

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



TO:

ELECTION ISSUE!

Torque Roll!!

**The Official publication
Of the NCLRA
Issue # 57
June, 2004**

President's Column – June 2004 –Bill Lee

NATs Planning: As you all know, the NATs Racing director this year is Bob Whitney. Bob has stepped forward to take his turn running the NATs instead of participating. And he still needs help. Please contact Bob at F2CRACER@aol.com to volunteer. Yes, the time is short and that is why this late request is the first thing in this column!

The NCLRA dinner and meeting will be held at the Sirloin Stockade. That's another buffet place about a mile west of where we were last year. Better food IMHO, and a bigger back room for us to use. The banquet will be on Wednesday evening as is the norm.

Fuel for the NATs will be supplied by PowerMaster. It will be GMA 10%. That blend of fuel has 22% oil: 11% synthetic and 11% castor. We have contacted Fox to sponsor Fox Race and it is expected that they will supply fuel and prizes as they have in the past.

World Champs: The 2004 CL World Champs are rapidly approaching. Planning is coming together well. As of last word, we have 28 countries that look like they will be there. Based on the information entered into the World Champs web site, there are 34 F2C teams entered.

For added information, visit the World Champs web site at:
<http://www.2004CLWC.org/>

Racing will start each day, Tuesday through Friday, at 10:00 a.m. The idea is that the weather in Muncie is best in the morning, but tends to get windy later in the day. But to avoid the early-morning temperature change, we will start at mid-morning and be completed each day by 1 p.m. or so.

The Qualifying rounds will be flown Tuesday-Thursday, Semifinals on Friday, and then the Finals will be scheduled on Saturday, interspersed with the F2D Finals and the F2A "Best of the Best" mini-competition. And of course, F2B will drone on all day long! :-)

Ballot: In this issue is a ballot that you need to fill out and return. This is the year that we elect the President, Vice President and Secretary/Treasurer. And, for a change, there are folks wanting to do the job! We actually HAVE multiple nominees for these positions. A couple of "campaign statements" were published in the last issue of the TR, and others follow in this issue.

Also on the ballot will be two proposed Bylaws changes which are described elsewhere in this newsletter. Please vote!

Racing Coverage: I received a long note from Bob Hunt concerning the ability of *Model Aviation* to cover events in the magazine. The restrictions that they have are severe, and since the magazine is supposed to reflect the membership to some degree, those of us in the "niche" category will have to accept infrequent coverage of our interest.

Bob has asked each of the Special interest Groups of AMA to provide him a list of events which we would like to have

special consideration for coverage. Obviously, the NATs must be there, but that is a given since there is an entire issue of MA devoted to that event. And this year, the World Champs will be covered, so I am told, since it is being held on U.S. soil. But what else do we want to see covered? What events? Are there any?

I believe that if we are to have adequate communication within our interest, we are going to have to do it ourselves. I do not see any help covering and promoting CL Racing coming from AMA or via *Model Aviation*. We are just too small of a "niche", we fly with wires and not radios. I see the *Torque Roll* as the primary vehicle for communicating among CL Racing folks. Yes, of course, the internet and the forums, too, but as a publication, something you can sit down in the easy chair and read, it's going to be our own publication. We cannot depend on what we will get from AMA and *Model Aviation*.

T-Shirts and Hats: We have NCLRA t-shirts for sale, and have lately added a nice hat with the NCLRA logo on the front. Hats as well as t-shirts are \$10 each and can be ordered by contacting me. Go see a picture at the NCLRA web site at: <http://www.NCLRA.org/>

President Election Statement- Bill Lee

I have served NCLRA for the past two years as President. In that two years we have seen a major changes in the organization, a revitalization that has been dramatic. The emphasis has been to reach out to ALL of the folks within the CL Racing community and get ALL included in the flow.

To that end, I made very sure two years ago that all of the District's had a named representative, and that each Representative gave routine reports about what is going on in their area. Each District Rep is asked to contribute something in each issue of the *Torque Roll*. For the most part, it has worked well.

Another major change was in the newsletter you see before you: the philosophy is that if WE want to have good communication on CL Racing matters, then WE will have to do it! And the *Torque Roll* shows the direction of that philosophy. Over the past two years, we have produced what is a fine publication. We have been able to get it printed in color routinely. The *Torque Roll* is something that makes joining NCLRA worthwhile, a feeling that has been expressed to me on many occasions.

In the past two years, we have established two new NCLRA racing events, events which through local popularity, or perhaps with hoped-for popularity. The rules for both events were developed by committees from all around the country, and the results are quite good. Again, the emphasis is to be inclusive and to reach out to ALL of the racers in the country. There is still work to be done, however.

I have been nominated for re-election to the post of NCLRA President. If you believe that the changes we have made in the past two years have benefited the organization and CL Racing in general, I would appreciate your support in this election.

Thanks,Bill Lee

CANDIDATES' STATEMENT-BOB WHITNEY

I would like to throw my hat in the ring for President of the NCLRA, and I would like to endorse Steve Wilk for Vice President. Together we feel we can bring most of the NCLRA racers together, working together, to keep our hobby going as long as possible .

I feel NCLRA has two functions,1, to run the events at the Nats, and 2, to promote racing ,and modeling in general,through the Torque Roll Newsletter and our membership.

