if you can. We also have two local contests, one in August and one in September. Look in the contest calendar for more info on our local contests.

I must report that I have been getting correspondence about the NATS this year. I have a few people in my district who have complaints about how things were managed. I was unable to make NATS this year, so everything that I have heard is second hand. I do not wish to make any specific comments except for the following two thoughts. One thought is for the competitor, the other thought is for the official.

The competitor has traveled a thousand miles (or two) for a few heat races, and if he's lucky he might make a FINAL at the NATS. The competitor has made all kinds of sacrifices to travel, practice, and tune his equipment, etc for 10 minutes of competition at the NATS. On the other hand, the Official has forfeited his chance to fly so he can support his hobby by being a volunteer "Director" for the rest of you guys, so you can race. He is put in the position of making tough choices and enforcing rules. He usually

makes someone unhappy, which can put him in an uncomfortable position.

I have filled both shoes on a regular basis. Both positions

take a commitment on the individual, and both individuals should understand this, and give each other due respect. What is important to remember is that the purpose of this sport/hobby is to have fun. Control line Racing is a dying sport so we must stick together and support each other or this sport will soon be in trouble. It is crucial that we communicate and resolve our differences in public forums like this newsletter, instead of getting pissed off and quitting. Quitting is not the answer. This is your sport, hang in there and challenge issues that you don't agree with. A little controversy is a lot better than people quitting and not coming back. Our sport needs each and every one of your participation if it is to remain healthy.

I realize that this month's article may seem a bit "Political", but that is one of the reasons that I write this article for the South West District. So this month, politics it is. Maybe next month I will write something less heavy.

We all need to depend on the rules for an outline of our activities. Sometimes the rules have "gray areas" which inevitably come to surface during a "HOT-N-HEAVY" heat or final race. Over the years, rules change to reflect the best intentions of the racing community. Currently, there is some discussion about the "AMA CL Racing Unified Rules". I will not comment on that this month, but I do have some rules that our members have asked me to dispute. The following two category rules have come up recently. If you support the rule issues or dispute these rules issues, please contact myself-(SW District), Bill Lee, Jim Holland or Tim Stone (NCLRA), or (your NCLRA District Rep). Remember, the NCLRA serves a very important function as the special interest group (SIG) for control line racing to the AMA. We govern our own "Unofficial Rules" and we make recommendations to the AMA for changes to the "Official Rules". Each one of you can voice your opinion or concerns by contacting your NCLRA District Rep. or your AMA District Rep. Since this is my volunteer job; I am going to address the following concerns from people in my district.

FOX RACE- Currently, Fox Race has (one) qualifying heat race at the NATS. This seems silly. Every other racing event on the books has (two) qualifying heat races. If Fox Race is really intended as a "beginner's event", why wouldn't it have two heats to get people in the practice of using both heats to your best advantage? Or better yet, give that beginner a good chance to get a good run. Traveling 2,000 miles for a single heat in Fox Race is not fair or logical for members of the SW District. We propose that the rules for Fox Race be changed to provide (two) heat races for this event. We could go on to say that Fox Race format should be (2) 70 lap heat races, with a

140 Final, (Which I have heard endless times over the years), but the primary goal is to allow each competitor to have 2 chances to get a good heat time. 100 lap heats and 100 lap finals is still a unique and acceptable format for Fox Race. Please show your support for this item by contacting your local district rep, or contact the NCLRA.

B TEAM RACE- At NATS this year there was a bit of controversy over how B-Team Race was handled. After the fact, one of the comments from the NCLRA was this: "If you look at the rules posted on the NCLRA website you will see a disclaimer that the rules were not formulated by the NCLRA. Contact Bob Whitney". Before I get on my soapbox, I would like to acknowledge the tremendous effort that Bob Whitney has put forth over the last few years to revitalize interest in B-Team race. The turn out at the last several years' NATS has been exceptional. A lot of credit must go to Bob. Thank you for your efforts and a job well done. Now for the soapbox. We believe that it is time for the NCLRA to take responsibility for B-Team Race rules. It is inappropriate for a single individual to be the soul governing body for a national event which is held at the NATS. Control of the rules under the NCLRA would allow all members of the NCLRA to protest the rules or request changes to the rules through their district reps and or by contacting the president of the NCLRA. The NCLRA by-laws would then be in effect to govern proposed rule changes. We believe that this is the most democratic way to govern an event which is held at the NATS each year. Please show your support for this item by contacting your local district rep, or contact the NCLRA.

Well everyone, I feel that it is best to communicate and discuss these issues in a productive manner. Each of us may have different opinions about the ways that the contests are run and the rules are written, but remember, the world is full of change. Control line racing like all things change over time. It is in all of our best interest to work towards "Positive Changes" and work to get rid of the quirks that seem to be old bad ideas.

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



Nice Hamster & Mouse 2 by Mike McCarthy. MiniShark 1st in Rat at 2003 Nationals...Mike Had a trick '2nd gear' setup that made it go SuperHamster after 19 laps! 2nd place for his "Pirhana" Mouse 2.

JACKSONVILLE, FLA CONTEST **11/15&16**

Hello everyone,

The Coastal Control Liners club is pleased to announce that we will be hosting our Fall contest on November 15th and 16th this year. We have revived the old Rebel Rally contest name and have expanded the meet to AMA AAA level. The contest will feature Combat, Racing, Speed and Stunt.

The stunt events will be run as they have been in the past with OTS, Classic, etc on Saturday and the full PAMPA schedule on Sunday. The Combat, Racing and Speed event schedules have not been finalized as of today but we will send you the information as soon as possible.

