

From: National Control Line Racing Association

Bill Lee, President

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Chandler, TX 75758

F2C Winners Dick Lambert, Tom Fluker,
Bob Oge, Lari Dziak, Bill Lee, Jim Ricketts



TO

SPECIAL NATS ISSUE!



Torque Roll!!

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President's Column – Bill Lee

2005 NATs: The NATs this year were a great success. Yes, the attendance was down: disappointing. And I am sure everyone who was NOT there will have good reasons why they couldn't attend. Only one comment: those who didn't attend were the real losers, but we all lost something by it.

Some general comments on a few items.

The experiment with Super Slow Rat seems to have been a success. The equipment was good, the racing was good. It ran well in conjunction with Fox Race, and while the Fox Race guys who made the final decided not to run it (one pitman for all three models!), it was compensated for with a good race in Super Slow. BTW, tank volumes were checked in Fox/SSR as well as in B-TR.

F2C event entry was quite good this year. Many teams there in preparation for the upcoming Team Trials in September. Race times were not spectacular, but it looks like U.S. times regularly in the teens will be seen soon. Sure, not a 3:04 (new World Record) which was turned in at the EuroChamps this summer, but qualifying there was still cut off in the mid-teens.

Quickie Rat is still the premiere AMA event. 16 entries. Times that were quite good considering the reduced venturi size this year. BTW, venturis and spraybar dimensions were checked on all engines that flew in the finals, and all were o.k. We used a dial bore gauge for the venturi and a regular micrometer for the spraybar. When we reduced the venturi size, we expected the "average" model to slow by about one second for seven laps. And I think if you look at the times elsewhere in this issue, you will see that that is just about what was accomplished: about 10 seconds slower for 70's and 20 seconds for 140's.

A couple of events will need CPR soon or they should be allowed to die.

Without the guys that help, we wouldn't have a NATs. Thanks to Jason Allen, John McCollum, Russ Green, Tim Stone and Bob Whitney for stepping up to run an event or two. And to several others that always seemed to be in the pits pull-testing or grabbing a watch to time. Jim Allen and Dave Hallas come to mind. And John David King, and Julio Isidro. Timing and lap-counting by everyone when you weren't flying made it happen. There simply wasn't more than a couple of times when I had to ask for someone to come help. Thanks, guys.

The NCLRA Sportsmanship award was presented to a guy that arguably is the most important person in NCLRA: Tim Stone. Without his efforts, our fine newsletter wouldn't get published, and that is a big factor in the health of the organization. Whenever you need help, Tim is the first to step up. When he isn't competing you will always find him timing or up in the tower running an event. Thanks, Tim: the award is well-deserved!

The concours award in B-TR was awarded posthumously to Wayne Trivin. Wayne left most of his models with Bob Whitney, and Bob entered it this year. It was fitting that the award was made this way.

Once again, we must give a note of appreciation to *PowerMaster* and **FOX Manufacturing** for their continued support. Fox graciously provided the fuel for Fox Race and SSR as well as a couple of Fox 35s which were given to the winners of Fox Race. And *PowerMaster* provided the 10/20 blend of fuel for the remainder of the events, a fuel that worked very well everywhere.

And a GREAT "THANKS!" to Steve Wilk and Eliminator Props who provided the trophies for all of the unofficial events. The trophies were beautifully made.

A first this year at the NATs: trophies in ALL events were given to BOTH the pilot and the pitman! As we all know, CL Racing is a TEAM event and an award for each member (as the FAI does) is appropriate. Thanks to AMA as well as Steve Wilk for this support.

The future of the NATs: At the NCLRA meeting after the banquet, I raised an issue and asked everyone there to give it some thought. What is the effect that having the NATs year after year after year in Muncie having on our NATs in particular and all of the CL NATs in general? Should we (CL, including us) be talking to AMA about a CL NATs separate from the RC and FF folks? Something that could be hosted at sites around the country other than Muncie?

Please think this over and let your NCLRA Representative hear from you.

The issue of NATs schedule was raised. Should we continue with the current order of events or should we shuffle some around? One suggestion was to rotate the schedule one day each year. Do you have any ideas?

2006 NATs: Also at the Banquet, I noted that we will need a volunteer to be the CL Racing Event Director for the 2006 NATs. I will not be in the country next year and will not be able to be the Director.

