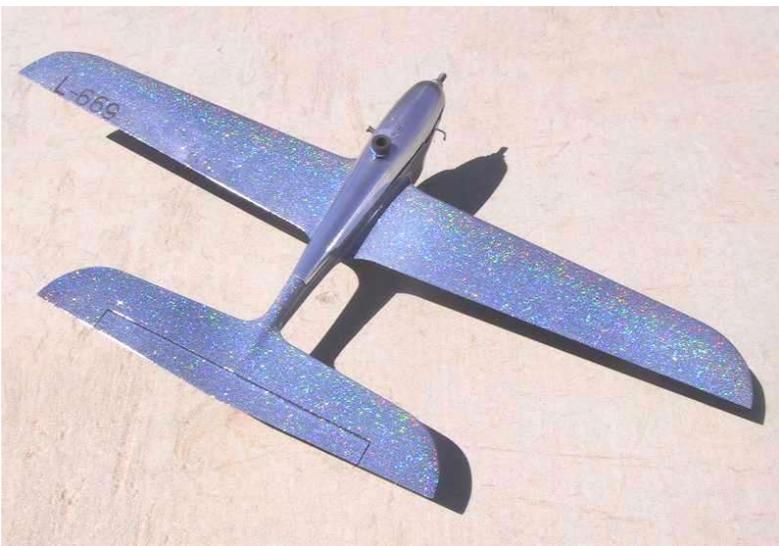


From: National Control Line Racing Association
Bill Lee, President
601 Van Zandt County Road 4815
Chandler, TX 75758



TO:

SPECIAL 'HAMSTER' ISSUE!



Torque Roll!!

**The Official publication
Of the NCLRA
Issue # 53
October, 2003**

President's Corner - October 2003

Bill Lee

NATs planning: The planning meeting for the 2004 NATs will be a weekend soon after I must submit this column to Tim for the October newsletter. I will be attending that meeting representing you. A couple of items that I will be taking to the meeting:

2004 NATS Category Director: Bob Whitney has stepped up to the plate and will be the Category Director for the 2004 NATs. As he has said to me in private e-mail, he will be asking us to be event directors, and has suggested that if an event director is not found for an event, that the event not be run. Somewhat draconian, but it serves to illustrate to all of us that we ALL need to contribute, and not always depend on those few who always seem to be the poor suckers stuck with it all!

If you're unhappy with the way things have been run in the past, then it's your turn to step up and run an event instead of flying it!

2004 NATs Schedule: As you all know, the 2004 CL NATs will start the day after the end of the 2004 CL World Championships in Muncie. Sunday has historically been the day when we start, with Fox Race in the afternoon of that day and then the other events on the days following.

I have been asked by some to consider rearranging the NATs schedule somewhat to allow some of our foreign guests to participate. I polled the NCLRA Board and we have agreed that we will flip the Monday and Wednesday schedules (see the schedule below).

Adding F2CN: We have also decided to add F2CN as an unofficial event at the NATs. Yes, perhaps somewhat premature, but once again due to the fact that we will have foreign visitors and some will be prepared to fly that event if we hold it. It was also decided to place it on the same day as F2C so that all of the diesel-only events are together. This necessitated a minor reshuffling of the other events. O.k., here's the schedule I will be giving to AMA at the NATs planning meeting:

July 11 - July 16, 2004

Sunday - NCLRA Fox Race (starting at noon)

Monday - F2C Team Race
NCLRA F2CN

Tuesday - Scale Racing
BT/R

Wednesday - Slow Rat
NCLRA Clown Race

Thursday - Fast Rat (.15 restrictions, etc.)
NCLRA Quickie Rat

Friday - Mouse I

Mouse II

And, as has been the historical case, we will have the NCLRA Banquet on Wednesday evening.

Banquet: Speaking of the banquet, how does everyone feel about the arrangements we had last year? For those who were not there, we met at Ryan's Steakhouse in their extra room. The arrangements were not big enough for the crowd that showed up! Many folks ate out in the regular room, but when we convened the meeting, all were able to get inside. However, the food was good and plentiful, and everyone could eat just about anything and any amount they wanted.

If this type of arrangement is acceptable (and so far all response has been positive), I will see if we can find a similar set-up with a larger room. Let me know.

Future NATs Planning: Where should we be headed with the NATs in future years? A couple of things have been heard recently that we should begin considering.

Location: The NATs have been in Muncie for the past 10+ years. As nice as the site is, that long haul from many parts of the country gets real old year after year after year. (With the NATs planning meeting I will have made five trips to Muncie or surroundings this year!) Is it time to consider having the NATs (well, at least the CL portion) at some other location on occasion?