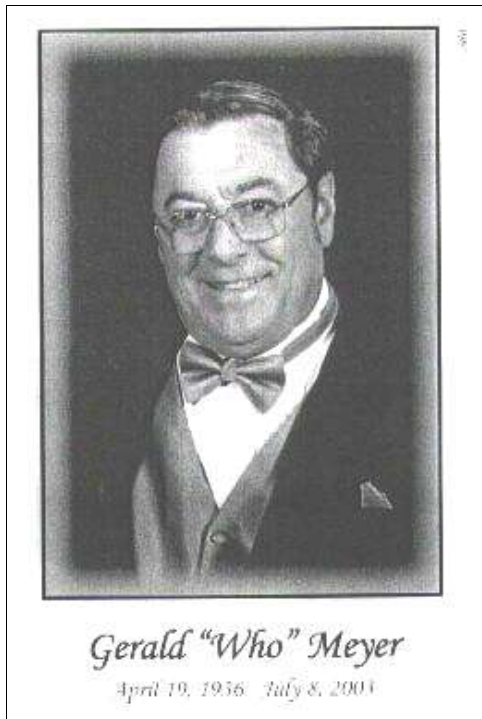
If you have any questions, please contact me (Flyer available on request). We are trying to publicize this and other control line events via e-mail. If you know someone who would like to get this information, please send me their e-mail address and I will add it to the list. Also, if you have friends who have changed their e-mail address, please send me the updated information. As always, this club e-mail list will be used for control line promotion only. You will not receive any commercial e-mail activity via this list.

We are looking forward to seeing you in Jacksonville in November,

Jim Catevenis
Secretary
Coastal Control Liners

EDITOR'S COLUMN

TIM STONE



We mourn the passing of Jerry Meyer on July 8th 2003 during the Nationals. For those of you that have not heard, Jerry suffered an apparent heart attack several hours after finishing his race in Slow Rat & passed the next morning at Ball Memorial Hospital in Muncie. Jerry's love of modeling was very apparent at his Wake, where his family brought in many photos of him racing, several trophies & planes. Modeling friends from across several States attended the Wake to celebrate his life. I had known Jerry since the '70's, and he was one truly fun guy to race with; we had many good times. We will always remember him; the constant ribbing... the fires...the bartering of planes & motors...his next year's 'secret weapon'...the excuses...and the victories.

Our deepest sympathy goes out to his Family.

2003 Nationals

With months of preparation behind me, it was time to go to big show in Muncie. When we were around 100 miles from the site, we started noticing a lot of flooding in the area. Pretty soon, after dodging puddles, detours & axle deep water, it seemed that Mother Nature drew a bullseye on Muncie! The new racing circles located North of the Combat area were unusable through the entire week of racing; the perimeter was around 40' of ankle deep mud. There was no way to set up all of the support equipment under those conditions. The Speed guys graciously gave up their practice circle for the rest of the week.

All of the flooding due to around 18" of rain over 5 days gave rise to 2 new local delicacies; 'roadkill fish' & 'Muncie

Bacon' (dried worms on blacktop). Temps were in the '80's most of the week with the exception of Tuesday when it got up to 96 degrees & made for some pretty sweaty racing. Almost every day, the rains & high winds held off until the late afternoon, allowing plenty of time for competition, but little time for practicing the next day's events. Friday (Mouse day) the winds were gusting over 30 MPH by morning & made for very rugged racing.

A total of 40 people entered racing events. As always, it was great to renew old friendships & meet people that I had only corresponded with over email & the Delphi forum. I enjoyed meeting Bob Kerr (who coined the name 'Hamster' for A-Rat) Bob is a terrific craftsman, skilled pilot & fun guy to hang with. Jim & Jason Allen were also new friends; I had quite a bit of email with them & was impressed with how far they have come in the relatively short time they have been racing. I enjoyed the company of John Starkey, an expert writer on motorsports; with a terrific upbeat attitude he's a real hoot to be with. John is the only guy I have seen being all smiles after a slow rat race! Mr. Foxbrakes, Brian Silversmith showed us that airplanes with odd landing gear can be pretty quick! I appreciate the effort Brian has made to keep us all more conscious of our health...better listen up, kids. Les Akre came down from Canada with some very fast stuff, he is an intense competitor & nice guy. I enjoyed the company of Don Burke after reading so many of his articles on his early Rats; the 'GRMZPF' is still a great design capable of winning anywhere.

On the other side of the new faces was the absence of a number of past competitors that did not show up. I will not go into the reasons why they sat it out. I will say that the loss is theirs as well as ours. Along with all the effort we put into racing comes a lot of passion for the sport; that passion translates into attitudes & disagreements sometimes. In spite of this we must realize that we are a small & unique group that must work through our problems if racing is going to survive.

If you have an issue with something, speak up & don't just walk away from it. I would like to think that along with an attitude for competing comes the resolve to fix things. If not, then maybe you're better off flying your ARF at the local RC field...

I can't do a complete report on the Nats, as I was pretty busy competing, this left me very little time for observing. The results on the following pages will have to speak for themselves.

Fox Race drew 2 JR-SR entries & 13 in Open. Weather conditions were easy on plugs, but led to extreme fuel economy; tanks that usually got less than 40 laps were going close to 50 on Sunday. Short tanking was the only way to combat this, but led to several pitmen running the 20 yard dash! Airspeeds were way down because of temp/humidity. Races were all pretty clean, & final teardown of motors confirmed the final results with no surprises. To those of you that are interested, I will be drawing plans of my "Sonofabat" In the very near future.

Slow Rat brought out 8 entries & some quick times. All 3 finalists used the familiar 'Biscuits 'n Gravy design which is

sturdy, flies well & gets down in less than a lap. Mike Greb came out on top followed by Bill Bischoff & Russ Green. Jerry Meyer's final race landed fourth place, while 2 of his planes had been acquired & raced by John Starkey & Dave Wallick with moderate success.

Clown was run for the first time at the Nats as an unofficial event on Monday after Slow Rat. This event never took hold in the Midwest, so it was interesting for me to watch & assist in the event. Nine teams competed in this event. Preliminary race was 2-back to back 7 1/2 minute races. Only 8 laps separated finalists testifying to how much effort entrants have put in to this event. In the 15 minute final it was Dave Hallas (1), Ralph Aaberg (2), Tom Schaefer (3).

