

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

NATS & World Champs Issue



Torque Roll!!

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2004 ELECTION RESULTS FOR NCLRA OFFICERS –by Tim Stone

The results of the 2004 NCLRA elections are as follows;

45% of Members sent in a completed ballot.
2 Ballots were not counted because they had no return address.
(The election results would not have changed as a result of these ballots not being counted.)

PRESIDENT-BILL LEE

55% Bill Lee
45% Bob Whitney

VICE-PRESIDENT-STEVE WILK

43% Steve Wilk
35% Jim Holland
22% Jason Allen

SECRETARY/TREASURER-TOM WILK

57% Tom Wilk
43% Mike MacCarthy

DISTRICT DEFINITION TO INCLUDE CANADA BYLAW PROPOSAL

91% Approve
9% Do Not Approve

DEFINITION OF OFFICERS TO INCLUDE DISTRICT REPRESENTATIVES BYLAW CHANGE PROPOSAL

79% Approve
21% Do Not Approve

I want to thank everyone that took the time to vote. The Officers listed above will serve between 2004-2006.

President's Column - August 2004 Bill Lee

WE DID IT!

The 2004 Control Line World Champs are in the book! And they were a rousing success! NCLRA can be very proud of the part we played in running the F2C event and putting on a D*mned Good Show! I am sure others will have complete coverage, so I will only relate my own feelings and thoughts as they relate to my roll as overall Organizer and Contest Director.

I arrived in Muncie mid-morning Monday, June 28, to find that very little set-up of the World Champs site had been done. There were a couple of NATs events that had just completed plus a couple more that were running that week, and HQs' staff was heavily involved in supporting their needs. I quickly became involved with "Maintenance" (the bunch of really great guys that do all of the physical stuff on the site) answering their questions and directing their activities as it pertained to setting up for the

World Champs. This race to get it all done continued right up to the last minute, but when it came time to run the contest, we were ready to go.

As you all know, AMA added another asphalt flying site to the collection at Muncie, and while it IS a multi-use pad, it is for all intents and purposes the CL Racing pad. The pad was in place a year ago when we flew the NATs in the monsoon, but this was the first year we used it for actual racing.

And it's a wonderful site! Over the past year, the drainage around the pad was redone, grass was planted, and the whole site cleaned. The two circles separated by a really ample pit area are just great. Currently, the west circle is painted for F2C while the east circle is painted for all of our AMA racing events. For the first time in the history of the AMA site in Muncie, we have PROPERLY painted racing circles!

During the set-up week, the Maintenance guys erected netting around three sides of the west circle, leaving the north side open. That provided quite sufficient area for spectator protection, satisfying the FAI requirements. But the netting was only there temporarily, and we (AMA and NCLRA) will have to decide if we should have it erected using permanent tie-downs as the netting has been at the previous site we shared with the speed guys. The netting was erected using steel poles set in large drums half-filled with gravel for weight, and then cable strung across the top and guyed into the ground at the ends. This looked good until a bad storm swept through one night and blew most of the netting down. Again, the Maintenance guys performed their magic and the nets were re-erected and tied down more securely in time for all of the racing action.

For each of the events, we asked for several of the 20'x20' tents to be erected and tables and chairs placed under them. For F2C, we had four, and while I am sure there could have been more used, that seemed to be ample for the competitors. In addition we had a 10'x20' "Easy-Up"? where the results board was located and results posted (Loretta Fluker, Tom's wife, did the posting for us).

After the F2C Jury got there, we decided to move the Jury Tower from where I thought it should be to a position that would let the spectators see the new F2C Lap Count Display system that we designed and built for the World Champs. That proved to be a BIG hit since being able to watch the laps being counted in real-time really adds to the spectator appeal as well as helping the flyers in the race.



Speaking of the Lap Count Display: the system was built with partial funding from AMA. It is a really neat system that not only displays the laps, but also does the 90 second warm-up, the "OFF" signal for the last 30 seconds, and then switches to the lap display when the starter starts the race. At the end of the race, the unofficial race time for each team is displayed, and it was a treat to be able to see those results quickly. The system was not 100%: it failed a couple of times, But it worked and worked well for the most part. I hope there is a picture of it somewhere here in this issue.

F2C was run by Tom Fluker. He had a great staff of guys working for him. We have received praise from all over the world about the competence and accuracy with which we ran this event, and Tom and the rest of the guys must be the recipients of that praise! Good going, Tom! Thanks!

The F2C Jury was headed by Derek Heaton from Great Britain. The others in the tower were Bruno Delor from France, and John McCollum from the United States. My son, Kristopher Lee, accompanied them for the entire week, running the video camera and the computer for the Lap Count Display System as well as doing the tabulation of the results. The Jury was a good Jury with the experience of previous World Champs showing through. They were tough when it was needed, some times to the dismay of some teams who needed to be shown the video to believe they had been called properly.

I am sure the results will be posted elsewhere in this newsletter, but perhaps the highlight of the week was the new 100 lap record set by Georges and Pascal Surugue of France. Their new record is 3:09.6 and has been submitted to the FAI for processing. After the mix-up two years ago where records did not get processed properly, we were especially careful to dot the "i"s and cross the "t"s

The finals were wonderful to watch. Clearly the team of Shabashov/Ivanov had a slight edge until a VERY uncharacteristic missed catch by Ivanov cost them the lead. The Ukraine team of Kramarenko/Chayka were just a bit down from the other two. But with the missed catch, Shabashov, in trying to make it up, was called for his third foul (blocking) at lap 185, leaving the Surugue brothers to claim first place and elevating Kramarenko/Chayka to second.

The F2C event at the 2004 CL World Champs ran very well and we have had many accolades from around the world on the accuracy and efficiency with which it was run. We must identify and thank those who spent a week working:

Tom Fluker - Event Director

John Ballard - F2C Technical Control

James Allen

Jason Allen

Bud Brautlecht

Don Burke

Bob Christ

Jim Dunkin

Russ Green

John "Doc" Holliday

Julio Isidro

John David King

Tom Knoppi

Kristopher Lee

Fred Quedenfeld

Dave Rolley

Brian Silversmith

(If I have overlooked anybody, please accept my apologies.)

2004 NATs: After the World Champs concluded, it was switch-over time to the NATs. Again, a full report will appear elsewhere. Just a word or two here to thank those who worked to make it happen.

To Bob Whitney: Thanks! You took over last fall and lined up help. You stepped in and gave of yourself for the enjoyment of others.

To Jim and Jason Allen: Thanks! You ran several of the events and ran the pits when you weren't running the events! Your efforts were greatly appreciated.

To John McCollum: You gave up most of your flying and spent much of the week in the tower helping Bob and Jim and Jason with the Judging. Thanks.

As I had expected, turn-out for this year's NATs was up quite a bit from last year. We had several of the foreign teams stay and fly with us, most notably from New Zealand, Australia and Great Britain. (Hope I didn't leave anybody out! Sorry if I missed anyone!) And that coupled with a good U.S turn-out saw good numbers in almost all of the events.

The 2004 NATs NCLRA High Point Champion went to Bill Cave. Congratulations, Bill.