Comments I've heard include the suggestion that every-other year, perhaps on the year when there is no CL World Championships, that the CL NATs be held somewhere other than Muncie. Let's hear your comments.

The Torque Roll: You are reading it! What do you think? Should we make any changes? Are you satisfied with what we're trying to do with our publication?

As you all know, Tim Stone has taken over the immense job of being the editor of the *Torque Roll*. It's a lot of work to produce a newsletter that has any real quality to it. And Tim needs your help, every month.

The *Torque Roll* is supposed to be the official vehicle of communication among racing folks in general and from your Board members (President, Vice President, Secty-Treasurer, District Reps) to the membership. Unfortunately, all do not always have a contribution. Take a look in this and past issues and see what YOUR District Rep has posted. And the other officers as well. If they haven't been putting something in, contact them and offer help. (Contact them anyhow! They can use your input!) Their names and addresses are listed on the back of this newsletter.

EDITOR'S COLUMN

TIM STONE

It sure is starting to feel like Fall here in Northern Illinois, even now the days are getting short and the leaves are starting to fall. After the Nats there are just a few contests left in the year for us Northerners; they tend to be laid-back events with very few people rolling out new equipment. Preparing for any contest involves a pretty fair amount of work; maintaining all support equipment, lines, batteries, etc as well as preflighting all the planes. Before each contest, I check each plane carefully for cracks, damage, controls, check all bolts, remove tank and flush it, and install new fuel lines. I go over each part of each plane carefully & look for potential problems; I try to keep all my stuff in race-ready condition.

Over the past few years I have kept records of temperature, humidity & race result times in order to achieve better consistency and more predictable results. I emboss I.D. numbers on all my motors to keep my records straight.

WHAT'S THAT SMELL?

Speaking of batteries I recently charged up a very old Globee fireplug that I had just bought a new battery for. I always open up the case & charge the battery directly on its terminals as a safety measure. After charging, checking voltage and reassembling the case, I carefully wrapped it in a towel and put it in my toolbox. Several minutes later I smelled an electrical fire & noticed smoke coming from my toolbox! Luckily I was still in the area & quickly tossed the goeey, smoking mess out into the grass as it burst into flames. Apparently something had shorted out when I put the case back together-scratch one Globee. Completely destroyed.

The moral of the story is to remind everyone that even 2.5 volt batteries can store a huge amount of energy and have to be treated with respect. In my own experience, I have had most shorting problems show up at the beginning of a charging cycle, or when you re-connect things after charging. Keep the area you charge in free of flammable stuff, and after re-assembling connections, watch for signs of a short before storing batteries.

TREETOWN CONTEST RESULTS AUG. 31

The annual Treetown Modelaires contest was held on Labor Day weekend in Aurora, Illinois. This was the 2nd year that it was held later than the traditional Memorial Day weekend. The date was moved because of the unpredictable weather in the Chicago area during the Spring. The weather forecast sounded ideal; high 60's, low humidity, no mention of rain. Ideal racing conditions! Bill Calkins & the club had even secured us a much better slice of the runway for racing, free of traction grooves that were a problem last year. As fate would have it, around 9:30 A.M. it started to drizzle steadily and it continued to rain *all day*. On top of that it got windier and colder as the day dragged on. I hate weathermen.

Turnout was very light, and we all deeply missed Jerry Meyer; he usually ran the Racing events. Tom Wilk had kindly whipped up a stack of 3M vinyl decals that read "Remember the 'Who' that he passed out to everyone. We will remember him.

TREETOWN FOX (100 LAPS 2 PITS)

- 1) Bob Oge 6:31
- 2) Tim Stone 6:47
- 3) Mike Segal 7:46

NCLRA FOX (100 LAPS 2 PITS)

- 1) Tim Stone 6:26
- 2) Bob Oge 6:27
- 3) David Betz 7:49

TEXAS QUICKIE RAT (140 LAPS)

- 1) Tim Stone 6:30
- 2) Steve Wilk 7:31
- 3) David Betz 7:43

GOODYEAR (140 LAPS)

- 1) Stoo Willoughby 5:51
- 2) David Betz 7:50
- 3) Bob Oge (dnf)

Mouse 1 was scratched due to rain. In spite of the nonstop rain, there were some pretty good times. Stoo's Goodyear was turning an incredible 14.3 in the rain.

NCLRA FOX RACING RULES CHANGE?

At the 2003 Nats there were several competitors that were disgruntled over the fact that NCLRA Fox allows just one Heat race. Following up on this, I conducted a poll on the Delphi internet forum. The opinions coming back to me so far have been;

7 votes- to allow 2 heat races

7 votes- to keep the rules as they are

7 votes- to allow 2 heat races with a final of # laps to be more.