Tuesday was Goodyear day. 2 Seniors, Jason Stone & Doug Short competed & a dozen open entries raced. Both Senior entries fell victim to gusty winds & equipment problems. Bob Oge & myself did not practice prior to the race, having been emotionally exhausted by the passing of Jerry Meyer. This lack of practice led to a poor showing in an event that we were confident that we would do pretty well at. Preliminary times were not bad, but not nearly as fast as previous years. It looked like Les Akre or Jim Holland (using the old but potent Bob Fogg Ohm Special) were the ones to beat. 6 entries made the finals, including David Betz, in his best Goodyear showing to date. He finished 5th. Bob Kerr, while posting a pretty good prelim time ended his final short of the 160...worse yet his problems were just beginning! Les went on to win with a respectable 5:58, & the rest of the pack far behind him. Les has become quite a competitor in this event.

Wednesday was F2C & Classic B Team race day. Only 6 teams competed in F2C while a good number of teams sat it out preparing for the Team trials the following weekend... entries were way down because of this. Tim Gillott & Todd Ryan had showed up on Tuesday & were Locked up in the hotel with their lathes & milling machines! Unfortunately I was not able to watch too much, as 'Moda-Yoda' (Tim Gillott) delivered my Hamster motor to me that morning & I spent the day setting up my new little pet. 2 rounds were flown, & in the end it was Tom Fluker /Dick Lambert (1), Bob Whitney/Jim Ricketts (2), Dave Wallick/Jim Holland (3). Hopefully some pictures here will make up for my lack of reporting.

B- Team race had 10 entries & the event seems to be getting more popular as the speed limit restriction was dropped. Vic Garner posted a smoking 1:32 for 35 lap fast time with Don Burke 1 second behind him. Unfortunately Vic had less luck on the next 75 lap race & missed the finals. Paul Haley & Tom Schaefer were also in the high 1:30's. In the 140 lap finals it was Burke-Schaefer-Haley; a line snag between Haley & Schaefer left Don Burke to finish the race solo; Schaefer was given a solo reflly final.

Thursday was a high point of the week, given the newness of "A" Rat (Hamster) & the popularity of Texas Quickie Rat. 6 Teams entered Rat, the majority of them with the paint still

drying! All in all a pretty good turnout for the first Nats. Rat racing is one of those things that you get in your blood & can't seem to get rid of! 2 were uprights (Vic & myself) while the remaining 4 were inverted 'Shark' style. Motors were Rossi MKII & MKIII, Nelsons & NovaRossi's. Mike McCarthy & Bob Kerr appeared to have their act together better than the rest of us; Bob's Rat is an immaculate piece of work. As with Goodyear, these .15's are so highly tweaked that they have their share of unforeseen problems. Bob Kerr had a fuel line problem that prevented him from posting a time.

Dick Lambert just couldn't sit out a good Rat Race! He flew in all the prelim races & all the finals with me; it was fun & an honor to race with him. Finishing were McCarthy/Lambert(1) Stone/Oge(2), Eichenberger/Stone(3). Mike had more airspeed than I did (after his 2nd gear kicked in!) but Bob Oge did a great job of pitting for me-4 flips total in the final. Hamsters are a riot to fly, faster than Goodyear & manageable pull. The October issue will feature Hamsters, please send me all the pics & info you got.

Texas Quickie continues to be the most popular event at the Nats. They are simple, manageable, easy to start, and there is an abundance of great motors thanks in large part to the work of Vic Garner & Bob Oge. 2 Seniors & 20 Open flyers raced. Both Seniors had mechanical problems in the prelim's , but went on to post final times that would have placed them 5th & 6th in Open! Good race by Doug Short (1)& Jason Stone(2); they were so close that neither passed the entire race!

In Open, airspeeds were very close with no one having a clear advantage. This has become a Pitman's race; it up to him to win or lose it. John McCullom posted quickest prelim time of 3:00, Betz was the cutoff for 9 finalists at 3:24.

We left on Friday, and missed Mouse 1&2, see Bill Lee's report for this & F2C Team trials report.



Texas Quickie rat pits



Lined up & ready to go. No 'Free-flyers' please!

South Jersey Race Reports- Phil Valente

The Middlesex Modelers had a contest on June 22nd. The threat of rain kept some people from coming out. The weather was in the 80's most of the day with mild wind of 5 to 8 mph. The skies remained overcast all day but didn't stop anyone from having some fun.

CLOWN RACING

	LAPS	ENGINE
1. Walt Gifford.....	299	Rossafox .19
2. Phil Valente.....	280	Rossi 15
3. Brian Silversmith.....	261	Moki 15
4. Ed Gifford.....	252.....	Fox 15

1 Ounce Goodyear

1. Brian Silversmith.....	8:22
2. Walt Gifford.....	8:46
3. Ed Gifford.....	9:40
4. Phil Valente.....	122 laps

AMA Scale Racing

1. Brian Silversmith.....	7:35
2. Tom Schaffer.....	7:41
3. Walt Gifford.....	8:31
4. Ed Gifford.....	72 laps
5. Phil Valente.....	68 laps

The South Jersey Aeromodelers had a contest on June 29th. It was a hot humid day which whipped all those who attended. (high of 93 degrees with 85% humidity). Nothing ran like it did the week before. This was supposed to be a NAT's tune-up???

CLOWN RACING

	LAPS	ENGINE
1. Walt Gifford.....	283 laps.....	Rossafox .19
2. Ed Gifford.....	279.....	Nelson 15 Diesel

3. Phil Valente..... 278..... Rossi 15
 4. Brian Silversmith.....251.....Moki 15
 5. Dave King..... 245.....Super Tiger 15
- Walt Gifford's "rossafox" engine performed very well. It didn't run as well as the week before when he got 299 laps but it was well in front of everyone else.
Ed Gifford (a 73 year old youngster) has won his share of Clown Race with a FOX 15. He has now moved to his Nelson Diesel with much better performance.