This year we again had sponsors:

Steve Wilk of "Eliminator Props" sponsored all of the trophies for the unofficial events. And what trophies they were! A nice wooden base with a vertical face engraved with the logo, and then a plastic casting of various "things" attached to the plastic. As an example, in Quickie Rat, the "thing" was 1/2 of a K&B 40! And the notable "thing" for Clown Race was....YES! A CLOWN! Great trophies, Steve! Thanks.

We were also sponsored once again by Fox Manufacturing who supplied the 10% Duke's Fuel for the Fox Race event as well as a couple of engines that went to the winners.

And ALL of the glow fuel we used throughout BOTH the World Champs as well as the NATs was supplied by PowerMaster. We used their standard GMA blend of 10% fuel, containing 11% castor oil and 11% synthetic. The fuel worked perfectly throughout the weeks of the World Champs and the CL Racing NATs.

A BIG thanks to PowerMaster and Fox for their support.

The NCLRA Gerry Meyer Sportsmanship award was given this year to two guys who spent most of their NATs week timing and

helping. They were always there, always willing to pick up a watch and a counter, and always with a smile and a good word.

Bud Brautlecht

John David King

Thanks, guys, and congratulations.

The NCLRA Fireman's award was presented this year to Brian Silversmith for the WONDERFUL fire he had at the end of the 2003 NATs. (Remember that the period for the Fireman's Award is from NCLRA Banquet to Banquet.)

NCLRA Election: The results of the NCLRA election for the offices of President, Vice President and Secretary/Treasurer were announced at the NCLRA Banquet and meeting, held on Wednesday night at the Sirloin Stockade buffet restaurant. As you can guess from the fact I am writing this column, I was reelected. I have to say, though, that either of us, Bob Whitney or myself, are dedicated to making the NCLRA a growing vibrant organization. Bob and I spent quite some time before we knew the results of the election making sure that we were on the same page. So: I have the honor and the duty to serve you for another two years as President of NCLRA. Thanks to those who supported me.

The position of Vice President went to Steve Wilk. We all know Steve very well as a strong supporter of CL Racing and NCLRA. He has a long history of both physical and financial support for us. I know he will be a valuable asset for the NCLRA. Steve won out over two other candidates, Jim Holland, the past VP, and Jason Allen.

To Jim: Thanks for two years of your life, for two years of effort, for two years of trying to make a difference. I know perhaps I did not make it easy for you at times, but you persevered and made a big contribution when NCLRA really needed it.

To Jason: Welcome to the fray, Jason! With your can-do attitude, I know we will be seeing more, much more of you in the future, and we all look forward to it!

The position of Secretary/Treasure has been ably filled for the past two years by Mike MacCarthy. Mike, you have always been prompt and accurate in your efforts. Thanks for the time you have spent for all of us. And to Tom Wilk, the newly-elected Secretary/Treasurer: you have some big shoes to fill!

I welcome the opportunity to work with both Steve and Tom Wilk.

Bylaws changes: As an added part of the recent election, both modifications that were proposed to the Bylaws have been adopted and will be available on the NCLRA web site soon.

VICE PRESIDENTS' REPORT

STEVE WILK

I'd like to start off by first thanking everyone that voted for me and my Dad. We will do our best to help the NCLRA over the next year, but the Officers need your help. We're all open to your suggestions on what you would like to see happen in the future. Please feel free to drop me an email or give me a call with your suggestions or comments.

My Dad and I really missed everyone at this years' Nats – we hope that you all had a great time. I enjoy spending the week with my Dad and everyone in the racing community as well as flying a heat or two. For us, flying is secondary – we go for the people. Many of you we see only once a year, and we enjoy visiting and telling stories about how fast our planes were going in practice. And if we make it to the finals, that's just icing on the cake. Hopefully we will see some of you before next year.

And now, for something completely different.

In my last column, I talked about Mouse I as a beginner event, which seems to have been taken over by hi-tech modified engines. For this month, I'd like to pick up the threads from the forum on suggestions for rule changes, specifically Fox Race. Like all things, Fox race has evolved from a beginner's event with a kit plane and a stock Fox 35 Stunt. Personally, I'd like to see this event flown with a scale type plane, for example, planes like the Goldberg series: Shoestring, Buster or Cosmic Wind, but not limited to these – any scale plane. First we come up with dimensions for fuse length, wingspan and wing area, then open up the entries to any type of semi-scale plane. Brodak even has a couple of kits that would qualify. Right now the planes are kind of boring with a stick for the body and a slab for the wing – many of them look alike and have no character.

I'd also like to change the engine. The Fox 35 is a good sport motor, but we are really pushing to make it a racing engine, as the Fox 35 needs a lot of time to get up to speed and then comes apart. I've broken a couple of cranks and have a box of Fox's that never had any speed in them. The Stock rule is good, but there are other engines out there that are more user-friendly. Some clubs have built an event around the OS LA25, which is another great engine. I also like the Fox 25BB. Both engines can be purchased new for less than \$70. I suggest we pick one motor that is a good runner out of the box and then run Stock.

One last suggestion: allow and encourage fuel shut off. They are readily available and some basic ones can easily be built. This is an added safety feature that will make for better racing.

Once again, I thank all who voted for Dad and I – feel free to drop us a line with your thoughts or suggestions.

Steve Wilk 763 531-0604 swilk@cpinternet.com

Tom Wilk 218 724-0928 tawilk36@cpinternet.co

Southeast Report- Bob Whitney

I am not going to write a full report as that should be in MODEL AVIATION. BUT I would like to ramble on for a couple of minutes. Dave and I got to Muncie on Thurs night; Fri watched some stunt, and the TR semis. THE FRENCH had a Woman pit person, believe her name was CLAIRE PERRET, her best time was 3:17.7.



The final was unbelievable. Its hard to imagine three pilots flying that hard and not getting 3 fouls.and it didn't happen as the Russians tried to hold up the others to burn them down as it was the only way he had to make up his lost laps. It was really great to see all the help at all three events, and a good job was done by all. I heard this is the first time that not one refly was run because of timer error. Good job guys.

Many past champions were on hand, I cant name them all, but my good friend LES McDONOLD many time world stunt champ was on hand as was my one and only personal hero speed flyer BILL WISNEWSKI , in racing DON JEHLIK, and HERB STOCKTON, many time TR champs were also there

It was a warm feeling watching the AMERICAN FLAG be raised for the stunt boys at the banquet, makes you want to work even harder to make our team.

US NATS first let me say that there is no way I can thank everyone who helped make this year a success, but without JOHN McCOLLUM, I would have been lost, my good friend and partner DAVE HALLAS got volunteered by association. He made sure we had a PA system every morning, timed, set up the pits and kept me full of hot dogs, thanks DAVE. Two other behind the scenes people were RUSS GREEN who I spent the week calling LES, and MR ROLLY, both collected scores and had them tabulated in time for the finals, thanks guys. Two guys who stepped up and ran Mouse 1&2 with the help of JASON ALLEN, was JIM PERSSON and RANDY BUSH thanks guys .the timers chairs were very seldom empty

Some people made the extra effort t make things easier for me, thanks MIKE and LES. Some people enjoy making things hard, enough said. BILL thanks for the confidence

Six days of great racing, the winds blew, but no rain .the BRIT's and AUSS's stayed to fly with us, their flying style is very smooth,

but they whip just as much as we do. Really great guys all. Please come back next year.