My own opinion is strongly in favor of allowing 2 Heat races per competitor, both being 100 laps with a 100 lap final. Since a minority of NCLRA members are on the Delphi forum, everyone should voice their opinion to their Regional Rep, and in turn they will report to committee for a possible rules change. Make your opinion be known!

RECORDS SECTION

I have added the National Records to the newsletter. In addition to AMA events, I have also included supplemental events' records that are run at the NATS. The records are incomplete; I would appreciate any input from members to help me fill in the blanks. Remember that records are only considered official when they are set AT the Nats.

SOUTHWEST REPORT

DOUG MAYER

Greetings from the South West!! This month I've got a vacation planned for Baja California. I didn't plan ahead very well to take care of my model airplane article for the South West, so this will be a short message. My side kick Jim Holland (NCLRA Vice President) is also one of our regular South West members, so he will be sitting in for me this month.

Over the last year or so I have experienced some "model airplane burnout". I got tired of writing our local newsletter and Jim took over recently. I actually started to feel like working on models was starting to feel like work, and not like fun. I've talked to other guys who have experienced the same thing and it seems to be a phenomenon that tends to come and go. I seriously believe that if you have racing planes in your blood, its hard to ever quit. I raced CL planes when I was a teenager, and then I took a 20 year hiatus until I was in my mid 30's.



A good break from the hobby seems to be good medicine. I spent the entire summer "Kite Surfing" which is pretty amazing. A "traction kite" can range in size from a 20' wingspan upwards to a 40' wingspan. My average kite is a 14 square meter kite which has a 35' wingspan. The kite is connected to a handlebar (kinda like a straight mountainbike bar) and you steer the kite by turning the bar. This is nuts!! It's literally like the worlds biggest Slow Rat. It turns and steers just like a stunt plane, except that it generates hundreds of pounds of force, (yes, I'm not kidding). So then what? Well, put on your wetsuit, grab your kiteboard (almost like a wakeboard) and go surfing!! The kite pulls you around on the water or ocean like a ski boat, but even better than that, (remember the hundreds of pounds of force??) It can lift you up in the air 10-20 feet and then return you back to earth like a parachute. I guess now you know why I'm spending my week vacation in Baja.

Now to finish the story. Burnout can be solved by changing your interests. Too much of one thing will give you burnout in any hobby or sport. Now that the summer light is dwindling and the evenings are getting darker, I'm finding myself migrating back to the garage. I've re-ignited my intest in

airplanes again and find it to be theraputic and fun instead of feeling like work. I've got some new airplanes on the boards that I designed a year or two ago and never built. I'm planning to do construction articles and document the construction of these new planes as I build them, so look for that in future issues. Burnout is only temporary. If racing is truely in your blood, just give it a break, the right time and place will return and you'll find yourself glueing your fingers together with CA in no time at all.

Cheers, from the South West,

Douglas Mayer

Official Results SCAR Race #4 ' Fun in the Sun' August 24, 2003

Mouse I

Position	Entrant	Heat	Final
1	Jim Holland	02:29.07	05:13.00
2	Greg Kovach	DNF	07:07.78

SCAR Sport Goodyear

Position	Entrant	Heat 1	Heat 2	Final
1	Fred Buschbaum	06:24.63	07:07.03	12:39.21
2	Vic Garner	06:19.28	05:07.36	14:00.42
3	Jim Holland	06:06.72	Scratch	91 Laps
4	Chris Peter	61 Laps	Scratch	

SCAR Formula Unlimited

Position	Entrant	Final
1	Bush/Persson	08:17.81
2	Jim Holland	08:30.79
3	Chris Peter	09:30.98

NCLRA Quickie Rat

Position	Entrant	Heat 1	Heat 2	Final
1	Jim Holland	03:25.32	03:04.26	06:42.56
2	Chris Peter	03:32.97	03:48.13	112 Laps
3	Bob Murphy	03:32.93	03:06.37	105 Laps
4	Don Burke	04:02.00	03:43.28	
5	Vic Garner	03:58.4	25 Laps	
6	Greg Kovach	04:09.4	Retd	

Eliminator Propellers

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Carbon Fiber & Fiberglass Propellers
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South Central District Report

By Russ Green

We had a couple of good racing contests this quarter in the South Central District. I have included the race reports and some pictures. After attending these contests it seemed clear to me that there needs to be a place on the internet for people to access South Central local rules. It is not uncommon for an out of town contestant to travel to a contest and find that the rules are a little different than they thought. The contestant may not have had easy access to the rules and the contest management does not want to lose the entry. So, the contestant is usually able to make some quick changes or is allowed an exception so they can compete. This type thing can be frustrating for both the contestant and the contest management. I have made an effort help resolve this type problem by starting a simple page on the internet where South Central District local rules can be accessed. It can currently be found at <http://webpages.charter.net/jgreen2/>. I am working with Bill Lee to see if it can become a page or a link in the NCLRA web site.