NCLRA FOX RACING

1. Walt Gifford..... 6:05
2. Brian Silversmith... 6:35
3. Phil Valente..... 8:12
4. Dave King..... 8:50

The heat and humidity really took its toll in Foxrace. These are tough to set in good weather let alone heat and humidity. However, Walt Gifford has his going pretty good and Brian Silversmith was close behind.

QUICKIE RAT

1. Walt Gifford.....7:10
2. Brian Silversmith.... 11:19
3. Phil Valente.....98 laps
4. Dave King..... 94 laps

Russ Green-Dallas Aero Summer Heat Race

Report

Dallas Hobby Park June 14, 2003

The Dallas Model Aircraft Association (DMAA) is one of the most active control line clubs in the country. Those of us that live near Dallas are able to race in three DMAA contests each year without traveling very far. DMAA held the second of these contests on June 14- 15, 2003 with racing on Saturday. Four racing events were scheduled, Mouse 1, Goldberg Race, Sport Goodyear and Texas Quickie Rat. Rain during the week threatened to cause problems; however clearing weather and recent hard work to improve drainage at Hobby Park resulted in good conditions. The threatening weather probably kept some people from racing because only 10 people signed up for racing events. The McCollum-Lee team was the only entry in Mouse 1, so they decided not to fly. The fiercest competition was in Texas Quickie Rat with the slowest qualifying time within 30 seconds of the fastest and only 1.07 seconds separating 1st and 2nd in the final.

Goldberg

1. Team John McCollum – Bill Lee	11:18.12
2. Team Phil Dunlap – Dale Gleason	13:02.51

Sport Goodyear

1. Team Phil Dunlap – Dale Gleason	7:56.94
2. Russ Green	8:46.04
3. Team John McCollum – Bill Lee	104 laps
4. Gene Hemple	4:00.00
(heat)	
5. Team Mike Greb – Bill Bischoff	4:20.93
(heat)	

Texas Quickie Rat

- | | |
|------------------------------------|---------|
| 1. Team Mike Greb – Bill Bischoff | 6:12.06 |
| 2. Team John McCollum – Bill Lee | 6:13.13 |
| 3. Russ Green | 7:05.52 |
| 4. Andrew Raney | 3:33.63 |
| 5. Team Phil Dunlap – Dale Gleason | 3:33.79 |

SOUTHEAST REPORT

BOB WHITNEY

Nothing going on down here this month . We are still waiting to see how long we keep Titusville as a flying site; I just got word that PALM BAY my town wants to open a model flying park FF, RC, AND CL more news later. Well I told you not to come to FLA to fly clown UNLESS you can do 300 laps! At the Nationals Dave Hallas did 297 and Pat & Ralph Aaberg did 294 [i think] to take 1st & 2nd at the Nats. This was the Aabergs 1st Nats Thats it for now BOB

NORTHWEST DISTRICT REPORT

by Mike Hazel

Greetings Racers! Sorry for missing the last issue deadline. It was immediately after our big one here (aka NW Regionals), and I was too buried with other work and duties. That included running the speed events at this meet, which happens to be another interest of mine. That's right..... I am not a racing purist! Sorry about that, and for all the other excuses. The unofficial results that were in the last Torque Roll appeared to be accurate. As I already mentioned, I was off over in the speed circle most of the time and only managed to get in a little racing. The following synopsis is courtesy of John Thompson, who was the racing event director.....
....

Regionals racing report

It was 2-1/2 days of exciting racing at the 2003 Northwest Control-Line Regionals.

Entry was down slightly from normal due to the absence of one group of "regulars" from California, but the quality of racing was excellent. Les Akre of Edmonton, Alberta, was racing's overall event champion based on his scores in all events.

The most hotly contested event of the weekend was Quickie Rat, as the best-heat times demonstrate: 2:58, 3:01, 3:08, 3:13, 3:15, 3:17, and the feature was equally close at 6:29 to 6:32

for the first two finishers. Typical of the quality of racing was the double-heat set between two Northwest teams, the Nitroholics from Oregon and S&S from Seattle, Wash. Two 70-lap heats were run without a single pass!

A Regionals record was set in the Northwest Sport Race feature, with the Bush-Persson team from California turning an excellent 8:06.59. An unusual engine teardown for the top four finishers in NWSR showed that all engines were true stock Fox .35 stunt engines. Again, as with Quickie, all the heat times were close.

There was also a Regionals record in Clown Race, with Mac Ryan turning 307 laps, and a Northwest record in the AMA Goodyear feature with Todd Ryan turning 5:51.22.

Rat Race offered a trophy for the best .15 rat racer and — surprisingly — all four entries were .15-powered. Racing was excellent, with the best heat time the 3:22.93 turned in by Les Akre. Bob Kerr was the winner at 5:55.24. All the planes were mini-Shark type planes, inverted rat racers. They looked and flew like rats, but the pilots appeared to be able to handle the planes with much less stress than the monster-pulling .40 traditional rats. We're looking forward to a lot more of this type of racing in the future.

Northwest Super Sport Race, a favorite event in the Northwest because of a tradition of close races dating back 20 years, again had close racing in both the heats and the feature, with the traditional pairing of Todd Ryan and the Nitroholics battling it out in the feature, Todd winning at a good 7:10.31. NWSS is sort of a "what slow rat was supposed to be" event, with an engine rule almost the same as Quickie Rat, slow rat-style airplanes with tanks restricted to the outboard side to prevent trick carburetion. Typical airspeeds are in the 100mph range.

The small-bore events also had excellent racing, with nine Mouse I entries battling it out with some excellent heat times. Les Akre won the feature at 5:09.03.

Four Mouse II entrants battled it out, with S&S taking the feature. Heat times were good, but the feature ended up less exciting, with the winning time only 10:58.

There were two junior/senior entries in Northwest Sport Race and Mouse I, and both events had trouble-free races, with Milissa Huber taking NWSR and Maria Huber taking Mouse I.