We had records broken in F2C, scale racing, and Mouse 1,unofficial records in Mouse 2, and Clown. BTR is steadily growing and I think its time for a line DI change, either .018 solid or .018 stranded, what do you think? It is also time to slow down the TQR's.

From what I have heard, next years F2C team trials should be wide open, but I also heard that after our showing this year that a proposal may be put in that we meet a minimum standard to make the team, just in the talking stage as of now.

A lot of the general rules in our rulebook were made long before racing was a big thing. The protest rules were set up to be used in single person events like FF ,STUNT ,SPEED, how long do we hold up races for a protest?? Also PROFILE needs to be updated, also some of our NCLRA events need to be reworded. DOUG MAYER and I are volunteering to head a committee, along with JOHN McCULLOM I hope, to go over the rulebook and clean it out .all input welcome. Well my finger is tired and I am sure you all are bored by now, so that's it folks BOB WHITNEY have fun!



Bob Whitney's fleet of entries at the 2004 Nationals

Russ Green

South Central Report

Race Report

Dallas Aero Summer Heat

Dallas Hobby Park

June 19, 2004

The Dallas Model Aircraft Association (DMAA) held their second racing contest of the year in June. The weather started out good, but a severe storm with rain and high winds blew in quickly in the afternoon cut things short. Goldberg and Sportsman Goodyear were the only racing events flown before the storm. The last attempted flight of the day was during the wind storm when a Port-O-Pot damaged several cars as it slid and bounced down the parking lot trying to go airborne.

Goldberg JSO

1 st Russ Green	9:35.38
2 nd Bill Bischoff	10:29.19
3 rd Dale Gleason	10:52.81

Sportsman Goodyear JSO

1 st Dale Gleason	7:35.03
2 nd Russ Green	8:08.06
3 rd Mike Greb	8:12.78

Northeast Report- Brian Silversmith

The Northeast Region has been very quiet this past contest season for various reasons...The most important being the loss of the Middlesex Modelers asphalt circle....contests and practice sessions have been virtually nil.

The Middlesex Club, through the efforts of George Connors and our secretary Allen Spooner have been working to restore an asphalt circle and have even secured a \$ 5000.00 grant from AMA in order to do so. We have been actively involved with Middlesex Borough and County to get the additional funding this project requires.

On a happier note...yours truly recently returned from the Controlline World Champs where a number of North Easterners played active roles in timing and processing. From our region I would like to acknowledge the efforts of Jason Allen, Jim Allen, Bud Brautlecht, Fred Quedenfeld and Dave King.

Their efforts and the smooth operating schedule of Tom Fluker made my experience most positive. It was a real thrill to participate in some way at the pinnacle of controlline competition. The competition itself was most dynamic. The workmanship and dedication of the racing teams from all over the globe was most appreciated. What a thrill.

The South Jersey Aeromodelers are planning contests for August thru November. More details will follow.

NORTHWEST REGIONALS-LES AKRE

Here's some pics I took at the N.W. Regionals. Sorry no results as of yet. I can tell you that .15 Rat was won by a Goodyear (mine). And that the new 14' radius Pilot pit circle caused very few problems other than having to stretch a bit to get the model to the pitman.

Many of the racing competitors were very enthused when I flew my vintage 1/2A team racer between events. I had many comments and questions ranging from cute to where can I get some plans, and what engines do they use. Some even threatened to build one for next year. We'll see... maybe a demonstration event will happen. Still, they are very quiet, and fairly easy to restart. They use an .09 diesel and fly on .012x42 foot lines, and turn about 22 seconds for ten laps and get 50 laps to a 10cc tank. You can scale down any "B" team racer built and flown before 1958 to use for this event.

Mouse Race I Open (5)

1. Vic Garner, 5:22.96
2. Todd Ryan, 6:36.37 (4)
3. Paul Gibeault, 14 laps
4. Bob Murphy, 2:57.17 heat
5. Mac Ryan, 13 laps heat

Mouse Race I Jr.-Sr. (2)

1. Milissa Huber, 10:33.2 (2)
2. Maria Huber, 30 laps (1)

Mouse Race II (4)

1. Mike MacCarthy, 7:12.07
 2. Paul Gibeault, 127 laps
- Two other entries did not score

.15 Rat Race (5)

1. Les Akre, 7:01.66 (Establishes Regionals record)
 2. Bob Kerr, 85 laps
 3. Mike MacCarthy, 28 laps heat
- Two other entries did not score

AMA Goodyear (6)

1. Mike MacCarthy, 7:13.76
 2. Les Akre, 104 laps
 3. Todd Ryan, 3:26.48 heat (4)
 4. Bob Kerr, 4:16.15 heat
 5. Vic Garner, 48 laps heat
- One other entry did not score

Northwest Goodyear (4)

1. Les Akre, 7:06.75
 2. Vic Garner, 9:32.84
- Two other entries did not score

Flying Clown Race (9)

1. Todd Ryan, 313 laps (9) (Regionals record)
 2. Mac Ryan, 303 laps (8)
 3. Bush-Persson Team, 276
 4. Les Akre, 271
 5. Nitroholics Racing Team, 113 heat
 6. Tortoise & Hare Team, 100 heat
 7. Bob Murphy, 84 heat
 8. Retreads Team, 70 heat
 9. Vic Garner, 40 heat
- Best Novice: Tortoise & Hare Team

Northwest Sport Race Jr.-Sr. (0)

No entries

Northwest Sport Race Open (11)

1. Bush-Persson, 7:58.04 (Regionals record)
2. Mac Ryan, 8:02.89 (10)
3. Mel Lyne, 8:49.23 (9)
4. Retreads Team, 9:02.82 (8)
5. Kenny Johansen, 4:55.59 heat
6. Doug Wood, 5:08.74
7. Les Akre, 5:21.07 heat
8. Todd Ryan, 6:00.03 heat

Three other entries did not score

Northwest Super Sport Race (3)

1. Nitroholics Racing Team, 7:41 (3)
2. Todd Ryan, 8:17.45 (2)

One other entry did not score

Quickie Rat Race (7)

1. Bush-Persson, 6:05.92 (Regionals record)
2. Bob Murphy, 6:22.51
3. Les Akre, 3:13.51 heat
4. Vic Garner, 43 laps heat

EDITORS' COLUMN- TIM STONE

NCLRA Hall of Fame

Recently there have been some preliminary nominations for the NCLRA Hall of Fame. It has come to my attention that these nominations were made too late for this year, and not submitted in accordance with NCLRA guidelines. The submission process is detailed on the NCLRA website at

www.nclra.org.

Here are the current members of this elite club, taken from The NCLRA website.

“In 1996 the Control Line Racing Hall of Fame was established by the NCLRA. The Hall of Fame's purpose is to forever recognize those before us who have contributed to the development, promotion, and betterment of control line racing. Membership in the Hall of Fame is not limited to NCLRA members. Membership is conducted by first a nomination process, then review by a committee. Nominees that receive induction into the Hall of Fame will be announced and inducted at the NCLRA annual meeting at each Nationals. It is with pleasure that we list below the names of inductees into the Control Line Racing Hall of Fame.”