I want to give a big thanks to Linda Gleason for taking and providing the pictures I included this time. One of the pictures is Bill Lee's presentation of the NCLRA Nationals points champion award to Mike Greb at the August 2003 Dallas Model Aircraft Association (DMAA) club meeting. Mike was not able to take the award home from the Nationals because his name was not engraved yet. Congratulations Mike!

Russ Green



NORTHWEST REPORT

MIKE HAZEL



Contest Results: August 30, Portland, Oregon, Jim Walker Memorial Meet

The Northwest Fireballs Club were nice enough to add a racing event to their meet. Thanks guys! Since we had only four entries, we did full length heats.

NW FLYING CLOWN RACE

- | | |
|--------------------------|------------|
| 1) Hazel / Thompson Team | 225 |
| 2) Allen Hoffmann | 184 |
| 3) Millissa Huber | 133 |
| 4) Dave Shrum | (heat) 137 |

Only one more meet in the NW with racing this year, and that's the Fall Follies contest. This takes place on October 11 & 12 in Salem, Oregon. This will quite likely be old news when you read this.

I would be interested in hearing from you racing folks around the country that might have ideas about promoting racing. Interest in the Northwest has really been waning the last couple of years.

Some of the stuff that we have tried include: Designating one of the beginner-friendly events, and having a separate novice award at meets. One year we had a nice cash prize for "rookie of the year", which was given at the end of the season. We have also had racing seminar events, where anyone could show up and learn some basics.

These ideas sounded good, but the participation left a lot to be desired. The case in our region seems to be not so much as the racers went away, but they have drifted off into other events. We used to have a lot of fliers that were racing as a secondary interest to their main event. It seems that we have lost their attention as well.

I know that any discussion of participation in our general hobby is an old one, but I gotta believe there are some new ideas that need to be tried. Again, any input would be greatly appreciated.

Fast Laps and Quick Pits,
Mike Hazel

RAT RACING UPDATE-
THE HAMSTER CHRONICLES
BY TIM STONE

At the 2003 Nationals Rat Race was run under the newest rules limiting engine size to a .15. Seven entries made for a pretty decent turnout for the first year of the event. On the Delphi forum some months ago, 21 people participated in a poll & expressed interest in building under the new rules.

While some may lament the passing of the monster pulling 155 MPH .40 Rats, a rules change was necessary to save the event from extinction. It had become a fun spectator sport, but very few could fly them.

Rat racing is something that just gets in your blood & stays there. The evolution of Rat to .15 size is just what the Doctor ordered; they're fast but handle well within the abilities of most decent pilots. Most people have some competitive .15's in their possession; if you don't they are pretty easy to get. Top shelf motors can be obtained from Vic Garner, Tim Gillott or Bob Oge, and a stock Nelson AAC F.I.R.E. is very competitive out of the box with no rework needed. (All these are listed in the 'Suppliers' section in the back of the newsletter)

Building a Hamster requires attention to details & more planning than you would expect. The biggest problem is size; It is difficult to fit all the mechanicals inside the relatively small body. So far there have been 2 styles of Rats built & raced; the 'Midwest Upright' style, and the 'West Coast Inverted Shark' style. Each has its' advantages & it is up to you to decide for yourself which route to go. Presented here are both types.

MIDWEST UPRIGHT STYLE



Well we call it 'Midwest...' but Vic Garner broke the rules! Vic's original design Hamster uses NovaRossi .15 that he has extensively modified. The case has been shaved for weight reduction & fit within the fiberglass top, which was made by Steve Eichenberg. Steve also fabricated the shutoff. A nice detail of this 'glass top is the extra height Steve has built into the rear; it allows an easier tank fit & control access. Vic uses a DARP full length pan, mounting the landing gear thru a single hole located in a boss area up front. The DARP pan is available from Barry Tippet. As shipped it is quite heavy

and has a large skid cast in .(they are designed for Speed ships) At a little over 4 OZ. , lots of grinding is needed to prepare the DARP pan. Although I would prefer to place the gear further back, it seems to work ok for Vic as it is.

Vic's approach is no nonsense typical of an upright Rat design. The mechanical setup is much simpler than an inverted, and simpler usually means more reliable. Inverted Rats are generally faster due to better slipstreaming & much shorter landing gear legs.

Inside reveals a tight but relatively simple setup. Tank is a little under 2 OZ & gives about 38 laps max, yet it fills most of the pan area. Getting a good tank setup is a major task in an upright design; due to minipipe placement, filler must be at the rear of the tank. Note 'hot thumb' setup; contacts on the outboard wing keep the pitman's hand away from the minipipe.