I feel each District should do their own thing, we don't need NCLRA telling us what to do at our local contests.

I am an active CD and run at least one contest a year in our District.

I consider myself a modeler, I am a District rep for NASS , [have held 2 speed records over the years] ,I also fly some Free Flight.

I have flown every AMA control-line event in the book at least once, have placed in all but Carrier and Scale.

I feel Steve and I could work together to bring harmony to the group,

I also feel Tom Wilk would be an asset as Secretary/Treasurer.

That's my story and I am sticking to it. Bob Whitney,
AMA,RAD .e-mail f2cracer@aol.com

South Central Report-Russ Green

Race Report

DMAA Spring Warm Up

Dallas Hobby Park

April 17, 2004

The Dallas Model Aircraft Association (DMAA) held their first racing contest of the year in April. Unfortunately the weather did not cooperate. It was extremely windy, so Slow Rat and Texas Quickie were the only events flown. The contestants decided to save their Mouse, Goldberg and Sport Goodyear racers for a calmer day. Slow Rat was flown 1up and Texas Quickie was flown 2 up to make things a little easier in the wind.

Slow Rat JSO

1st Bill Bischoff 5.44.08

2nd Russ Green 5.59.03

3rd Mike Greb 41 laps

Dale Gleason DNF

Texas Quickie Rat JSO

1st Bill Bischoff 6.09.66

2nd Mike Greb 6.24.55

3rd Bill Lee 6.29.44

4th Russ Green 38 laps

Dale Gleason DNF

SOUTHEAST REPORT/CONTEST RESULTS

BOB WHITNEY

The April contest in Jacksonville had a very small turnout, with even fewer pilots.

If it hadn't been for Tom Fluker and Dick Lambert flying for anyone who needed a pilot we probably would not of had a contest. Dave and Pat also flew for others when they went flying their own. Needless to say we had some tired pilots at the end of the day. Just ask Dick! Anyway they never sent me the times, but here are the unofficial results:

F2C- 1st Fluker, Lambert

2nd Hallas Whitney

TQR- 1st Gabe Manfredi

2nd team Aaberg

3rd Wayne Trivin

Clown-1st Bob Whitney

2nd team Aaberg

3rd Dave Hallas

Fox -1st Ron Macknet

2nd Dave Hallas

3rd Team Aaberg

Mouse 1-1st team Aaberg

2nd Gabe Manfredi

3rd Hallas/Whitney.

Mouse 2-1st Gabe Manfred I

2nd Hallas/Whitney

3rd Team Aaberg

The Southeast should make a good showing at the Nats in Racing ,Speed and Stunt.

BOB WHITNEY, STILL NEED E.D. FOR QUICKIE RAT...

CONTEST REPORTS

ST LOUIS-MAY 16TH

BY TIM STONE

Buder Park, south of St. Louis, Missouri was the site of the Tom Blankman Memorial Speed & Racing contest. There was near perfect weather conditions unlike past years' contests where high humidity slowed the motors down noticeably.

While the racing times were excellent, the turnout was miserable with the exception of Fox Racing (7 entries). Goodyear had 2 of 3 entries scratch due to mechanical problems reflecting a lack of practice.

GOODYEAR (3 entries)

1ST- Bob Oge 2:56

TEXAS QUICKIE RAT (4 entries)

1st- Bob Oge 3:01.50

2nd- Tim Stone 3:02.20

NCLRA FOX (7 entries)

1st- Tim Stone 5:47 5:50 (final)

2nd- Gary Frost 5:46 5:59 (Final)

3rd- Bob Oge 6:29.5 6:29 (Final)

4th- Jim VanArtsdalen 7:09

SOUTHWEST REPORT-DOUG MAYER

Greetings from the SouthWest! This will have to be my last message before get married on Saturday. With all of the wedding planning I haven't had much extra time on my hands. Will you ever see me again, or will I disappear into the domestic trap for the next 20 years? Is marriage a good thing, or will I lose all of my toys in the garage and have to replace them with lawnmowers, weed-whackers, rakes and shovels? Will my quickie rat become a "has-been" rat? Will my batteries go dead and will my fuel evaporate? I don't think so. I have a really good lady on my hands so I'm sure once this wedding is out of the way I will have MORE time on my hands.

By the time you read this we will be past the Memorial Day Weekend. One of the biggest events of the year in the South West is actually located in the North West!! Every year on Memorial day weekend, a whole bunch of our racers make the annual pilgrimage to the the NW Regionals held in Albany Oregon this year. This is notoriously the second biggest racing contest in the US, just after the NATS. It is also 2 months before the NATS which gives everybody a chance to dust that winter dust off of your models and get some good head to head competition practice before the NATS. I won't be at the NW Regionals this year because it's the same weekend as my wedding, so I will try to get a report from some of the other guys for next months' column.

Good luck to all the SW Racers who make the trek to Oregon!!