1996 Larry "Wiz" Dziak Sr.

1997 Dr. Laird Jackson

1998 Harold Lambert

1999 Henry Nelson

2001 Vic Garner

2001 John McCollum

2002 John Ballard

2002 John Kilsdonk

2004 NATIONALS EPILOGUE- TQR SPEED REVIEW & GENERAL OBSERVATIONS

I had an informal meeting with some of the NCLRA Officers near the end of the 2004 Nationals. One topic that came up was the average speed that Texas Quickie Rats had demonstrated earlier that week. It had clearly been shown that the nominal speeds of TQR's have exceeded the 17.14 sec/ 7 laps as spelled out in the NCLRA rules; many competitors were in the low 16 second range in 3-up racing. The increased speeds have made 3-up flying difficult for some competitors, and it is time for a change. The intent of TQR rules is to keep the event manageable for average pilots to fly 3-up, and the last 2 years' Nats have shown we are past due for a venturi restriction smaller than the current .315. Look for a change to be announced prior to the 2005 season.

There was a contrast between the World Championships' level of competition and what we had seen in 'loose' AMA events. There is a committee in the early planning stages of reviewing the problems & solutions to several problem areas that surfaced at the Nats.

The unified racing rules in the AMA manual were written around 30 years ago, and they cover many areas that we had heard complaints about at the Nats such as;

Hand launching-(sect 3.3) not allowed.

High flying-(sect 10.3) 3 lap penalty. Must be between 6" to 20'

Whipping-(sect 10.8) 3 lap penalty. Can only whip for the first lap after takeoff.

Record Time-(sect 12, 12.3) Must have "competition" 80% of the duration of the race. No record if 1 up.

Allowable time-(sect 11.3) you have 5 minutes to finish a race After the first plane finishes, then you get no score.

(sect 9.6, 9.7) You got 3 minutes to get to the circle after being announced, then a 2 minute warm up period.

Line Snags-(sect 10.6) Snagger gets DQ'd & snagee gets a reflly, or if CD decides it was no fault of either, they both get a reflly.

Passing-(sect 10.4) You got ½ lap to pass, go longer than this, a 3 lap penalty.

If you don't have a copy of the rulebook, then do yourself a favor & request one. Its' time for all of us to clean up quite a bit...

Simple Slow Rat



So you want to break in to Slow Rat? Its' pretty simple. Get yourself a "SuperFly" kit from Brodak (they sell the shutoff pictured too) & a Fox .36. You won't keep up with a Nelson, but at around mid 16 second range you'll have a ball & be competitive on the local level. The setup above results in a slightly nose heavy plane, but at 27 OZ its' a joy to fly.

New Hamsters

Les Akre sent me photos of his new Hamster in progress.



Les didn't have it done in time for the Nats so we'll have to wait for a report till later. Les is using a RR Rossi and a TR Crutch giving more room for the tank & mechanicals. Les didn't have it done in time for the Nats so we'll have to wait for a report till later. Les is using a RR Rossi and a TR Crutch giving more room for the tank & mechanicals.



Chris Peter of Tucson sent me photos of his nice new Hamster with Nelson .15 power

TOURNAMENT OF THE MILLENIUM
SANTARÉM 2004 – PORTUGAL
3/5 SEPTEMBER

The **5th anniversary** of this event is celebrated with a even “bigger and better” edition this year.

After last year's 258 entries from 8 countries we want to beat this record. The tournament will take place at CNEMA the **National Center of Exhibitions in Santarém** a historical city 45 miles north of Lisbon.

In two tarmac and three grass circles we will fly lots of C/L classes like vintage speed, team racing and stunt, as well as modern handycup speed, F2B aerobatics, F2c national , etc.

Also at the local aerodrome, 2 miles from the site, we will fly vintage power R/C and local F3J.

Please look at our site www.clportugal.com for details and rules.

Very important for the decision to come: we have **free** bus from the airport to Santarém (only one time table) **free** accomodation for the competitors (families not included) in a bed and breakfast basis, a complimentary banquet hosted by myself and last but not least **free** beer and coke at the site!

Like in previous editions of this tournament we promise lots of sun, good fun, wonderful food and a very unique atmosphere of friendly competition. We work a lot to achive this goal.

Of course this is not the place for greedy and obsessed “winners” egocentric “takers” and not polite people. We still believe that aeromodellers are people who build models and friendship.

Kindest regards

Júlio Isidro

President of SAM / PORTUGAL 74

2004 Nationals Report-Tim Stone

The 2004 Nationals commenced at the end of the World Championships in Muncie, with many foreign competitors staying over to add an International flavor to the competition.

Bob Whitney volunteered to be the Event Director for C/L Racing, and many thanks go to him for doing a fine job. Jim and Jason Allen assisted in running events & John McCullom spent many hours in the tower. Thanks, Guys!



The weather conditions were very good with relatively low temperatures & low humidity; this helped many racers with much fewer blown glow plugs than normal for the Nats, and some very quick times.

New Records at the Nats!

F2C- Rob Fitzgerald (Australia) Final 6:45.2
F2C- Bernie Broadhead (England) Heat 3:15.5
B Team Race-140 lap Don Burke 6:45.1
B Team Race-35+70 total Vic Garner 4:49.1
B Team Race-70 laps Les Akre 3:15.2
B Team Race-35 laps Wayne Trivin 1:29.3
Clown Race- 71/2 min. 158 laps Ron Duly
Clown Race 15 Minute 300 laps Ron Duly
Rat Race-70 lap Jim Holland 2:44.6
Rat Race-140 Lap Jim Holland 5:33.1
TQR-70 lap Bill Cave 2:56.4
TQR-140 lap Bob Murphy 6:03.8
Mouse 1-heat Jim Holland 2:12.3

Sunday was Fox Racing day. With airspeeds all being pretty much equal, this has become a battle of Pitmen & attrition! Pat Matson's 'Hooter Goose' and Tim Stone's 'Sonofabat' clearly had airspeed advantage over all the others.

While the turnout (13) was much smaller than last year, it was the cream of the crop that showed up...all with good equipment, capable of winning. Several 'Super Fly' designs were entered, and Dave Wallick debuted his 'Sonofabat' variant. Pat Matson, using his record holding 'Hooter Goose' teamed up with Julio Isidro of Portugal. All races were run 3-up. This was the first year that everyone was given 2 preliminary races rather than the old rules' limit of 1 prelim, and most competitors were pleased with this rule change. Matson/Isidro turned a 5:48 to advance to the finals, and Tim Stone/Bob Oge turned a 5:38, less than 1 second slower than the record. 6 Teams went to the finals where Matson/Isidro

sharpened their time to a 5:41, short of Stone/Oge's 5:39 winning time. Bob Oge, using a 1" Mongoose took 3rd with a respectable 5:52, all 1 flip pits.

Monday was 'Diesel Day' F2C & F2Cn. All 3 U.S. World Champs' teams had packed up & gone home, leaving the show largely to leftover International entrants from the WC's. 14 teams entered, making this the largest F2C Nats turnout in many years. 7 of the 14 teams were from overseas; Great Britain, France & Australia. Dave Wallick turned a good 3:29, making him the highest placing American in this event. The real show was put on by the International contestants, who treated the many spectators to some spectacular races. For many people that had never witnessed World class F2C, this was a real treat. There was even a boisterous cheering section for some of the teams; this added to the excitement of the event!