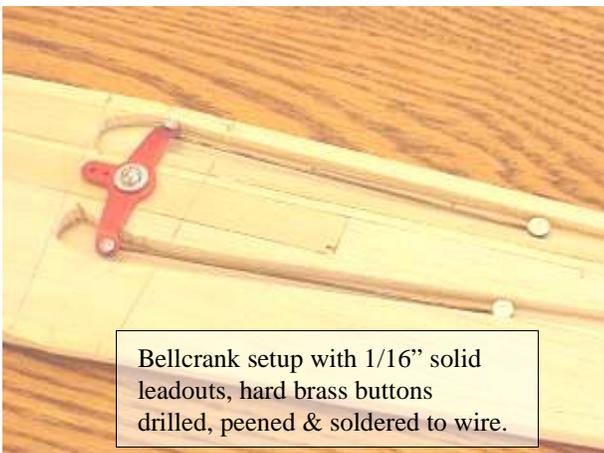
My Hamster, original design. 2nd place 2003 NATS. Weight about 19 OZ. Fiberglass top from Steve Wilk, top chopped about 5/16" to expose top of Gillott prepped MKII Rossi. With a larger motor such as Novarossi, you probably wouldn't have to do this. Darp 'A' full length pan. This top is designed for speed ships, so space is really tight; mechanical setup requires careful layout. Steve Wilk makes this style of top in both Fiberglass & carbon fibre; 'glass tops available in several colors.



Here's my Hamster guts. Power is a Gillott prepped MKII Rossi timed for minipipe. I also use one of Steve Eichenberg's fine shutoffs. Mechanical setup is quite similar to Vic's as I consulted with him prior to building. Tight space requires a lot of forethought in tank & shutoff placement, but in the end everything works. Tiny fuel filter from Dave McDonald. Landing gear made by threading 1/8" wire, then tapping pan on the inboard boss of pan. (Thanks to Dick Lambert for this tip) Note extensive grinding on DARP pan that reduced weight from 4.5 OZ to 2.8 OZ.



Tim Stone's Hamster tank. Pressure line ends in filler neck, fuel pickup at edge of tank angle. Shape determined by pressing clay into pan cavity & making patterns from the clay plug. 2.5 OZ is about as much as you can get in a DARP pan. Runs are very consistent with this setup & no check valve is required on pressure line.



Bellcrank setup with 1/16" solid leadouts, hard brass buttons drilled, peened & soldered to wire.

WEST COAST INVERTED 'SHARK' STYLE



Mike McCarthy's 2003 Nats winning 'MiniShark' looks fast just sitting there. A virtual copy of the full size Gillott 'Shark'. Nelson power & tons of airspeed. Mike's workmanship is outstanding; in the future we'll try to get some more detailed photos. DARP pan cut down & all wood bottom. In this picture the aerodynamic advantage of an invert is obvious. On the downside, inverts are more likely to suck in debris due to lower venturi; and a hard landing is more likely to damage the engine.

Since Mike built this plane, Henry Nelson has come out with an ideal pan for inverted Rats. It is a fabulous piece Of CNC machining weighing 1.5 OZ, with .045 wall thickness, cost \$ 50.00



Specify plain or drilled for motor when ordering. Due to the thin walls, there is much more room for fuel tank & mechanical stuff. This pan could probably be used for upright design by tapping into the motor boss area for landing gear struts. Fits the Nelson .15 like a glove, also fits Rossi MKII & MKIII. Front end is much slicker than other pans as it is intended to have no spinner at front.

If you decide to use this pan, you'll have to fabricate your own top or modify a Wilk or Eichenberg top to fit it. Contour of the Nelson pan is different than a DARP pan that these tops are designed to fit.



Bob Kerr's Hamster. Bob has taken an all-out approach to this event and built one of the nicest Rats to hit the circle. Bob's rodent has a carbon fibre custom molded top shell, and motor crutch made from 1/4" aluminum plate.



Motor crutch detail. NovaRossi power. Note that tank is silicon'd into the crutch along with shutoff. Don't ask why there's 2 needle valves! Using his own crutch, Bob was able to create some additional space.



Top view shows tank placement. Much more room for fuel tank than with a typical upright. Tank looks to be around 3 OZ.

Just what will become the dominating design is still up in the air. Several other designs such as the 'Inverted F2C Turtlewing' style & 'Texas Quickie' style have yet to be tried in this event. One thing for sure is that winners are always copied & refined by others. The planes that you see here are just smaller versions of successful .40 sized Rats dating back to the '70's. There are no plans that I am aware of for .15 sized Rat at this time. A good bet would be to pick up the CD of "Rats & Goodyears" from Tom Wilk and resizing a .40 Rat to fit the new .15 size rules. There is a wealth of information to be gained by researching these old designs.