This month is your chance to make a difference in our sport of CL Racing. This is election month on our 2-year cycle for the primary officers, President, Vice-President and Secretary. I'm sure that every person on the ballot will do a good job to support our hobby, or they would not have volunteered for the position. Remember this, all of the people who work for the NCLRA including the officers, the regional reps, and especially our wonderful hard working editor, we all work for free. We all volunteer to try to make this a more organized effort. We all need YOUR SUPPORT!! This means taking a few minutes to fill out your ballot and return it to the NCLRA to make a difference in our sport. Vote for someone who you think will do a good job to support the NCLRA. Also, the newsletter editor and the regional officers tend to do most of the work for this newsletter. As ALWAYS, if you have pictures, articles, comments, contest results, etc.....send it to Tim Stone so he can make a more comprehensive newsletter for all of us to enjoy.

Two months ago we had a wonderful contest in Tuscon Arizona. Although I didn't get a chance to get Tim Stone an article in time, I'd like to take this chance to give some news on the event. One of the exciting things about a springtime contest is all of the new aircraft that comes out of the winter construction Hangar. There were some really nice airplanes that debuted at this contest. Take a look at several of the new planes that debuted in Arizona.

Remember to VOTE, tighten your bolts, and wear your sunblock. Cheers from the South West!!



Chris Peter - B-Team racer. I don't know what Chris has named his new racer, but it has really classic lines and a eye-catching paint scheme. Chris opened his garage and house to the wayward travelers again this year and put on a good show with his new airplane. Thanks Chris!



Mike MacCarthy - "Sorceress" Formula Unlimited Bi-plane. This is a very accurate scale model of the Reno air racing bi-plane. It was also quite a show stopper. I had quite a shock when not one, but both wheels came off during a race. I was able to run out of the circle and ditch the plane in the grass and fortunately, not a single scratch was made to the airplane.

Mike has reported that the wheels have been soldered on in lieu of the bolting that that he had previously used, Phew!!

Don Burke - "Nemesis" B-Team racer. This is Don's second B-team racer and it appears to be quite a bit smaller than his original plane. It has very nice lines and Don reported that he built this plane in record time.....2 weeks before the contest!!! Unbelievable!! It must be very productive to be retired. Hey Don, can You build me some new planes??



255 pages of all .15's! It is a very nice reference for racers.

Jim also has published a separate book on .049's. Contact Jim at; 816-229-9671 or email dunkin@discoverynet.com



EDITORS' COLUMN-TIM STONE

Bob Oge & I made the trip out to Tucson for the March 27& 28th contest and were treated to some fine racing. This being our first outing of the year (absolutely no practice due to Chicago winters) we went out with untested equipment, and paid the price for it! One of the things that we didn't plan on was how the altitude (2000 feet higher than Chicago) would affect our normal setups. In practice we found that we had to go to much smaller propellers than we were used to.

At higher altitudes the air density decreases, and to compensate you have to go to larger venturis or smaller props to make up for this. In TQR & Fox you cannot change venturis, so a smaller prop is your only option. The moral of the story is practice, practice....

The times turned in Texas Quickie Rat were some of the fastest seen to date. Bill Cave/Jim Holland turned a 2:56 preliminary time! There was also a 2:59 by Jim and a 3:02 by Russ Green. All this at 2600 ft altitude!

There is also a report that at the April contest in Jacksonville at least one of the Florida boys had airspeed in the mid 15 second range. I have received a few emails from people concerned that the speeds of TQR are now exceeding the "17.4 second" rule, and that it may be time to decrease venturi diameter by .010 as spelled out in the NCLRA rules for TQR.

This is a real 'hot potato' issue that nobody really wants to address; we do not want to diminish the popularity of this event. It is most likely that airspeeds will be closely watched at the 2004 Nationals, and reviewed by the NCLRA officers.

ENGINE REFERENCE BOOKS

I met with Jim Dunkin a while back during a stopover at The Oge ranch. Jim is a former four time U.S. F2C team member, and perhaps the leading authority on the history of 2.5cc (.15) racing motors. Jim has over 1500 .15's in his collection! He has compiled a terrific book on .15 size motors in both full-color (\$100.00) and a B&W (\$50.00) versions.

NEW HAMSTER TOPS

Steve Eichenberger is producing some very nice glass/CF tops for Hamster. They fit the Darp 'A' pan & can be used for either upright or inverted setups. Steve's 'S' glass top has CF reinforcements, and he also makes one totally out of carbon fibre. Contact info for Steve is in the Supplier section at the back of this newsletter.



PITCH, PITCH, PITCH...

I got a call from Vic Garner concerning the propeller article in the April 2004 newsletter. Vic pointed out an area that might be confusing to many is the pitch of a prop and how it is measured. When you check the pitch at different stations on a propeller, it may be different; perhaps 6" pitch at the hub, and 8" pitch at the tip. What then do you call it? Is there

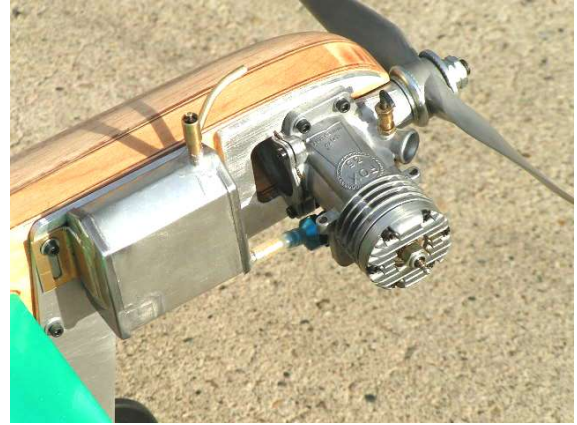
something wrong with that prop? Perhaps the best explanation I could find is in the "Bolly Prop Book" available online at <http://www.bolly.com.au/book/> I highly recommend this reference for all you racing types.