Two events, Northwest Goodyear and Slow Rat, had only single entries and may be dropped from the schedule next year.

The cooperation of the competitors was excellent all weekend. The contest ran on schedule, there were no major disputes and very few mishaps of any kind. Many thanks to the people who helped run the events: Dave Green, Paul Gibeault and Todd Ryan, as well as all the competitors who helped with timing and other administrative duties, including (among others) Bruce Duncan, Allen Hoffmann and Mike MacCarthy. Thanks to all who attended the 2003 Racing Regionals.

John Thompson, Racing Director
Thanks again, John!

We have two more contests in the NW to do some racing this season. The first one is the Jim Walker Memorial on Labor Day weekend being put on by the Northwest Fireballs in Portland at Delta Park. They originally weren't going to have any racing, but arms were twisted and Clown Race was added to the Saturday schedule. Contact Gary Harris for more details: slowcombat@att.net

October 11th kicks off the two-day Fall Follies meet in Salem, Oregon. The racing events will be flown on Saturday, and include: NW Sport Race, NW Super Sport Race, and NW Clown Race. More info can be had from John Thompson at: JohnT4051@aol.com

That's it for this time. Fast starts and smooth passes to you all,

Mike Hazel

NORTHEAST REP'S REPORT

BRIAN SILVERSMITH



Skin Cancer: Is the Sun the Real Culprit?

Summer ...suntans...skin cancer? With skin cancers of all kinds increasing at an alarming rate, and the deadliest form, malignant melanoma, threatening to surpass all other malignancies as the number one cancer in America within twenty years, it is imperative we investigate without delay its causes, as well as prevention and treatment strategies.

Although most public health officials and most dermatologists persist in insisting that sunscreen use or abstinence from sun exposure is our best prevention strategy, neither is actually our best protection against skin cancer. Today, as sunscreen sales go through the roof, skin cancer rates climb to record high levels. While some persons point to a 20-year lag time between sunbathing and diagnosis, it should be noted that although sunbathing was popular in the 1920s and 1930's, it wasn't until the 1960s and 1970's that skin cancer rates of all kinds began to spiral upwards.

Nearly two decades ago, researchers made a curious discovery. Though sun exposure was branded the culprit in the ever-increasing rise in melanoma, they observed that melanoma was occurring in areas where sunscreen was used the most and that rates were highest among those who avoided the sun and worked in indoor urban environments. In August 1982, an article was published in the prestigious British medical journal *The Lancet* entitled "Malignant Melanoma and Exposure to Fluorescent Lighting at Work. The authors of this study were the first to examine the possible relationship

between indoor fluorescent lights and the ever-rising rate of melanoma. It was found that working under fluorescent lighting doubled the melanoma risk in the research subjects.

As far back as 1982 these researchers pointed out that evidence *that* the sun was the causative factor in the development of melanoma was weak and inconclusive. In fact, in Australia and in England, people who worked indoors were getting more melanoma than those who worked outdoors. In addition, the researchers found that most of the melanomas occurred on areas of the body not exposed to light, such as the trunk and limbs. They surmised that tanning from regular exposure to the sun actually protected the skin and that persons who received more sunlight were less vulnerable to the deleterious effects of fluorescent lights. In related studies, Russian researchers found women working under fluorescent lights to be at a greater risk of melanoma, and in 1990 the U.S. Navy found the highest rates of melanoma in those who worked indoors.

Certainly, overexposure to the sun causes photodamage to the skin, skin aging & actinic keratoses (a precursor to squamous cell carcinoma). However, natural sunlight is necessary for good health. Daily moderate exposure enables the body to synthesize vitamin D and melanin (our body's natural sunscreen) and absorb calcium. Regular moderate sun exposure, believes Dr. Gordon Ainsleigh, can prevent as many as 30,000 cancer deaths in the United States yearly. A study published in *Cancer* (March 2002;94:1867-75) states that rates of 13 types of cancer were found to be higher in New England, where people may not be synthesizing vitamin D because of lack of sunlight in the wintertime: deaths from cancers of the rectum, stomach, uterus, bladder and others were nearly double those of people in the southwest. (Few differences in diet were noted.)

Most chemical sunscreens are designed to block Ultraviolet B rays, not the UVA rays which researchers believe cause the most harm to the skin. Furthermore, vitamin D is synthesized from UVB. In light of epidemiological studies linking lack of sun exposure to sub-optimal vitamin D levels, it may be time to reevaluate our notions of sun exposure and its effect on our health.

LETTER TO THE EDITOR

By JOHN STARKEY

Dear NCLRA members,

I went to the Nationals for the very first time last month and, having also been to a few speed and racing competitions, since returning to aeromodelling and one ugly fact stared me in the face. Both control-line speed and racing are dying.

Various reasons for this, some of them being: AMA's non-promotion of this branch of the hobby, R/C's dominance of the hobby, few young people joining, (They don't know it exists!) One thing I have become very aware of in the two years that I have been back in modeling is that no-one that I have met from outside the hobby knows what we do. This is

purely down to a lack of promotion and we can all start helping ourselves by, for a start, having a magazine devoted purely to control-line. There never has been such a thing, although there are many magazines devoted to radio control only. My suggestion? The C/L stunt flyers have been successful, (there are many more of them than us!) Why not amalgamate our respective newsletters into the PAMPA magazine, which has set a standard of excellence and size. That is, if they will have us!