SOUTHEAST REPORT **BOB WHITNEY**

By now you probably know about the REBEL RALLY, contest NOV 15 & 16 2003 in Jacksonville, Florida. We will be having Combat, Stunt, Speed and Racing, AMA Slow Rat, Mouse 1&2, NCLRA Fox [two heats] & feature. Texas Quikie, B-Team Race, F2CN, and maybe F2C after hours if we get three or more entries. Contact GENE MARTINE 1-904-388-0197, or email at gmflying@bellsouth.net. Also florida Slow Rat contest is in Jacksonville. Looks like we have some out of towners coming, so it should be a good meet.

We still have our Titusville site FOR NOW. Other than a Stunt & Combat contest by the TAMPA BAY LINERS OCT. 26th you can contact me for details. Combat is 1/2 & 80 MPH.

I just got dates for the Nov 15 & 16th contest, Sat- AMA Slow Rat, Mouse 1&2, Clown, Fla Slow, Sunday, Fox, Texas Quickie Rat, F2CN.



Close up reveals a whole lot of carving detail. Note separate pushrod for shutoff. Time to get intimate with your Dremel!

Race Report By Russ Green
Air Capitol Control Line Championships
Wichita KS August 9, 2003

The Wichihawks Model Airplane Club held the Air Capitol Control Line Championships on August 9, 2003 in Wichita KS. Everyone was glad to see calm conditions in Wichita this year even though it was a little warm. Nine contestants entered racing events. The most popular event was Scale Racing II with five entries. Scale Racing II is similar to the Sport Goodyear event in Dallas and contestants use the same equipment for both. Watch for these and other South Central local racing rules to be available on the internet soon. One of the highlights of this contest for me was a great feast on Saturday evening topped off with homemade ice cream. I understand that this Saturday evening dinner is an annual social event that has been very popular. Good weather, people, food and racing made for an enjoyable weekend.



George Lieb and his Goodyear at Wichita

Mouse I

1. Melvin Schutte 5:50
2. John Holliday 6:15
3. Kevin Seaton 6:42
4. Tom Franklin 2 laps

Slow Rat

1. Mike Greb 6:14.5
2. George Lieb 6:28.4
3. Russ Green 38 laps

Scale Racing II

1. Mike Greb 8:25.1
2. Dale Gleason 8:29.0
3. Phil Dunlap 8:49.0
4. George Lieb 9:08.0
5. Russ Green 9:43.2

Goldberg

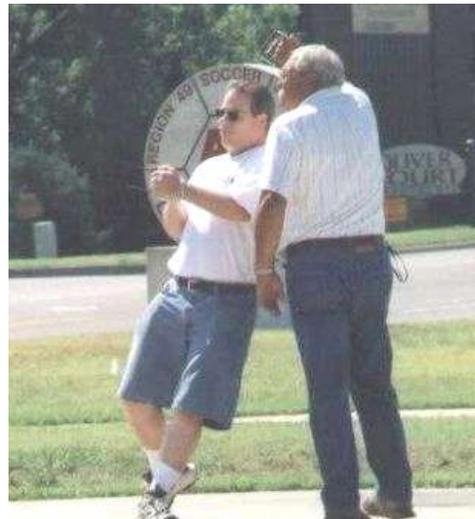
1. Melvin Schutte 11:03
2. Phil Dunlap 11:12
3. Dale Gleason 12:00
4. Tom Franklin 12:37

Scale Racing

1. Mike Greb 6:42.0
2. George Lieb 30 laps

Quickie Rat

1. George Lieb 7:09.0
2. Mike Greb 8:17.6
- Russ Green 116 laps



Russ Green and Mike Tallman hanging on to a couple of Slow Rats in Wichita



Slow Rat champion Mike Greb sharing knowledge with Kevin Seaton in Wichita



Mike Greb warming up his Goodyear which can be configured for AMA or Sport / Class II Goodyear. This airplane won 1st in Scale Racing II using a Fox 15 then came back to win 1st in AMA Goodyear using a Nelson 15 at the Wichita contest.