Here's what Bolly has to say about pitch;

"Pitch should always climb from the root to the tip, with the rate of increase being less at the tip - even constant over the last 20% of the diameter. The quoted pitch should always be the 'peak' measurement, although to be more reliable and consistent quoting the pitch at 80% of diameter is the usual practice.

The pitch distribution described above is often described as 'progressive pitch', ie - the pitch progressively increases along the blade from root to tip. Some prop manufacturers quote pitch as say 6 - 10. This refers to a 6" pitch at the root, and 10" of pitch at the tip. This should simply be regarded as a 10" pitch propeller.

The often quoted alternative to progressive pitch is 'constant or helical' pitch, ie - the identical pitch measurement from root to tip. This type of prop tends to be extremely efficient but at only one rpm range."



Second is the 1/2A Vintage TR. The model is called a Little Star, which is a scaled down model of the Blue Star "B" TR of years past. It is powered by a PAW 1.5cc Twin Ball bearing diesel, and features an Alum crutch, cyclon shutoff, and spring loaded filler valve assy. It also features an exhaust prime. The shutoff is used to obtain your comp, and needle settings, and not actually used during a race unless you wish to incur a 30 second penalty (that sucks). It weighs 12oz. and is still getting sorted out. It needs more nose weight, so I'll have to build a steel spinner nut once I obtain the correct B.A. Tap. Which is close to m5x.8 but just far enough out that you can't fudge it (NUTS!)

Nothing new on the stealth motor at this time...still waiting for cofirmation that the manufacturer has found the necessary

NOTE FROM THE NORTH-LES AKRE

Just thought I'd send you some pics of some new airplanes I've been working on.



The first is a Fox Racer, the other is a Vintage 1/2A team racer. The Fox racer is a Brodak Super Fly, with severely reinforced nose, and alum. mounting plate and gear. I've only test flown this airplane once so far, so it's too early to give any performance #s. All up weight is a rather portly 28oz. but thats good for the windy conditions we see a lot of up here.



H.P. to make it competitive. I don't think it will be ready by Nats time (Darn!).

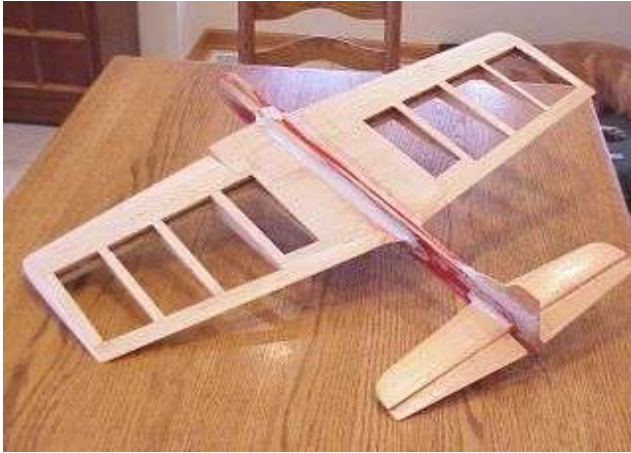
Well, thats about it for now...Later, Les

REBUILD IN PROGRESS-TIM STONE

I recently acquired one of Jerry Meyer's Slow Rats. Since Jerry already had one in the AMA Museum, I decided that I would rebuild it to race rather than let it hang on the wall. I think this would have made Jerry happy.

Stripping the plane down revealed a very substantial airframe that had been raced a lot. So far the work involved in

getting it back to like new condition has probably exceeded



that of building a new plane...but the result will be worth the effort. I have replaced the leadouts, replaced all worn & damaged wood, and brought the airframe down more closely to the minimum specs. The body has been shortened by 1", and wing has been cut down to 305 square inches. have also lightened the airframe wherever I could in the rebuilding. So far the plane is 5 OZ lighter than before. At the speeds that Slow Rats fly, that equals around 10LBS less pull at the handle which should help with better handling & airspeed.

The plane will be finished in its' original colors, and I have preserved the original decals & markings to be used.

I am looking forward to racing it as a tribute to a dear friend and a great competitor.

STEVE WILK ON PROPS...

This is a copy of an e-mail that I get quite often. And I think we can use this to compliment what you wrote in the last newsletter.

What is the difference between R-8 6X6 and S-5 6X6?????



A prop is list by the length and the pitch at the last station on the pitch gauge.

But since everyone uses their prop on different planes and events the prop size (pitch), this may not be accurate for what you want.

Since you will be running your prop about 6" of length, the information from station 6 & 7 (Grey Section) will be cut off and is not used.

When looking at the pitches at the different station you will notice the progression of the different stations.

Some props will have a constant pitch like CM-1 which is the same pitch at each station.

Other props will have a progressive pitch like K-5 which keeps getting bigger at each station.

The next thing you look at is the blade of the prop.

I've attached a pic of the props.

Some props have more blade area than others and some have a cuff (C) at the hub of the prop (3rd attachment).



With all this information how do you choose a prop? Trial and Error!