Bill Lee constructed the excellent digital scoreboard that was used both at the Nats & the WC's, giving the spectators & contestants a clear view of race progress. This was a real first class piece of work on Bills' part. John McCollum volunteered to be the event director and did an outstanding job in a tough role. A time of 3:21 was the cut for the final, demonstrating the extremely high level of competition. Robert Fitzgerald (Aus) Steve Smith, & John Brodhead (GBR) made the finals. Smith & Fitzgerald were all perfect in the pits and within a lap of each other, when at 144 laps Brodhead overcorrected his model to avoid a midair collision & hit the pavement. Fitzgerald completed a near perfect race to finish with a time of 6:45.2, a new National Record.



F2CN was run after F2C. Using profile models, this event seemed pretty laid back compared to F2C! 6 teams entered this event, which deserves more focus by any U.S Teams that want to advance to F2C. Final times were quite close, reflecting a lot of preparation by some teams.



Tuesday brought out the ‘realistic racers’, Goodyear & B Team Race. 18 entries in Goodyear made it one of the better turnouts in recent years. Practice from the night before had revealed that Jim Holland was the class of the field, using Bob Foggs’ record holding “Ohm Special” & Gillott MKIII Rossi. Last years’ winner Les Akre was not too far behind Jim. Lari Dziak came out for Goodyear for the first time in a few years with some nicely refinished planes to compete.

Australians Robert Fitzgerald & Greg Pretty stayed over to compete in Goodyear, using the little known (at least in the U.S.) “Mr.D” design. The full scale ‘Mr D’ has one of the shortest fuse’s of any Goodyear racer, at 14 .75 feet it about 2 feet shorter than the OR 71. Australian rules allow unlimited Nitro & 52 ft lines, making U.S. Goodyear seem like a vacation for them! The Australian team had to pick up a brand new MKIII Rossi from Tim Gillott AT the Nats, and it was an extremely tight motor. I had email contact with Greg before the Nats to update him on U.S. Goodyear rules.

Five 2-up final races were run due to the large number of entries. A time of 3:13 was needed to make the cut. Holland turned the heat best time of 2:45, with Les right behind at 2:47. The Aussies had some very good heat times of 2:51 for Fitzgerald, and 2:55 for Pretty.

The 5 final races were relatively poor times for almost everyone. Oge broke a fuse at 71 laps, both Les and Jim Had burnt plugs & other starting problems. Bill Cave, who had a good heat time of 2:55 also had a myriad of starting problems. In the end, Australian Greg Pretty had a good run of 6:04 to win the event.



‘B’ Team Race started late in the day due to the large number of Goodyear entries, and ran till almost 7 PM. In the afternoon the weather started turning poor, the decision was made to run the preliminary races 2-up, with a 3-up final. No one wanted to see the heavy winds wreck so many good looking airplanes.

12 entries made for one of the largest turnouts at the Nats for this event. Since its conception, B TR has been growing in popularity, even more so now that the speed limit rule has been removed. With speeds upwards of 115MPH, it has become a much more exciting event to watch & fly!

The pre-race appearance winner was Julio Isidro with his beautiful elliptical winged “Twelve” design; it showcased Julio’s fine building skills.



Bob Whitney resurrected and promoted this event for years as a ‘fun’ event, and it is...but as the times show, competitors are taking it pretty seriously! ALL of the records were broken this year. Wayne Trivin set the new 35 lap record of 1:29, Les Akre with his brand new airplane (finished on the field!) lowered the 70 lap record to 3:15, and Vic Garner took the 35+70 lap record to 4:49. Since the finals are a tabulation of the total times of the 35 and the 70 lap races, many entrants with individually good times did not make the cut. The 3-up final was Don Burke, first with 6:45 (also a new record) Vic Garner right behind at 6:50, and Julio with a pitting plagued 9:15.

Wednesday featured Slow Rat and Clown race. The high winds from Tuesday continued, and picked up throughout the day. This was not much of a problem for the heavy Slow Rats, but for some, a major problem for Clown Racers.



Tom Wilk had made up “Remember the Who” stickers in remembrance of Jerry Meyer that were handed out to all Slow Rat entrants. Almost everyone applied these immediately to their airplanes! Jerry’s family came to Muncie for this event, and were treated to no less than 3 of his airplanes being entered! Bob Oge & John Starkey used Jerry’s old planes, and Tim Stone had rebuilt a

third. Bill Bischoff debuted a new airplane, a Bill Lee design very nicely constructed with mechanical setup identical to his "Biscuits & Gravy" plane.



Ten entries in Slow Rat was an unexpectedly large number, showing that Slow Rat still has some life in it.

Preliminary times were extremely fast, with 2:49 being the cut for the final four. Final #1 matched Bill Cave/ Bill Bischoff. At 53 laps, Cave ran up the tail of Bischoff's plane in a spectacular mid-air collision, the first one that has happened in many years!



Being treated to a little Combat brought smiles to everyone, including the combatants! Bischoff came back with a backup plane & posted a 6:02.

Stone/Oge turned 5:58 for the win, and big hugs from Jerry's Family. Greg Meyer assisted in the pits, and even took the handle when competition was done...he'll be back next year.



By the afternoon, the winds were gusting to about 40MPH, and the decision was made by the entrants in Clown Racing to postpone racing till later in the day. By 3:30 most of the competitors decided to pack it in for the day with the exception of Ron Duly, Dave Hallas, Bob Whitney, Don Burke, and Jim Gall. With Nelson .19's, Moki's, etc this event

has become very competitive. Even though these airplanes are pretty light, with 52' lines and quick rotation speeds the brave souls that decided to fly on Wednesday didn't have that much problem with the wind. Duly posted a new record 158 laps, while Whitney & Hallas had identical 156 lap/ 71/2 min.

Clown resumed on Friday, with no one doing better than the times posted on Wednesday. Maybe you guys should have flown then! Jim Holland came close with 151 laps, but the final was Duly/Hallas/Whitney, with Bob pitting 2 entries!

Duly got the holeshot & won by 1 lap with a new record 300 laps, with Don Burke doing the pitting chores.

Steve Wilk supplied the trophies featuring a 3-D molded figure of "Crusty" the Clown! Thanks to Steve for supplying the trophies for Fox & TQR as well. Very nice work.



Thursday .15 Rat (Hamster) & Texas Quickie Rat. The days' events held great anticipation for racers. This was the second year that Rat was changed to .15's, and it was thought that we would see some new airplanes & faster times. We did, but not the way it was expected! Les Akre & Jim Holland opted to run their Goodyears in Rat, and did quite well. In fact their airspeed was equal to, or better than most of the 'purpose built' airplanes.

Flying a Goodyear (or an F2C for that matter) in Rat is admissible under the rules as there are no airplane specs. Mike MacCarthy had been battling a host of problems all week, but posted a 2:51 heat time, the best of any true 'Hamster'. Jim Holland went a new record

2:44 with the Fogg 'Ohm Special', and Les Akre was 2nd with a 2:55. Stone/Oge struggled with plug problems but managed to make the finals

with a 3:00. 4 entrants went to the finals, where it was all Jim Holland with a 5:33, a new record. This time will probably stand for a while, as it was an outstanding run. Congratulations, Jim & Bill Cave, der flipmeister.