Dale Gleason, Mike Greb and Mike Tallman - Scale Racing II at Wichita



Racing contestants at the Air Capitol Control Line Championships in Wichita



4º TORNEIO DO MILÉNIO SANTARÉM - 2003

TEAM RACING

1/2 A VTR

Results		Time
37 – TOOGOOD / 36-WARD	GBR	8.59.8
1-ISIDRO / 59- RIDLEY	POR/GBR	11.04.8
51-MORRALL / 60-NEWBOLD		

A VTR

Results		Time
37 – TOOGOOD / 36- WARD	GBR	7.21.4
46- ANDREWS / 45- TAYLOR	GBR	9.39.5
35- FINCH / 52- MEALING	GBR	9.52.7

B VTR

Results		Time
37- TOOGOOD / 36- WARD/ 38- TOOGOOD	GBR	7.18.5
46-ANDREWS / 52- MEALING	GBR	7.49.8
1- ISIDRO / 59-RIDLEY	POR/GBR	83 LAPS

GOODYEAR

Results		Time
50- DAGLISH / 49- WORGAN	GBR	10.05.8
1- ISIDRO / 59- RIDLEY	POR/GBR	10.24.9
40- LEEMAN / 41- JEPHCOTT	GBR	11.33.9

MINI-GOODYEAR

Results		Time
50-DAGLISH / 51- MORRALL	GBR	4.37.7
81- B. ANDREWS/ 46- ANDREWS	GBR	6.29.6
54- FRY / 34- WINSTANLEY	GBR	6.32.9

MINI-GOODYEAR - JUNIOR

Results		Time
81- B. ANDREWS/ 46- ANDREWS	GBR	6.29.6
47- C.ANDREWS / 46- ANDREWS	GBR	6.52.7
11- PEREIRA /10- COELHO	POR	DNF

PHANTOM

Results		Time
1-ISIDRO / 36- WARD	POR/GBR	7.03.9
51- MORRALL / 30 - BUYS	GBR/ND	7.39.1
58- HAYWOOD /60- NEWBOLD	GBR	7.58..3

QUICKIE RAT

Results		Time
1- ISIDRO / 59- WARD	POR/GBR	4.12.7
46- ANDREWS / 52-MEALING	GBR	7.50.9

FOX RACING

Results		Time
1- ISIDRO /36- WARD	POR/GBR	6.35.8
11-PEREIRA / 10- COELHO	POR	10.05.7

F2C NAT.

Results		Time
82- WALLICK / 41- JEPHCOTT	USA/GBR	8.56.8
46- ANDREWS / 52 - MEALING	GBR/GBR	118 LAPS
1- ISIDRO / 30- BUYS	POR/GBR	24 LAPS

Race Report

2003 CHARLES ASH MEMORIAL SOUTHWESTERN CL CHAMPIONSHIP

Saturday, August 30

The Dallas Model Aircraft Association held the Charles Ash Memorial Control Line Championships on Saturday August 30, 2003. Weather reports looked pretty bad earlier in the week;

however, it turned out to be good for the Saturday racing.

The racing circle had been resealed a couple of weeks earlier and had new stripes, so it was in great shape. These conditions set the stage for a great day of racing for the eleven contestants that entered racing events.

Slow Rat

- 1)Mike Greb 5:40.41
- 2)Russ Green 6:04.72

Mouse I

- 1)John McCollum 5:22.60
- 2)Melvin Schuette 5:51.06
- 3)Kevin Seaton 6:11.57
- 4)JJ Holliday 6:18.52
- 5)Doc Holliday 6:38.17
- 6)Mike Greb 6:42.17

Goldberg Race

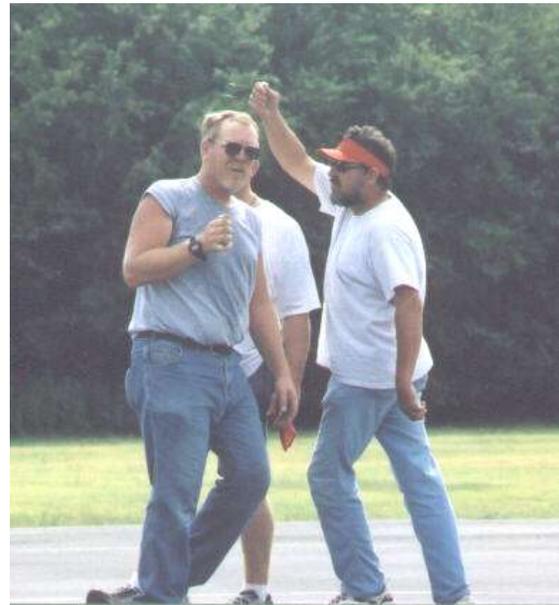
- 1)Dave Ek 11:11.29
- 2)Melvin Schuette 11:38.47
- 3)Phil Dunlap 12:04.19
- 4)Dale Gleason 74 laps
- 5)John McCollum 39 laps

Quickie Rat

- 1)Mike Greb 6:11.93
- 2)Russ Green 6:14.18
- 3)Dale Gleason 7:48.90
- 4)Melvin Schuette 3:31.37
- 5)Kevin Seaton 3:42.09
- 6)Doc Holliday 4:07.07
- 7)JJ Holliday 5:26.14

Sportsman Goodyear

- 1)Dale Gleason 7:51.04
- 2)Mike Greb 8:14.61



Melvin Schuette, John McCollum & JJ Holliday
Mouse Racing in Dallas.