You need to establish a base prop, and I do this by choosing a prop that everyone running.

Run the prop and get some times on the prop and use the information make your changes to that prop or choose a different one.

I will then other props similar to my base prop and try them.

Once you find a couple of props that work the best for you.

You can then make modifications to those props.

You can make 4 different changes to it: Length - Blade Area - Thickness - Pitch

Length - You can keep you prop down until you see a drop off in speed. This is the easiest change to make.

Blade area - You can narrow the whole blade or just at the tip.

Keep in mind that you will need to reshape the airfoil if you do that.

Thickness - Sand the top of the blade, thinning it out and measuring it with a caliper.

Blade thickness creates drag so thinner is better but to thin can weaken the blade where it flutters or fails.

Reshape the airfoil.

Pitch - Re-pitching a blade is the to toughest of the things to do.

I use a half round file and by sanding the back of the prop to change the pitch at one station at a time, on both blade.

Then sand the back of the whole blade so the that all the station flow together.

Some prop may not have enough thickness to the blade to re pitch it.

There is no magic prop for an event. Different plans, engines and engine set ups will use different props.

To maximize your speed, it requires a lot of testing of different props and taking notes on what works best for you.

I hope this helps and doesn't overwhelm you. Keep sending me you questions or give me a call 763 531 0604

First what do the E-8, K-5, M-3, CM-1 mean?

My labeling system helps me tell where the original prop came from K-5 started out as a Kelly prop. M-3 was a Mejzlik prop. CM-1 was a Chajka-Maznjak Team Race prop and the E-8 I not sure where I got that from (E - Eliminator). It was in from my collection of props that I picked up over the year that I decided to mold. All of the props have been modified in one way or another before I molded it. I don't use the names like Kelly of Mejzlik because some times they feel that I'm just copping their props.

Next what do I do, send you a check plus handling.

Just send me a check for the total Plus \$4 for postage (priority mail). If you order is more than \$100 deduct 10%

Steve

NORTH CENTRAL REPORT-STEVE WILK

The snow is finally gone and the flying season is upon us. So we made our way to St Louis for our first contest of the season. And we found that the gremlins were hard at work this past winter. And even though I took the time to go through my planes, the gremlins won again. Dirt from my tank in my Goodyear had gotten in to my NVA and I had problems setting my needle. So I thought I'd go through the steps I take to prepare my planes before a contest.

The Plane - I start out by disassembling the whole plane. Anything that can be removed, is taken off the plane. I check over the whole plane to make sure the plane is structurally sound. Check around the tail, wing and nose looking for any stress cracks and making the necessary repairs.

Controls - Then I check the controls and making sure that everything is moving freely and tight.

Lines - I take this time to look at my lines. For those planes that I fly a lot I make new lines every year. Otherwise I check the ends looking for rust or corrosion, also keeping an eye out kinks or bends. If there is any doubt, replace them.

Next I start to reassemble the plane, checking everything as I put the plane back together.

Landing Gear - First I look over the landing gear for cracks and that the wheels spin freely. Also look for slop in the wheels and axels. If the wheels are too loose they can rub against your gear or struts causing the plane to turn in on the pilot on take off and landing. Also check you tail skid and tip skids. If they are loose or worn replace them.

Tank - Rinse it out and check to see if there is any dirt in it when you pour it out. If so, take the back of the tank off, if possible, and take a good look inside. You may have

take a tooth brush and some solvent and clean it out good. (This is what got me in St. Louis.) You may want to replace the tank if it is too far gone. Then pressure test the tank for leaks in water. I do this before every contest. I always seem to find at least one leak in one of the tanks. If you are using a rubber fast fill, replace it if it doesn't seal or if it feels tacky, as the rubber may be starting to break down. If you are using a mechanical fast fill, check the o-ring seal. If it looks bad or there is a ridge in the o-ring, it's time for a new one. Replace all fuel lines at the beginning of the season, and if you a using a filter, open it up and clean it out.

Shut Off - Check the tension in your shut off to make sure it is pinching your fuel line off completely. Also check to see that it is mounted securely.

Engine - Did you oil it up the last time you ran it? Do the bearings feel like they are in good condition? Every couple of seasons I replace the bearings which brings back some life to my motors. Does the compression feel good? Check all the bolts to make sure they are tight. Do you have a good supply of Plugs and Props?

Props - Check your props from last season. Look for stress cracks and splitting on the ends and check the balance. You might even look at trying something new.

Spare Parts - I always try to bring enough spares parts in case something unexpected happens. Extra nuts and bolts, fuel line, fast fill, engine parts, prop nuts & washers, NVA, head shims, plugs, props and anything else that I can think of. If you happen to forget something come see me, there is a good chance that I can help you out.

Support Equipment - Is your battery charged? Are your glow plug clip / hot thumb or fingers in good condition? Don't forget your filler bulb, basic tools, knee pads and helmet.

Pilot - Pitman - Practice, Practice, Practice - This what really makes the difference in making it to the finals. Practice before the contest and get some test flights in before the event starts. Put up some hot laps and check your needle setting. Be prepared when they say go, it will make it a lot more fun and competitive.