A total of 24 entries in Texas Quickie Rat made for the largest turnout of any racing event. Competitive engines are easily available from Vic Garner, Bob Oge, & Tim Gillott, this coupled with a simple airframe has made TQR grow to be the most popular event in C/L Racing. All races were run 3-up and the increased airspeeds made flying difficult for a few competitors.

Rumors of a "15 second" TQR were in the air; nobody was going this fast but there were many clocked in the low 16 second range during 3-up races. Time for a venturi change... Winds were quite gusty, especially earlier in the event, causing Oge's promising entry to splat with Stone at the handle.

Last year the Midwest racers did quite well in this event, but this year the West Coast teams dominated the event. Californians Bob Murphy, Bill Cave, and Vic Garner finished 1,2 &4, with Russ Green teaming up with Bill Bischoff for 3rd.

2003 winners Greb, Stone & Oge all failed to make the cut.

Vic Garner reworked the K&B .40's for the first four winners.

A very fast preliminary time of 3:08 was needed to make the cut for the nine finalists, and final races were all excellent for the spectators. A line snag DQ'd Persson in the final & allowed Bob Murphy a 2-up final (A 3rd person for traffic was requested by the E.D. but no one volunteered) who proceeded to run a new record final of 6:03.8. Bill Cave also ran a record 6:07, 3-up. Bill had earlier set a new 70 lap preliminary record of 2:56.4. It is notable that 3 teams; Cave, Green & Garner all had sub 3 minute preliminary races.



Friday Mouse 1 & 2 were run. I can't provide much commentary, as I left that day, so the times will have to speak for themselves.

15 entries made for an outstanding turnout in Mouse 1. Bill Lee/John McCullom with their Cox powered entry again topped a very quick field in the finals. Bill faced some tough competition from the bar-stock entries of Dave Hallas & Bob Whitney & Wayne Trivin. Jim Holland used a reed valve Cyclon conversion, set up by Wayne Trivin and set a new 50 lap record of 2:12.3.

Jim has sent me plans for his plane, they are printed in this issue of the newsletter.



Mouse 2 had a weak turnout with only 3 entries. Earlier in the week, Paul Gibeault's quick Shirukin powered mouse had wing-overed in practice due to high winds. Paul was unable to get it back together.



High point winner was Bill Cave, shown here with Jim Holland & Mike MacCarthy.



2004 Nationals results

NCLRA FOX RACE

	Heat 1	Heat 2	Final
(1) Stone/Oge	06:34.0	05:38.7	05:39.
(2) Isidro/Matson	05:48.8	75 laps	05:41.1
(3) Oge/Stone	05:53.9	Passed	05:52.4
(4) McCollum/Lee	05:59.5	70 laps	06:01.5
(5) Silversmith	06:07.1	06:32.0	06:08.4
(6) Persson	06:25.1	06:08.2	06:22.2
(7) Burke	DQ	06:32.1	
(8) Hallas/Whitney	78 laps	06:37.8	
(9) Wallick	08:03.7	06:44.3	
(10)Holland	06:49.1	33 laps	
(11)MacCarthy	DNF	06:55.6	
(12)Smith	08:21.6	07:11.9	
(13)Duly	07:47.0	07:55.5	

F2C

	1st Ht.	2nd Ht	3rd Ht	Best Time	Final
(1)Fitzgerald	03:18.3	03:24.3	03:18.3		6:45.2
(2)Smith	03:21.0	03:25.7	03:21.0		7:19
(3)Brodhead	03:15.5	03:34.2	03:26.6	03:15.5	144 Lp
(4)Justic	03:23.3	03:29.4	03:34.4	03:23.3	
(5)Wallick	03:29.5	Refly	03:44.4	03:29.5	
(6)Robinson	03:44.7	03:37.2	03:35.5	03:35.5	
(7)Hart	03:44.7	03:35.8	04:15.7	03:35.8	
(8)Ricketts	04:16.1	00:00.0	03:36.2	03:36.2	
(9)Lamoureux	03:47.9	03:42.8	04:04.7	03:42.8	
(10)Whitney	03:52.6	03:55.0	03:57.1	03:52.6	
(11)Allen	Refly	04:11.1	Drop	04:11.1	
(12)Jenkins	DNF	04:24.7	Drop	04:24.7	
(13)Starkey	04:25.9	DQ	DQ	04:25.9	
(14)Rolley	DQ	DNF	181		

F2C National (profile simple F2C)

	1st Heat	2nd Heat	Best Time	Final
(1)Riggly	04:49.3	00:00.0	04:49.3	05:14.7
(2)Julio Isidro	04:37.9	Refly	04:37.9	05:17.5
(3)Glen VanZant	07:11.6	05:26.2	05:26.2	05:18.5
(4)Trivin	04:59.6	05:00.5	04:59.6	05:22.1
(5)Holland	62 laps		DQ	62 Laps
(6)Jenkins	58Laps		00:00.0	58 Laps

Scale Race (Goodyear)

	1st Heat	2nd Heat	Final
(1)Pretty	2:55.1	Stand	06:04.7
(2)Stone	0 laps	02:59.9	06:25.0
(3)Jim Allen	03:04.9	03:45.0	06:28.4
(4)Cave	03:42.1	02:55.1	06:40.9
(5)Fitzgerald	02:51.5	Stand	06:59.1
(6)Greb	03:09.3	03:12.9	07:12.4
(7)Holland	03:21.7	02:45.5	07:51.5
(8)Les Akre	02:47.7	36 laps	08:09.5
(9)Dziak	05:06.9	03:13.0	08:14.0
(10)Oge	03:01.9	Stand	71 laps
(11)Betz	03:11.6	03:13.6	
(12)MacCarthy	03:30.1	03:35.1	
(13)Ricketts	03:36.9	0 laps	

Goodyear contd.

(14)Murphy	36 laps	0 laps
(15)Ricketts	0 laps	39 laps
(16)Lee	43 Laps	0 laps
(17)Jason Allen	8 laps	0 laps
(18)Garner	0 laps	0 laps

B Team Race

	35 Laps	70 Laps	Total	Final
(1)Burke	01:50.9	03:31.6	05:22.5	06:45.1
(2)Garner	01:29.8	03:19.3	04:49.1	06:50.2
(3)Julio Isidro	01:40.5	03:37.9	05:18.3	09:15.9
(4)Glen Vansant	01:42.3	03:47.8	05:30.1	
(5)Les Akre	02:19.2	03:15.2	05:34.4	
(6)Trivin	01:29.3	4.06.67	05:35.9	
(7)Hart	01:43.1	04:04.1	05:47.2	
(8)Betz	02:39.7	06:09.9	08:49.6	
(9)Duly	03:22.5	05:36.5	08:59	
(10)MacCarthy	07:34.2	05:20.7	12:54.8	
(11)Whitney	33 laps	04:03.2		
(12)Starkey	No Time		52 laps	