As you might expect, the response (other than from one or two that ALWAYS volunteer) was underwhelming. Come on, guys: if you can help, let me know.

NCLRA Hall of Fame: This year two members were inducted into the NCLRA Hall of Fame: Wayne Trivin and Jim Ricketts. Two more deserving guys can't be named.

Ballot: Tim Stone gave us the results of the balloting on the Bylaws change (which passed) as well as the (re)election of our District Representatives. You can look at the current roster of District Representatives on the back of this issue of the *TorqueRoll*.

Thanks must be given to Mike Hazel and Brian Silversmith for their efforts for the past three years. When I was elected three

years ago, all of the District Reps offices were open, and I twisted arms to get guys to fill them. Mike and Brian responded to my call.

They have been replaced by two folks with a lot of experience and enthusiasm: John Thompson in the Northwest and Jason Allen in the Northeast. Welcome aboard.

Northwest Report **By John Thompson**

Racing in the Pacific Northwest seems to be on a gentle upswing after a number of years of decline. The gradual loss of participants in Northwest racing contests coincided with the continued growth of aerobatics, as the general competitive population ages.

However, in the past couple of years, the remaining racers have been putting some extra effort into generating some interest in the racing segment, and it seems to be paying off with quite a few newcomers, people expressing interest, and projects under way.

Perhaps unavoidably, most of the current and potential racing participants are doing racing as a sideline; most of us fly stunt, combat or carrier as well.

On a historical note, racing was for many years the most popular control-line activity in the Northwest, with a lot of contests and good participation. The Northwest benefits from a strong, stable set of regional rules (applicable in AMA Dist. XI and British Columbia). The rules are promulgated through a proposal-and-ballot system coordinated by the Flying Lines independent regional newsletter, and generally accepted everywhere in the area. The regional event rules have been well thought out and stable, for the most part not suffering from the technical escalation that has occurred in AMA rules.

The result has been (for better or worse) that racing participation gradually has moved almost entirely to the regional events, with participation in AMA classes very low at present. The most popular Northwest events are Northwest Sport Race (an entry level almost identical to NCLRA Fox Race) Northwest Super Sport Race (an intermediate class using slow-rat-style airplanes and an engine rule similar to Quickie Rat) and Clown Race (a Northwest event that has developed on the national level). Northwest Goodyear, an engine-limited scale racing event, has declined in popularity and may disappear altogether. Mouse racing classes were very popular in the region until the past couple of years, where activity has dropped off.

All the above having been said, there are definitely some positive signs. With the rebound in participation and expressions of interest, some of the traditional contests that had dropped racing from the schedule have begun adding it again, and participation so far this year has been very encouraging.

Most of the new faces have been in NWSR, and we're hoping to evolve some of those new enthusiasts into NWSS and then hopefully into the AMA events. We'd love to see Hamster develop in popularity to replace .40 rat race, which was once a very popular event in the region. Clown race seems to have its own appeal, and remains a popular event through thick and thin.

One of the promotional things we've done is that the Flying Lines newsletter and the Nitroholics Racing Team (John Thompson and Mike Hazel) of Oregon have developed a "Racing

Made Easy" information packet for potential novice racers. The packet includes a lengthy "Racing Tip Sheet" article that covers the basics of every aspect -- from building racing planes to piloting and pitting techniques. Also in the packet are articles on how to set up a sport racer and how to build an easy Super Sport plane. Finally, the packet includes all the Northwest rules. We make it available to anyone who asks for it for just a couple of bucks to cover the printing and mailing costs.

One of the interesting historical notes about Northwest racing is that Northwest competitors have been only minor players in our biggest contest, the Northwest Regionals, mainly because -- even in our racing heyday -- almost all of the key Northwest racers were involved in some way as officials or workers at the contest. So, we did our most serious racing at the other, smaller contests. Regionals results, therefore, often don't show many Northwest names.

All that rambling brings us up to date, so now for some results from the first half of 2005. There have been two racing contests on the schedule so far, with two more to come.

The first two were the Jim Walker Memorial in Portland, Ore., in April, where Northwest Sport Race and Clown Race were conducted. A full slate of racing events was held at the Northwest Regionals in Albany, Ore., on Memorial Day Weekend. Still to come is Northwest Sport Race at the TEAM contest in McMinnville, Ore., in September, and three events (Northwest Sport Race, Northwest Super Sport Race and Clown Race) at the Fall Follies in Salem, Ore., in October.