One last word. I really enjoy sharing the hobby with my Dad (Tom), my Daughter (Ashley) and my Wife (Becky) along with all the friends at the contests. But there was several times at the St Louis Contest that I thinking of Jerry (the Who) Meyers. We lost him last summer at the Nats and he was always a joy to be around. This is a fun hobby but it is the people that really make great. So let's have some fun, fly hard and enjoy our friends. Remember the Who!

Steve Wilk - the Eliminator
swilk@cpinternet.com

Never Give Up
Never Slow Down
Never Grow Up
Never Die Young

2004 Contest Calendar

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

CAROLINA CLASSIC-JUNE 5TH

WAYMER FIELD, HUNTSVILLE N.C.

Fox Racing, CD Bill Francis (704) 872-2578

Email bill_francis@netzero.com

SCAR Race #4: Pre-Nats Warmup

June 20 , Whittier Narrows, CA

Events: NCLRA Classic B Team Race, NCLRA Quickie Rat, .15 Rat, F2CN

CD Jim Holland, Phone 209-726-0357

Email jgmholland1959@yahoo.com

DALLAS AERO SUMMER HEAT June 19-20

JUN 19-20--Dallas, TX (AAA) Dallas Aero Summer Heat.

Site: Hobby Park, Dallas, TX (Garland Rd and Northwest Highway). Events: 313, 319, 320, 324-326 (JSO) 323 (JS)(O); Goldberg Race, Sport Goodyear, Quickie Rat. CD: Philip Nickles, 6640 Champion, Midlothian, TX 76065 Day Phone: 972-223-2311 Eve Phone: 972-223-2311 E-Mail: phillipnickles@sbcglobal.net Sponsor: Dallas Model Aircraft Association #1902.

MONTEZUMA, IOWA JUNE 26 & 27

29TH Annual Sig contest Stunt, Skyray racing.

MUNCIE, IND-WORLD C/L CHAMPIONSHIPS

JULY 4-10 AMA NATIONAL SITE

MUNCIE, INDIANA U.S. NATIONALS

JULY 11-16 AMA NATIONAL SITE

Sun- NCLRA Fox (Noon)

Mon-F2C, F2CN

Tues-AMA Goodyear, 'B' Team Race

Weds-AMA Slow Rat, NCLRA Clown

Thurs-AMA .15 Rat, NCLRA Texas Quickie Rat

Fri-Mouse 1, Mouse 2

MUNCIE, INDIANA AUG 7 & 8

AMA National site

FCM Speed & Racing, Goodyear, NCLRA Fox, NCLRA

Quickie Rat. CD Allen Goff 765-759-7473

SCAR RACE #5 FUN IN THE SUN

August 22, Whittier Narrows, CA

Events: Mouse I, SCAR Goodyear, SCAR Formula Unlimited, NCLRA Quickie Rat

Event Director: Jim Holland (209) 726-0357 E-Mail:

jgmholland1959@yahoo.com

DALLAS, TEXAS SEPT 4-5

Charles Ash Memorial

Racing events will be held on Saturday the 4th.

Site: Hobby Park

Bill Bischoff CD, 2609 Harris Dr. Garland TX 75041 972-840-2135

Events: Slow Rat, Goldberg, TQR, Sport Goodyear and Mouse I

AURORA, IL MUNICIPAL AIRPORT SEPT 5

TREETOWN ANNUAL CONTEST

Goodyear, Treetown Fox, NCLRA Fox. CD Bill Calkins

Email clflyer@mchsi.com

JERRY WHO MEMORIAL FOX RACE

OCTOBER 3, FERMILAB, BATAVIA, IL.

Treetown rules (Skyray/Buster etc) 350 lap

5 pits Glen Lee CD 630-879-2558

SCAR Race #6: Virgil Wilbur Memorial

October 23 – 24, Whittier Narrows, CA

Events:

Saturday October 23: AMA Scale Race, SCAR Formula

Unlimited, NCLRA .15 Rat, NCLRA Flying Clown

Sunday October 24: Mouse I, SCAR Goodyear, NCLRA Fox Race, NCLRA Quickie Rat

Event Director: Jim Holland (209) 726-0357 E-Mail:

jgmholland1959@yahoo.com

SCAR Race #7: Toys for Tots

December 5, Whittier Narrows, CA

Events: NCLRA Fox Race, SCAR Goodyear, SCAR Formula Unlimited, NCLRA Quickie Rat

Event Director: Jim Holland (209) 726-0357 E-Mail:

jgmholland1959@yahoo.com

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

½ A MOUSE 2

OP (70 LAPS)	3:01.24	MACCARTHY/KERR	7/11/03
(140 LAP)	7:16.03	WHITNEY/HALLAS	7/11/03

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

'B' TEAM RACING

OP (35 LAPS) 1:32.71 VIC GARNER 7/09/03
(70 LAPS) 3:30.75 TOM SCHAEFER 7/09/03
(35+70 LAPS) 5:09.48 TOM SCHAEFER 7/09/03
(140 LAPS) NO RECORD ESTABLISHED

RAT RACING (.15 RULE)

OP (70 LAP) 2:46.50 MCCARTHY/LAMBERT 7/10/03
(140 LAP) 5:58.75 MCCARTHY/LAMBERT 7/10/03
JR-SR NO RECORD ESTABLISHED

NCLRA FOX

JR (100 LAP) 5:57.11 SCOTT MATSON 7/11/99
SR (100 LAP) 5:28.09 SCOTT MATSON 7/16/02
OP (100 LAP) 5:37.41 MCDONALD/MATSON 7/11/99