Slow Rat

	1st Heat	2nd Heat	Final
(1) Stone/Oge	02:49.2	02:50.1	05:58.6
(2) Bischoff	32 laps	02:48.3	06:02.2
(3) Greb	02:43.1	57 laps	06:12.2
(4) Cave	02:47.9	Passed	53 laps
(5) Holland	02:50.5	02:51.0	
(6) Green	03:02.1	02:52.0	
(7) Lee	02:50.9	02:53.2	
(8) Allen	03:10.1	02:53.8	
(9) Starky	03:21.1	41 laps	
(10)Oge	0 laps	0 laps	

Clown Race

	7 1/2 Minute Best	15 Minute Final
(1) Duly	158L	300L
(2) Hallas	156L	299L
(2) Whitney	156L	299L
(4) Holland	151L	
(5) Burke	148L	
(6) Gilbeault	141L	
(7) Gall	139L	
(8) Les Akre	131L	
(9) Julio Isidro	126L	
(10) Betz	100L	

Rat Race

	1st Heat	2nd Heat	Final
(1) Holland	02:44.6	Stand	05:33.1
(2) Les Akre	05:39.3	02:55.9	06:40.7
(3) MacCarthy	02:51.0	02:51.1	06:45.1
(4) Stone	07:09.0	3.00.34	127 laps
(5) Eichenberger	03:30.7	0 laps	03:30.7
(6) Cave	30 laps	0 laps	30 laps
(7) Garner	scratch	scratch	
(8) Oge	scratch	scratch	

NCLRA Texas Quickie Rat

	1st Heat	2nd Heat	Final
(1) Murphy	03:00.2	03:20.3	06:03.8
(2) Cave	03:13.0 02:56.4	06:07.0	
(3) Green	03:10.1	02:59.7	06:13.7
(4) Garner	03:51.1	02:58.0	06:17.7
(5) Bush	03:07.2	64 laps	06:25.4
(6) Bill Lee	03:01.1	03:01.1	06:46.4
(7) Trivin	03:06.7	Stand	06:57.4
(8) Bischoff	03:14.4	03:08.4	07:37.9
(9) Persson	03:07.2	38 laps	
(10) Jim Allen	03:10.1	03:09.9	
(11) Jason Allen	03:10.5	03:18.2	
(12) Perkins	03:12.6	03:16.9	
(13) Don Burke	03:12.6	03:19.9	
(14) Goldsmith	03:14.0	03:29.8	
(15) Les Akre	03:16.3	03:14.2	
(16) Stone	03:16.4	3:24.51	
(17) Greb	03:22.7	03:19.2	
(18) Heaton	03:20.0	16 laps	
(19) MacCarthy	03:20.9	03:22.1	
(20) Julio Isidro	04:13.4	03:23.8	
(21) Holland	03:29.3	03:26.5	
(22) Whitney	04:17.1	3.38.59	
(23) Betz	3:56.86	03:42.8	
(24) Oge	Scratch		

Mouse I

	1st Heat	2nd Heat	Best	Final
(1) Lee	02:25.9	DQ 38Laps	02:25.9	4:49.1
(2) Hallas		02:21.9	02:17.1	02:17.1 5.00.32
(3) Heaton	02:32.1	02:24.6	02:24.6	5:07.5
(4) Gibeault	02:27.1	0 laps	02:27.1	5:08.2
(5) Whitney	03:24.0	02:29.1	02:29.1	5:26.2
(6) Holland	02:12.3	Stand	02:12.3	DQ
(7) Goldsmith	02:41.0	02:36.9	02:36.9	
(8) Cave	02:39.9	48 laps	02:39.9	
(9) Green	38 laps	02:40.3	02:40.3	
(10) Perkins	DQ 37laps	2:43.8	02:43.8	
(11) Rolley	02:48.3	DQ 27Laps	02:48.3	
(12) Betz	0 laps	04:13.1	04:13.1	
(13) Trivin	04:27.1	29 laps	04:27.1	
(14) Jackson	9 laps	Scratched	9 laps	
(15) Isidro	DQ 11laps	DNF		

Mouse II Race

	1st Heat	Final
(1) Whitney	03:41.2	
(2) Hallas		56 laps
(3) MacCarthy	03:19.6	
James VanZant	28 laps	08:04.9 1st Jr.

NATIONAL POINTS CHAMPION

- (1) Bill Cave- 48 pts
- (2) Tim Stone- 46 pts
- (3) Bill Lee- 36 pts
- (4) Don Burke- 34 pts

2004 World F2C Results

Place	Cntry	Name	Elim 1	Elim 2	Elim 3	Semi 1	Semi 2	Final
1	FRA	Surugue, Pascal / Surugue, Georges	3:17.7	3:21.5				
			3:15.6	3:09.6	3:25.2			Final 6:42.7
2	UKR	Kramarenko, Valeriy / Chayka, Yuriy	DNF: 1	3:20.2				
			3:17.1	3:15.3	3:23.2			Final 7:02.0
3	RUS	Shabashov, Yury / Ivanov, Vladimir	3:15.9	DNF: 49				
			3:12.4	3:11.5	DNF: 83			Final DQ:185
4	FRA	Ougen, Thierry / Surugue, Roland	DNF: 35	3:18.9				
			3:16.7	3:41.7	3:16.1			
5	FRA	Picard, Fabrice / Perret, Claire	3:17.7	3:27.5	3:19.9			
			3:19.4	3:29.3				
6	SWE	Samuelsson, Bengt-Olof / Axtilius, Kjell	DNF: 88					
			3:17.0	3:27.2	DNF: 34	3:25.8		
7	GBR	Smith, Steven / Brown, Colin	3:22.6	3:18.4	3:16.4			
			DNF: 68	3:28.4				
8	RUS	Averine, Viktor / Martchenko, Viktor	3:25.3	3:18.0				
			3:21.4	DNF: 81	3:33.7			
9	RUS	Yushchenko, Andrey / Yugov, Viktor	3:21.7	DQ: 0				
			3:16.7	DQ: 0	DQ: 0			
10	ITA	Martini, Giancarlo / Menozzi, Marco	3:28.9	3:32.9				
			3:19.4					
11	AUS	Fitzgerald, Robert / Ellins, Mark	3:48.3	3:23.7	3:20.0			
12	ESP	Crespi, Marti / Crespi, Pedro	DNF: 35	3:20.3	DNF: 0			
13	ITA	Magli, Marcello / Pirazzini, Elvis	3:27.3	3:21.9	DNF: 34			
			34					
14	NZL	Robinson, Andrew / Suter, Shaun	3:22.4	3:31.3	3:38.3			
15	USA	Ascher, Aaron / Ascher, Lenard	3:50.8	3:23.0	3:40.4			
16	SIN	Wee, Christopher / Satha, S.	3:35.3	3:23.4	3:44.2			
17	SIN	Ong, Richard / Su, David	3:25.2	3:40.5	3:46.2			
18	GBR	Langworth, Bernie / Broadhead, John	3:29.4	3:42.6				
			3:25.9					
19	ESP	Sanchez, Jose M / Carracedo, Eliseo	3:30.4	DQ: 1				
			4:10.3					
20	GBR	Fry, Dave / Whorton, Andy	4:40.6	4:05.6	3:34.3			
21	ESP	Barragan, Antonio / Barragan, Juan	DQ: 0	3:35.2	DNF: 29			
			29					
22	USA	Ryan, Todd / Gillott, Tim	DQ: 0	DNF: 0	3:38.4			
23	GER	Kiel, Alexander / Teterjukov, Nikolaj	3:38.5	DNF: 71				
			3:48.3					
24	NED	Vendel, Micha / Van Gemert, Peter	DQ: 0	3:47.9				
			3:41.4					
25	GER	Lindemann, Reinhard / Kiel, Udo	3:43.0	DNF: 0	DNF: 68			
			68					
26	ITA	Marasini, Roberto / Losi, Roberto	3:44.2	DNF: 4	DNF: 70			
			70					
27	AUS	Justic, Richard / Stein, Paul	3:52.7	DQ: 0	DNF: 84			
			84					
28	CAN	Lamoureux, Robert / Pecherskiy, Rostislav	5:13.9					
			4:40.5	DNF: 0				
29	SIN	Ow, Jonathan / Lim, Jin-Heng Jr	DNF: 31	5:23.7	DNF: 19			
			19					
30	USA	Willoughby, Stewart / Oge, Bob	DNF: 0	DQ: 0	DNF: 79			
			79					