Regionals entry was down a bit from previous years, partly due to the retirement of Vic Garner, who always came with a group of entrants from California. It will still be an excellent contest with quite a bit of good racing.

Here are the results from the contests held so far:

Jim Walker Memorial, April 22-23, Portland, Ore.

NORTHWEST SPORT RACE (9 entries)

- | | |
|--|----------|
| 1. Mike Rule, Palm Springs, Calif. | 9:16.48 |
| 2. Kenny Johansen, Stanwood, Wash. | 9:27.37 |
| 3. Rich Salter, Seattle, Wash. | 9:56.56 |
| 4. Nitroholics Racing Team, Eugene/Salem, Ore. | 10:10.66 |

FLYING CLOWN RACE (4 entries)

- | | |
|------------------------------|----------|
| 1. Rich Salter | 279 laps |
| 2. Nitroholics Racing Team | 201 laps |
| 3. Joe Just, Waitsburg, Wash | 106 laps |
| 4. Todd Ryan, Burbank, Wash. | DQ |

Northwest Regionals, May 27-28-29, Albany, Ore.

MOUSE RACE I OPEN (2 entries)

- | | |
|-------------------------------------|---------|
| 1. Les Akre, Edmonton, Alberta | 5:03.04 |
| 2. Paul Gibeault, Edmonton, Alberta | 50 laps |

MOUSE RACE I JR.-SR. (2 entries)

- | | |
|-------------------------------------|----------|
| 1. Austin Johansen, Stanwood, Wash. | 7:16.23 |
| 2. Maria Huber, Stanwood, Wash. | 10:48.66 |

MOUSE RACE II (2 entries)

1. Mike MacCarthy, Santa Rosa, Calif. 6:42.45
2. Paul Gibeault 9:51.07

.15 RAT RACE (3 entries)

1. Mike MacCarthy 5:47.55
2. Les Akre 6:12.88
3. Todd Ryan, Burbank Wash. 2:56 heat

AMA GOODYEAR (3) entries

1. Todd Ryan 8 laps
2. Mike MacCarthy DQ
3. Les Akre 31 laps heat

NORTHWEST GOODYEAR (2 entries)

1. Les Akre 6:54.94
2. Murphy-Jackson Team, California 8:28.16

FLYING CLOWN RACE (9 entries)

1. Todd Ryan 280 laps
2. S&S Racing Team, Tenino, Wash. 245
3. Mac Ryan, Burbank, Wash. 107
4. Les Akre 111 heat
5. Randy Bush, San Leandro, Calif. 98 heat
6. Allen Hoffmann, Greenville, Calif. 91 heat
7. David Miller, Pasco, Wash. 56 heat
8. Jim Persson, Pleasanton, Calif. 50 heat
9. Retreads Team, British Columbia 0 laps

NORTHWEST SPORT RACE JR.-SR. (1 entry)

1. Mike Holmack, Silver Lake, Wa. 10:54.92

NORTHWEST SPORT RACE OPEN (11 entries)

1. Todd Ryan 7:58.16
2. S&S Racing Team 8:52.15
3. James Cox, Delta, B.C. 9:13.43
4. Kenny Johansen, Stanwood, Wash. 9:51.8
5. Mac Ryan 4:10.13 heat
6. Mel Lyne, Garibaldi Highlands, B.C. 4:49.26 heat
8. Les Akre 4:50.68 heat
9. Dave Shrum, Roseburg, Ore. 4:59.69 heat
10. Paul Gibeault 5:32.63 heat
11. Jim Holmack, Silver Lake, Wash. 7:07.71 heat

NORTHWEST SUPER SPORT RACE (5)

1. Todd Ryan 7:05:93
2. S&S Racing Team 7:50.9
3. Nitroholics Racing Team, Eugene/Salem, Ore. 7:51.27
4. Murphy-Jackson Team 3:57.7 heat
5. Les Akre 34 laps heat

QUICKIE RAT RACE (5 entries)

1. Les Akre 6:36.74
2. Jim Persson 6:38.69
3. Todd Ryan 3:20.35 heat

Details on the upcoming contests:

TEAM Contest, Sept. 17-18, DeAlton Field at Evergreen Aviation Museum, McMinnville, Ore. Northwest Sport Race, in addition to

Classic Stunt, P-40 Stunt and Precision Aerobatics. For info, contact Jerry Eichten, jeichten@aol.com.