NCLRA CLOWN

OP (15 MINUTES) 297 LAPS DAVE HALLAS 7/7/03
OP (7 ½ MINUTES) 154 LAPS DAVE HALLAS 7/7/03

NCLRA TEXAS QUICKIE RAT

SR (70 LAPS) 3:04.22 SCOTT MATSON 7/12/01
SR (140 LAPS) 6:20.20 SCOTT MATSON 7/12/01
OP (70 LAPS) 3:00.58 JOHN MCCULLOM 7/10/03
(140 LAPS) 6:21.34 MIKE GREB 7/10/03

SUPPLIERS

B & L HOBBIES

7606 Weymouth Rd., Hammonton, NJ 08037-3404
Harters Speed Pans, T/R Pans, Rev-Up & Top Flite Speed
Props, Torque Units and more (Paul Haley) 609-567-9365

CS ENGINES AMERICA

113 North Chase Ave., Bartlett, IL 60103
G/Z .049/.061 Engines; sales, service & parts. Engines
available in both normal and pipe timed configurations. (Bill
Hughes)
e-mail williamhughes4@comcast.net 630-736-6036

DARP

31052 Mason St.
Livonia, MI 48154
DARP Magnesium Speed Pans for all classes including A, B,
D, F-40, 21-S, and 21 Proto. (Barry Tippett)
e-mail: btippett@ameritech.net 734-266-7290

ELIMINATOR PROPS

Steve Wilk
3257 Welcome Ave. N.
Crystal, MN 55422
763-531-0604
e-mail swilk@cpinternet.com

STEVE EICHENBERGER

Custom Fiberglas Performance Props: Moulded tops. Steve
Eichenberger 480-730-0016

GILLOTT RACING PRODUCTS

Custom engine reworking, hard chroming
Tim Gillott
1063 Harding St.
Salinas, CA, 93906
Phone 831-449-2052

LONESTAR BALSA

115 Industrial
Lancaster, TX 75134
Info 972-218-9663
Order 800-687-5555
Fax 972-218-9211
<http://www.Lonestar-Models.com>
Contest balsa, full line of Control line supplies.

MBS Model Supply

PO Box 282
Auburn KS 66402
Contact Melvin Schuette
1-785-256-2583
Solid Wire Sets and other C/L needs

MCDONALD RACING

Dave McDonald
PO Box 384
Daleville, In, 47334
DMcD143@aol.com
Hard to find racing items, kits, shutoffs

MEJZLIK MODELLBAU

Borova 14, 64400 BRNO
Czech Republic
Distributors of PROFI line of Russian FAI speed gear. PROFI
Engines, Pipes, Pans, Props, Tanks, Handles and FAI Speed
Models in kit form or ready built. (Tomas Mejzlik) Phone:
420-5-432-18888 Fax: 420-5-432-18880 e-mail
mejzlik@brno.comp.cz

MODEL ENGINE SPECIALTIES

15477 Owens Rd
Hinckley, IL 60520
Custom engine reworking, liners chromed and honed to your
specs, racing parts. (Bob Oge)

MODEL RACING SERVICES

P.O. Box 976 Cranbourne 3977
Australia
Bellcranks, Monoline Torque Units, Counterweights, Custom
Venturis, Glow Head Inserts, Line Reels, and many other
handy items. (Robin Hiern) Phone 059-96-0339

NELSON COMPETITION ENGINES

121 Pebble Creek Lane
Zelienople, PA 16063
Manufacturer of NELSON Racing Engines and parts, FAI
Pans for F2A & FIC Custom Button Heads, Nelson Glow
Plugs, many other specialty engine items. (Henry Nelson)
Phone: (724) 538- 5282
e-mail: nelcomp@fyi.net