WC Photos (Thanks to Don Burke for supplying photos)



Vladimir Ivanov prepares in the pits at the WC'S



L-R Dave Rolley, John Ballard & Tom Knoppi measuring tank size at the pre race processing.



Yury Shabashov, the 2nd member of the 3rd place Russian team.



First place & new World record holders Pascal & Georges Surugue, 3:09.6 Heat time!



An inside look at Shabashov/Ivanov plane



2nd place finalist from the Ukraine, Yuriy Chayka



F2C World Final race



Les Akre's new 70 lap record holding B Team racer named "Doodle B" with GMS .25 motor.



Bob Whitney's Cyclon reed valve conversion Mouse 1 entry.



Close-up of F2C World finals.

2004Contest Calendar

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

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

JACKSONVILLE, FLORIDA NOV 13 & 14

Events To be determined. Contact Bob Whitney

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	7/16/9
OP (50 LAP)	2:12.3	JIM HOLLAND	7/16/04
(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)	3:15.5	BRODHEAD (GBR)	7/12/04
(200 LAP)	6:45.2	ROB FITZGERALD (AUS)	7/12/04

‘B’ TEAM RACING

OP (35 LAPS)	1:29.3	WAYNE TRIVIN	7/13/04
(70 LAPS)	3:15.2	LES AKRE	7/13/04
(35+70 LAPS)	4:49.1	VIC GARNER	7/13/04
(140 LAPS)	6:45.1	DON BURKE	7/13/04

RAT RACING (.15 RULE)

OP (70 LAP)	2:44.6	JIM HOLLAND	7/15/04
(140 LAP)	5:33.1	JIM HOLLAND	7/15/04

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)	300 LAPS	RON DULY	7/14/04
OP (7 ½ MINUTES)	158 LAPS	RON DULY	7/14/04

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)	2:56.4	BILL CAVE	7/15/04
(140 LAPS)	6:03.8	BOB MURPHY	7/15/04

Mouse 1 New Record holder-Jim Holland

At the 2004 Nationals, Jim Holland set a new Mouse 1 50 lap record at 2:12.3. Jim has been gracious enough to give us these plans. Congratulations & thanks, Jim.

Overall Length: 10 9/16"

Wingspan: 21" (Inboard 11", Outboard 10")

Wing Root Chord: 2.5"

Tip Chord: 1 3/4"

Nose Moment: 9/16"

Tail Moment: 5"

Tail Span: 8"

Tail Root Chord: 1 1/2"

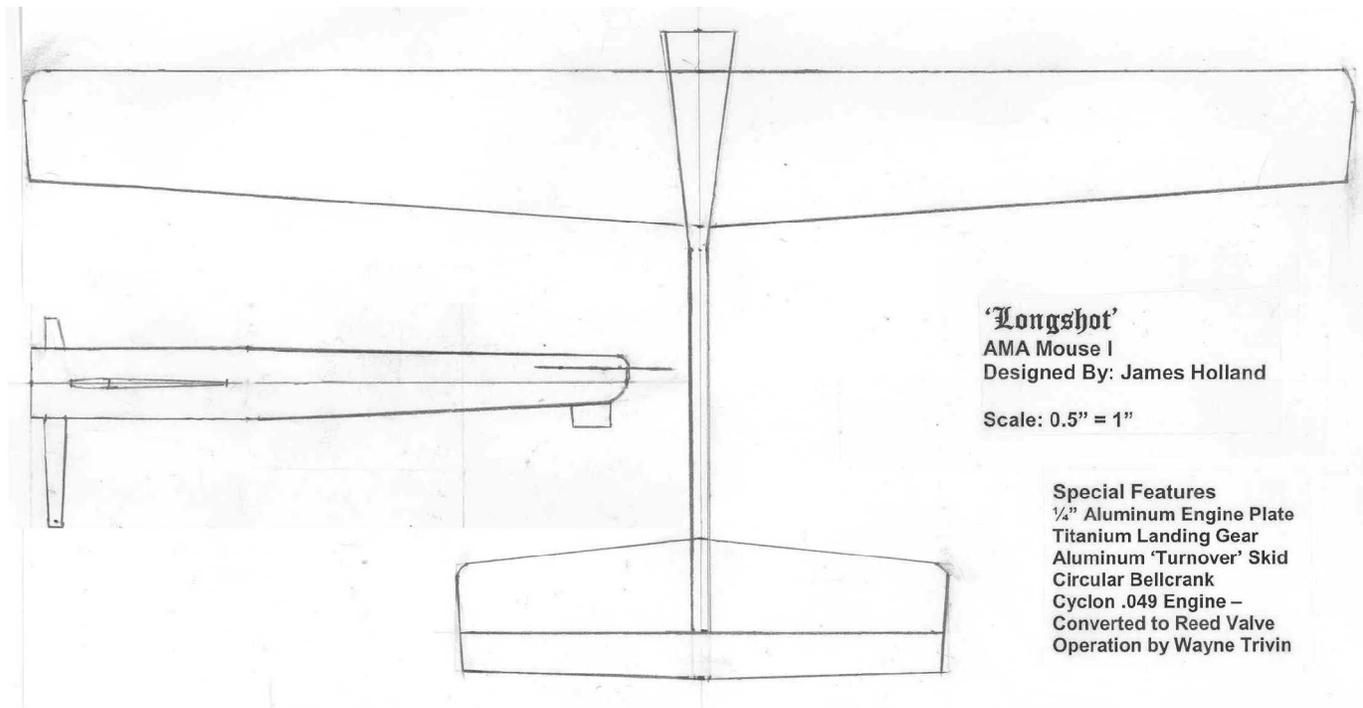
Tail Tip Chord: 1 1/8"

Elevator Root Chord: 3/4"

Elevator Tip Chord: 5/8"

With the exception of the aluminum engine plate (and balsa fairing), the fuselage is constructed out of 1/4" ply wood. The wing was carved from 3/16" Basswood and the tail from 1/8" Basswood.

The complete airframe was covered with light weight fiberglass cloth and finished with polyurethane paint and clear coat.



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