I have written to their editor but, so far, received no response. Can I please ask all of you who may be interested in seeing this as a first step towards our survival, write or call the

2003 National Results

Fox Race

Name	Qualifying	Final	Place - Op	Place-JS
Jason Stone		06:33.78		1
Douglas Short		08:58.18		2
Steve Wilk	09:01.81			
Tom Schaefer	06:25.50	06:33.18	2	
Tim Stone	06:19.03	06:00.56	1	
Jason Allen	08:16.14		11	
Bob Oge	06:54.12		8	
David Hallas	06:39.68		5	
James Holland	06:52.65		7	
Tom Wilk	07:28.59		10	
Don Burke	06:32.56	07:19.75	3	
David Wallick	06:35.80		4	
John Starkey	1Lap		13	
Brian Silversm	06:43.18		6	
David Betz	07:05.66		9	

Slow Rat

Name	Qualifying	Qualifying	Final	Place
Bill Bischoff	02:53.38	02:45.49	05:51.37	2
Mike Greb	03:38.78	02:39.68	05:33.66	1
Russ Green	03:11.43	02:53.57	06:14.45	3
Brian Silversm	31 Laps	03:48.43		6
John Starkey	35 Laps	98 Laps		7
David Wallick	60 Laps	03:09.66		5
Steve Wilk	-	-		8
Jerry Meyer	03:05.88	DNF		4

Clown Race

Name	Qualifying	Qualifying	Final	Place
Jim Holland	79	144		4
Tom Schaefer	146	141	280	3
Ralph Aaberg	152		286	2
Don Burke	101	134		8
Brian Silversmit	49	136		7
Paul Haley	74	142		6
Dave Hallas	154		297	1
Bob Whitney	63	143		5
Dave Betz	0	28		10

Scale Race

Name	Qualifying	Qualifying	Final	Place	Place-JS
Douglas Short	31 Laps		34 Laps		1
Jason Stone	35		0		2
Les Akre	02:58.71	02:50.82	05:58.14	1	
Jason Allen	DNF	DNF		12	

editor and try to get some positive moves going towards the survival of our hobby.

Yours sincerely,
John Starkey



Mike Greb's winning Slow Rat

David Betz	03:59.27	03:30.60	08:02.16	5
Mike Greb	03:02.65	03:03.16	06:24.89	3
Jim Holland	03:35.07	03:04.06	06:23.86	2
Bob Kerr	04:45.73	03:16.50	72 Laps	6
Bob Oge	04:57.23	03:45.13		8
Jim Ricketts	37 Laps	03:13.71	06:26.37	4
Jimmy Ricketts	54 Laps	05:13.27		10
Tom Schaefer	52 Laps	DNF		11
Brian Silversmith	03:33.50	03:40.42		7
Tim Stone	03:49.35	04:01.63		9

F2C

Name	Qualifying	Qualifying	Qualifying	Final	Place
Jason Allen	04:21.89	04:31.81	DQ		5
Tom Fluker	03:24.48	03:30.79		07:03.71	1
Jim Holland	04:04.78	53 Laps			4
David Wallick	03:34.18	68 Laps	04:36.21	46 Laps	3
Bob Whitney	12 Laps	03:43.89	04:14.63	08:19.97	2
Steve Wilk	DQ	92 Laps	05:06.87		6

'B' Team Race

Name	35 Laps	70 Laps	Total	140 Laps	Place
David Betz	02:37.90	09:05.75	11:34.65		6
Vic Garner	01:32.71	36L			7
Glen VanSant	02:16.87	03:47.23	06:04.24		5
Paul Haley	01:39.52	03:47.23	05:26.75	32Laps	3
Don Burke	01:33.31	03:43.19	05:16.50	07:30.76	2
Tom Schaefer	01:38.73	03:30.75	05:09.48	07:13.52	1
Brian Silversmi	01:47.09	03:42.31	05:29.40		4
Dave Hallas	01:53.12	53 Laps			8
Bob Whitney	01:57.53	43 Laps			9
David Wallick	02:15.31	27 Laps			10

Rat Race

Name	Qualifying	Qualifying	Final	Place
Les Akre	31 Laps	07:02.71		5
Vic Garner	02:58.20	35 Laps	129 Laps	4
Bob Kerr	25 Laps			6
Tim Stone	02:53.08		06:02.50	2
Mike MacCarthy	02:46.50		05:58.75	1
Steve Eichenberg	03:13.83	03:06.82	10:07.48	3

Texas Quickie Rat

Name	Qualifying	Qualifying	Final	Place	Place-JS
Jason Stone	57 Laps		07:03.64		2
Doug Short	34 Laps		06:59.20		1
Lester Goldsmit	03:48.64	03:22.18	06:50.98	6	
Dave Betz	03:24.68	03:44.01	07:57.31	8	
Jim Allen	28 Laps	48 Laps		18	
Steve Wilk	03:30.34	53 Laps		14	
John McCollum	03:00.88		06:39.35	4	
Tom Schaefer	4 Laps	03:55.66		16	
Ralph Aaberg	03:28.12	03:34.78		10	
Victor Worley	03:30.06	65 Laps		13	
Vic Garner	DQ	DQ		20	
Darrin Albert	DQ	37 Laps		19	
Russ Green	03:11.93	03:10.24	06:43.07	5	
Bob Oge	03:26.19	03:14.04	06:35.79	3	
Tim Stone	03:08.44	33 Laps	06:33.99	2	
Brian Silversmi	04:05.12	37 Laps		17	



Dave Wallick's neat F2C Box

Dave Hallas	03:29.77	03:57.35		12
Jason Allen	04:41.10	03:42.62		15
Jim Holland	03:02.48		07:05.75	7
Les Akre	03:28.16	03:36.02		11
Tom Fluker	03:20.04	03:24.42	11:21.68	9
Mike Greb	03:08.73	03:05.45	06:21.34	1

Mouse 1

Name	Qualifying	Qualifying	Final	Place	Place-JS
James VanSant			06:58.90		1
Wade Schoonover			19 Laps		2
Lester Goldsmith	03:30.80	03:07.25		7	
Russ Green	02:31.66		05:08.92	1	
Dave Hallas	02:58.15	02:50.66		6	
Jim Holland	02:59.46	02:41.51	05:10.43	2	
Dave Rolley	02:42.50	02:45.43		5	
John Starkey	28 Laps	03:15.03		8	
Bob Whitney	36 Laps			9	
Victor Worley	02:38.76	02:39.49	05:25.16	3	
Mike Greb	02:29.66		05:44.24	4	

Mouse 2

Name	Qualifying	Qualifying	Final	Place
Mike MacCarthy	04:03.00	03:01.24	07:28.02	2
Jason Allen	06:09.00	03:22.26	08:07.64	4
Bob Whitney	03:26.57	03:39.82	07:16.03	1
Dave Hallas	04:44.63	03:17.12	07:29.41	3
Ralph Aaberg	04:09.64	1 Lap		5
Dave Rolley	48 Laps	37 Laps		6
James VanSant	17 Laps	39 Laps		7



Danette Wallick, proving that Dave has more planes than the Iraqi Air Force (& that's just his Team Racers!)