Fall Follies, Oct. 8-9, Bill Riegel Model Airpark, Salem, Ore. Northwest Sport Race, Northwest Super Sport Race, Clown Race, in addition to Classic Stunt, P-40 Stunt and Precision Aerobatics.

For info, contact John Thompson, johnt4051@aol.com.

Northwest rules are available from John Thompson.

John Thompson

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North Central Report - Les Akre

Hello everyone.

The 2005 Nationals are now history. I hope all who attended had a wonderful time with tight competition and renewed acquaintances.

Congratulations are in order for some North Central members who did very well at this year's Nationals, particularly Lari Dziak, who won open Scale Race with a good time of 5:54:93, and Jim and Jimmy Ricketts. Jim taking 3rd in Scale Race, and his son Jimmy taking 3rd in F2C, and 9th in Scale Race.

Well-done guys!

This year's Nationals also marked the first running of the Super Slow Rat event, which was run in conjunction with NCLRA Fox Race. In the upcoming weeks I will be asking the contestants about their views and opinions relative to the first running of this event.

Paul Gibeault and I were the 2 North Central members in attendance at this year's N.W. Regional Control line meet in Albany Oregon this past Memorial day weekend. The weather was quite warm on the First day of the meet (mid 90's), and cooler and overcast for the Saturday and Sunday, which was welcomed by most everyone!

This was one of the first competitions for showcasing the new venturi restriction in TQR. This year's TQR Final was a 2 up between Jim Persson, and Les Akre, with yours truly taking the win with a 6:36:74, to Jim's 6:38:69.

The margin of victory was 1.95 seconds. That's less than 1 lap! Paul took second in Mouse 1, and Mouse 2.

Entry in the racing events at this contest has tapered off a bit the past couple of years, mostly due to the absence of some of the California crowd who had attended in the past. I'm not sure of the reason they won't attend anymore, but it sure would be nice to see them back, as it makes the level of competition just that much better.

How about it guys?

Full N.W. Regional contest results are published elsewhere in this issue.

If you have any local contest results send them to Tim Stone, or myself, so we can make sure they get published.

Observations on the new TQR venturi diameter

I see that it didn't take long for John McCollum to dip into the High 2 minute range for heat times. I'm not sure what the consensus was, but just from looking at the times turned at this years Nationals, it doesn't appear that the new diameter slowed some of the guys very much. In fact, 4 of the 14 competitors who recorded heat times were below 3:10. At the speed this event is progressing through development of equipment, we might be back to the times turned at last years Nationals, by next year! It's still, one of the most hotly contested events though, and one that I'm starting to really grow fond of.

That's it for this issue.

Fly well, pit fast!

Russ Green

South Central Report

Race Report

Dallas Aero Summer Heat

Dallas Hobby Park

June 18, 2005

The Dallas Model Aircraft Association (DMAA) held their second racing contest of the year in June. The six contestants enjoyed a good day of racing with no airplanes lost.



Mike Greb pitting TQR in Dallas

Mouse 1

1 st John McCullum	39 laps
2 nd Russ Green	DNF

Goldberg JSO

1 st Russ Green	10:07.73
2 nd Bill Bischoff	10:56.34

Sportsman Goodyear JSO

1 st John McCullum	7:30.57
2 nd Bill Bischoff	7:50:65
3 rd Mike Greb	7:54.91
4 th Russ Green	8:14.34
5 th Phil Dunlap	8:34.34

Texas Quickie Rat

1 st John McCullum	6:29.68
2 nd Mike Greb	6:44.32
3 rd Russ Green	6:49.32
4 th Bill Lee	6:52.44
5 th Bill Bischoff	6:55:50

Race Report

Top Class Annual

Gage Park

Topeka, KS

May 28, 2005

Sixteen racers enjoyed a fine day of racing at the Top Class Annual in Topeka this year. Thanks to Jim Lee for doing a great job as CD of the contest.