ZZ PROP

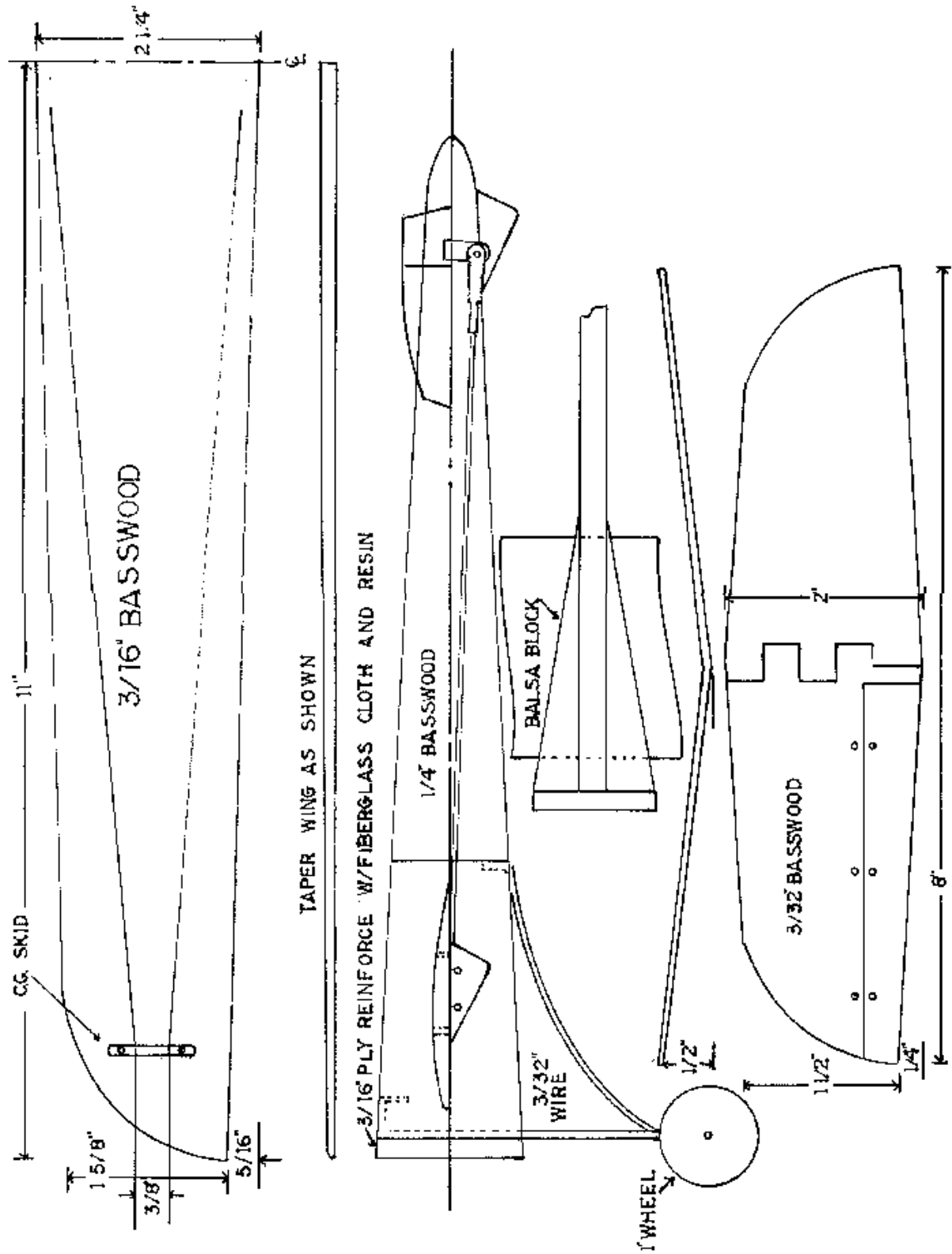
1073 Windemere Dr.
Salem, OR 97304
Full line of quality Glass & C/F Props for C/LSspeed &
Racing. (Mike Hazel) 503-364-8593

For Sale, Texas Quickie Rat engines...

Quickie Rat engines. K&B .40s Race prepared with
All the go-fast modifications that I know of. Call or
email;
Vicgarner@aol.com or 925-447-3786

STREAKER MOUSE 1/2A

Courtesy of Steve Wilk



Officer's Addresses

President

Bill Lee
601 Van Zandt County Rd.4815
Chandler, Tx 75758
Phone 903-852-5599
Email Bill@WRLee.com

Vice- President

Jim Holland
1161 Loughborough Dr. Apt #5
Merced, CA 95348
Phone 209-726-0357
Email jgmholland1959@yahoo.com

Secty/Treas

Mike Macarthy
4704 Hillsboro Ct.
Santa Rosa, Ca 95405
Phone 707-542-2492

Editor

Tim Stone
4919 Country Oaks Dr
McHenry, Il 60050
Phone 815-344-5728
Email tstone@mc.net

Northwest Representative

Mike Hazel
1073 Windmere Dr. NW
Salem, OR 97304
Phone 503-364-8593
Email ZZCLspeed@aol.com

Midwest Representative

Stewart Willoughby
95237 Aero Drive
Naperville, Il 60564
Phone 630-904-7011
Email StooDDS@aol.com

Northeast Representative

Brian Silversmith
86 Kingsland Circle
Monmoth Jct., NJ 08852
Phone 908-274-8945
Email via Phil Valente Phil_Valente@millipore.com

Southwest Representative

Doug Mayer
1727 Penmar Av #2
Venice, CA 90291
Phone 310-392-9008
Email mayer@kmd-arch.com

South Central Representative

Russ Green
615 Oldham Ln.
Granbury, TX 76048 (817) 573-7416
Email jgreen2@charter.net

Southeast Representative

Bob Whitney
456 Garvey Rd. SW
Palm Bay, Fl 32908
Phone 321-676-0554
Email F2CRACER@aol.com

North Central Representative

Steve Wilk
3257 Welcome Ave. N.
Crystal, MN 55422
Phone: 763-531-0604(hm)
E-Mail: swilk@cpinternet.com

Torque Roll is the official publication of the NCLRA. Published bi-monthly. All submissions are valuable & will be considered for publication subject to editing. Preferred format for publication is as a MS Word document using 10 point New Times Roman font. Any photos should be sent as a separate jpeg file, medium res. Email all as an attachment to Tim Stone

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.

Apply for membership by mailing annual dues of \$ 10.00 to the Secretary/Treasurer at the address on this page. Make checks out to the order of "NCLRA" and be sure to provide the correct address for receiving the newsletter.



Biker Chicks compliments of Tom Wilk!