F2C Winners Lambert/Fluker (1), Whitney/Ricketts (2) Wallick/Holland (3)

Photo Gallery from 2003 Nationals



Don Burke & 'GRMZPF-BT 2nd in BTR



Mr Holland, Mr Fluker & Mr Ricketts
Mix it up



F2C Jury & hecklers hard at work



Les Akre & his slick Hamster, helping the paint dry!



Open TQR finalists Greb/McCollum (1) Stone/Oge (2)
Oge/Stone (3) Russ Green co-pitting with Mike Greb



Eliminator Prop lounge, ready to serve up some
tasty props! (2002 photo)



Seniors Doug Short (2) & Jason Stone (1) with their Pitmen / Dads



.15 Rat winners McCarthy/Lambert (1) Stone/Oge (2) Eichenberger/Stone (3)



Open Fox Race winners Silversmith/Schaefer (2) Stone/Oge (1) Burke/Holland (3)



Nice Nashville Rat by Jim Allen. Tank problems prevented a good showing.



Clown Race, first time at the Nats brought out 9 entries.



Russ Green's Biscuits & Gravy machine, 3rd in Slo Rat.



(L-R) Jim Ricketts, Jim Holland & Tom Fluker mix it up.



Dick Lambert snags a fast one; Wallick waits.



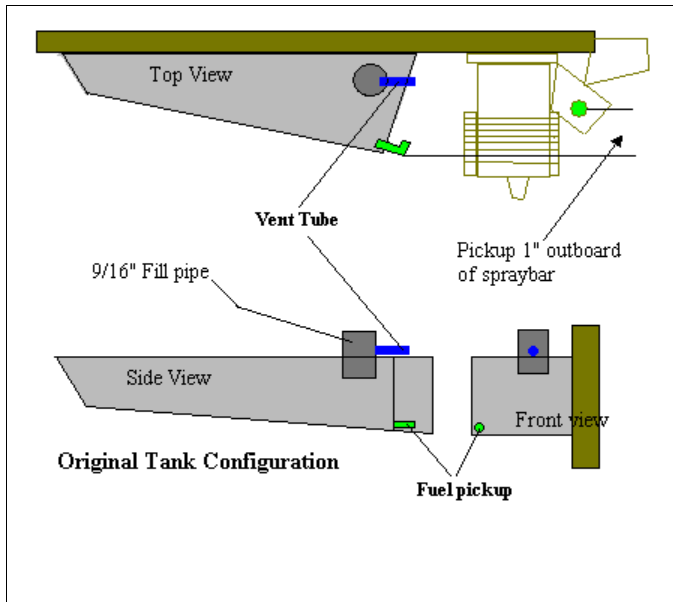
Mr Lambert
Warms it up

Tanks, Vic, Bill & Bob

By Tim Stone

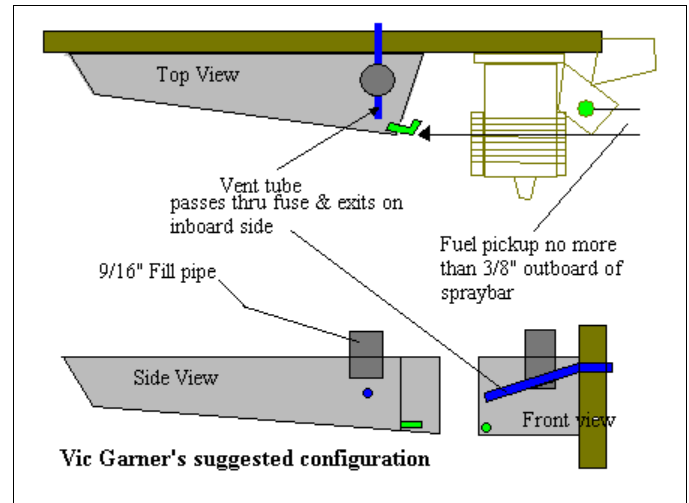
In the June 2003 NCLRA newsletter I had written an article on fuel tank construction, this issue we'll focus on the plumbing & geometry. The tank we will be describing is a suction feed 'Uniflow' type tank, as used on Texas Quickie Rat.

When I built a new fuel tank for my Matson 'Scorpion' the small body of this plane caused me to deviate from my normal tank setup. While the fuel feed & vent configuration was identical to my often used old setup (a modified 'Don's' 3.5 oz circular Rat tank) the tank for the new Scorpion was quite a bit wider.