Dale Gleason, Russ Green and Melvin Schuette in Dallas



Melvin Schuette and Phil Dunlap pitting for Dale Gleason in Dallas. Notice how well the circle looks after the recent sealing job.



Racers at the 2003 Charles Ash Memorial Southwestern CL Championships. Gene Hemple in front with his AMA Model Aircraft Hall of Fame Award.

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.

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-Mouse2, 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 ESTABAN PARK

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
Gene Martine 904-388-0197 email gmflying@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.

NATIONAL RECORDS

SLOW RAT

JR (70 LAP)	5:16.20	SCOTT MATSON	7/10/00
(140 LAP)	6:47.37	SCOTT MATSON	7/10/00
SR (70 LAP)	4:29.63	HOWELL PUGH	7/20/94
(140 LAP)	10:58.47	DOUG SHORT	7/10/00
OP (70 LAP)	2:36.31	BOB OGE	7/18/91
(140 LAP)	5:24.94	MIKE GREB	7/19/90

½ A MOUSE 1

JR (50 LAP)	2:37.57	SCOTT MATSON	7/15/99
(100 LAP)	5:17.68	SCOTT MATSON	7/17/99
SR (50 LAP)	2:44.68	DAVE ROLLEY JR	7/15/99
(100 LAP)	5:20.11	D.J. PARR	7/16/98
OP (50 LAP)	2:14.35	RYAN/MCCARTHY	7/13/01
(100 LAP)	4:22	RYAN/GIBEAULT	7/15/99

SCALE RACING

JR (70 LAP)	2:50.65	BOB FOGG III	7/16/91
(140 LAP)	6:08.55	BOB FOGG III	6/23/92
SR (70 LAP)	3:15.12	DOUG SHORT	7/11/00
(140 LAP)	5:40.05	BOB FOGG III	7/11/95
OP (70 LAP)	2:39.38	WILLOUGHBY/OGE	7/15/97
(140 LAP)	5:33.04	BOB FOGG II	7/16/91

F2C TEAM RACING

OP (100 LAP)	3:16.7	ASCHER/ASCHER	7/19/02
(200 LAP)	6:57.36	LAMBERT/BALLARD	7/15/98

RAT RACING

OP (70 LAP)	2:46.50	MCCARTHY/LAMBERT	7/10/03
(140 LAP)	5:58.75	MCCARTHY/LAMBERT	7/10/03

NCLRA FOX

JR (100 LAP) ?			
SR (100 LAP) ?			
OP (100 LAP)	5:37.41	MCDONALD/MATSON	7/11/99

NCLRA CLOWN

OP 280 LAPS	SCHAEFER/SILVERSMITH	7/9/03
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NCLRA TEXAS QUICKIE RAT

SR (140 LAPS)	6:59.20	DOUG SHORT	7/10/03
OP (70 LAPS)	3:00.58	JOHN MCCULLOM	7/10/03
(140 LAPS)	6:21.34	MIKE GREB	7/10/03

EDITOR'S NOTE...As this is the first publication of records in the Newsletter, please forgive the exclusion of B-TR & Mouse II records. Anyone having this information please forward it to the Editor. Any updates or reporting of changes are appreciated. Note that records in C/L Racing are only considered official if they are set during the AMA Nationals.

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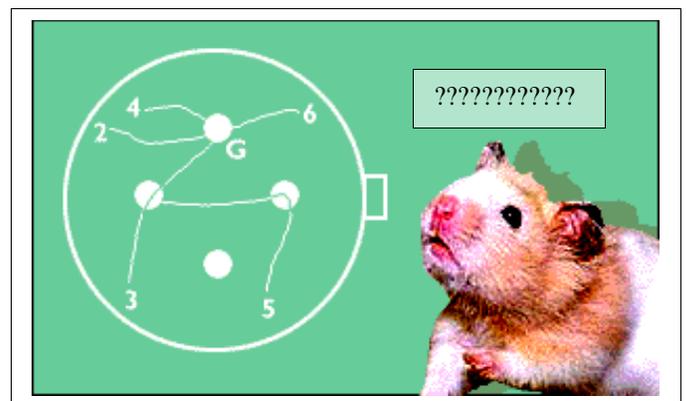
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At the address given on this page. While this is preferred format, we will take submissions in just about any format, they can be written, typed or mailed to Tim Stone.



Typical Hamster racing circle layout.