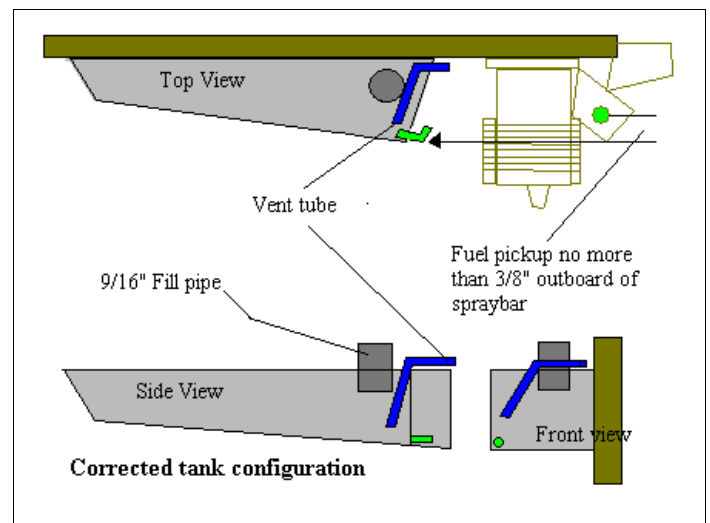


We had only 1 week until the Nationals before we were able to do any test flying with the new TQR. When we did, the tank run was inconsistent; the motor would lean out in the air after about 15 laps or so. I knew I had a problem & so did Bob Oge, my dear old Pitman....& we knew we didn't have much time to fix it!! Bob gave me his thoughts on what to do in terms of relocating the vent & pickup positions, & I fired off emails & desperate phone calls to Vic Garner & Bill Lee. Given the lack of time to fix, I wanted to get a consensus of the problem & possible fixes.

All three had slightly different ideas on what to do based on the success they had with their experience & setups, but there was a consensus that in general my tank was too wide, & vent position was wrong. While a vent tube works well when located in the filler neck of a *pressurized* tank (this eliminates the need for a check valve in pressure line) vent position is critical in a suction tank. Vent tube should be located (inside the tank) just above the fuel pickup, exit the tank & be as close to inboard side of fuselage as possible. Vic suggested that the vent tube should even pass through the fuse & stop on the inboard side. (see next drawing)



In addition, Vic pointed out emphatically that my tank was too wide; that the fuel feed tube be no more than 3/8" outboard of the spraybar center. I narrowed the tank as Vic suggested, but kept the vent tube on the outboard side of fuse rather than drilling a hole thru fuse as Vic suggested, given the time I had to fix. Final configuration is as shown in the drawing below.



I didn't get a chance to try it until we arrived in Muncie, but when we did, everything worked flawlessly. Run was consistent till the tank was dry, & needle setting at takeoff was manageable, being just slightly rich of peak. Thanks Bob, Bill & Vic for your time & knowledge.

2003 Contest Calendar

NOTE!! Confirm dates, locations & events with the CD or contact listed below. NCLRA cannot be held responsible for changes, errors, omissions, etc.

SCAR RACE #4 WHITTIER NARROWS CA

AUG. 24 'Fun in the Sun'

Mouse 1, Scar GY, SCAR Formula unlimited, TQR,
NCLRA Simple F2C. CD Jim Holland 209-726-0357
Jgmholland1959@yahoo.com

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
972-242-4930 Days, Nite # 972-840-2135
Sponsor; Dallas Model Aircraft Assn #1902

AURORA, ILLINOIS TREETOWN ANNUAL

AUG. 31 AURORA MUNICIPAL AIRPORT

Mouse 1, GY, NCLRA FOX, Treetown Fox, TQR
Speed, Carrier, Stunt
CD Bill Calkins 630-466-1531
Clflyer@mchsi.com

JIM WALKER MEMORIAL

PORTLAND-DELTA PARK AUG 30

Clown, CD Gary Harris email slowcombat@att.net

TOURNAMENT OF THE MILENIUM

SANTAREM, PORTUGAL

SEPT 5,6,7

Fox, TQR, Goodyear, Mini Goodyear, F2CN
Julio Isidro, CD
Julio.isidro@clix.pt
Web info page www.clportugal.com

SOUTH JERSEY

SEPT 7TH

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, Clown
CD Glen Allison 520-575-0359

SOUTH JERSEY

SEPT 28

2 OZ Big GY, Warbird, TQR
CD Brian Silversmith 732-274-8945

SCAR RACE #5 WHITTER NARROWS, CA

SEP.28 'Something Extra'

Clown, .15 Rat, TQR, NCLRA Fox
CD Jim Holland 209-726-0357
Jgmholland1959@yahoo.com

BUNNELL, FLA. OCT 4&5CANCELLED****

CD Ron Mackett 904-879-9070 or Gabe Manfredi
772-878-9220

Cancelled due to lost field. Events to be held moved to the
Nov 15 & 16 contest in Jacksonville.

JERRY WHO? MEMORIAL 350 LAP FOX RACE

FERMILAB, BATAVIA, IL

OCTOBER 5TH

Treetown Fox Rules, 350 lap
CD Glenn Lee 630-879-2558

SOUTH JERSEY

OCTOBER 5TH

Warbird, Foxberg, TQR
CD Tom Tabar 856-455-6436

FALL FOLLIES-SALEM, OREGON

OCT 11

NW Sport race, NW Super sport race, NW Clown
Contact John Thompson email JohnT4051@aol.com

SOUTH JERSEY OCT 19TH

Foxberg, Slow Rat, Warbird

SCAR RACE #6 VIRGIL WILBUR MEMORIAL

WHITTIER NARROWS - LOS ANGELES

OCTOBER 25 & 26 , 2003

Sat-Mouse 2, Ama Scale race, Scar Formula unlimited, NCLRA
Clown, .15 Rat. Sunday Mouse 1, SCAR Sport GY, NCLRA
Fox, TQR, Classic B TR. CD Jim Holland 209-726-0357
Jgmholland1959@yahoo.com

PHOENIX, AZ NOV 1ST

Fox Race- CD Ted Kraver 602-944-8557
Tkraver@qwest.net

REBEL RALLY 2003

JACKSONVILLE, FL NOV 15&16

Slow Rat, Mouse 1 & 2, NW Clown, FL Slow Rat,
NCLRA Fox, TQR, BTR, F2CN, Speed
Jim Catevenis 352-332-4683 email jcat@bellsouth.net

SOUTH JERSEY NOV. 16TH

1 OZ GY, 2 OZ Big GY, Warbird

CD Lester Froelich 610-384-5046

SCAR RACE #7 TOYS FOR TOTS-2003
WHITTIER NARROWS - LOS ANGELES
DECEMBER 7, 2003 EVENTS TO BE DETERMINED.

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