Mouse 1 (Jr/Sr)

1 st Emerald Dennison	30 laps
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Mouse 1

1 st John McCullum	4:58.39
2 nd JJ Holiday	5:41.05
3 rd John E Holiday	7:06.53
4 th Melvin Schuette	9:59.07
5 th Dave Rolley	74 laps
6 th DJ Parr	40 laps
7 th Russ Green	23 laps

Class II Scale Race

1 st Mike Greb	7:59.00
2 nd Russ Green	8:08.65
3 rd Mike Tallman	9:42.71
4 th Dave Rolley	10:50.06
5 th Dale Gleason	11:09.78
6 th JJ Holiday	11:20.92
7 th John McCullum	83 laps
8 th John E Holiday	18 laps

Scale Race

1 st Jim W Ricketts	6:37.96
2 nd Mike Greb	7:40.30
3 rd Bill Lee	98 laps
4 th Jim Ricketts	17 laps



Big Goodyear

1 st Russ Green	9:17.50
2 nd Marvin Denny	9:59.79
3 rd Mike Tallman	10:11.07
4 th Dave Ek	11:07.95
5 th JJ Holiday	12:18.15
6 th Melvin Schuette	13:41.05
7 th John E Holiday	19:36.13
8 th Dale Gleason	32 laps

Quickie Rat

1 st John McCullum	3:30.13	3:03.20	6:34.91
2 nd Mike Greb	3:20.00	3:12.65	6:58.28
3 rd Russ Green	3:28.13	3:15.47	7:45.64
4 th Bill Lee	3:15.94	3:16.91	
5 th John E Holiday	5:15.13	4:03.33	
6 th JJ Holiday	4:36.53	4:48.76	
5 th Melvin Schuette	49 laps	59 laps	

Hi Point Racing – Russ Green

SOUTHEAST REPORT-BOB WHITNEY

Well another nats has come and gone. The racing was great but the only thing was, there wasn't enough of it! Call me CHICKEN LITTLE, but I see the racing world coming to an end in the next two years. Why? if people aren't racing, you that are don't call me, next year is going to be a lean year because its a World Champs year. We will loose between seven and 10 people that normally would show up for the Nats. We will also loose our Contest Director since Bill Lee has announced that he will be at the WC'S in Madrid. Someone needs to step up and take on this job.

This year TIM STONE and JASON ALLEN and JOHN MCCOLLUM again stepped up to run some of the events. The

RICKETTS, the ROLLEYS, BRIAN SILVERSMITH, and DAVE HALLAS spent more than their share of time in the timers chairs.

There were others that I can't think of at the moment,

What to do? We need to get DOUG MAYER, TODD RYAN, BYRAN BEDNAR back out flying local contests. Our district reps need to beat the bushes to find places to fly. Go to your local school and see if you can use the football field, put some big wheels on clowns or fox racers, get a couple of guys out and fly. JIM HOLLAND AND BRIAN SILVERSMITH are doing a good job of keeping things going, if you don't want to fly than come on out and help so the other guys can fly. It is going to take everyone to keep us flying .

Last time I mentioned a new glow driver, called ARCATS lithium glow driver from CENTRAL HOBBIES. IT IS PRICY AT \$100, with charger, I used it all day mouse day for 4 airplanes. It was still glowing red at the end of the day, as with other RC drivers, it shuts off after 1 min but they said it can be extended up to 5 min, I will be sending it back to let them do it.

The team trials are coming along great, I just about have my whole team in place, and we will have three timers for each plane. The Rebel Rally is on for Nov 12th&13th in Jacksonville, the Flying Rebels put on a good contest.

JUST REMEMBER if we don't keep this going nobody is going to do it for us BOB WHITNEY.

EDITOR'S COLUMN-TIM STONE

NCLRA HALL OF FAME INDUCTEE JIM RICKETTS SR.

At the 2005 Nats banquet the NCLRA announced the induction of Jim Ricketts Sr. to the NCLRA Hall of Fame.

It was quite a week for Jim, having also received an AMA Fellowship award 2 days earlier. Congratulations for the well deserved honors, Jim. The following is Jim's statement;

"It is truly an honor to be included in the NCLRA Hall of Fame. A special thank you to all those racing folks who have put up with me over the years. I am very fortunate to have a son who is interested in model aviation and racing control line. Without Jim Jr. my involvement in model aviation would not have been possible. I very much appreciate his nominating me for the Hall of Fame and it goes without saying that I also appreciate his skill as as darn good pilot. Special thanks to Dave McDonald and Lari Dziak for all their help over the years. Thank you again, Jim Ricketts"

NEW PROPS- STEVE WILK

Steve has been busy cranking out some new sizes of props, he writes "I have 6 brand new props. I took the first props out of the molds this morning. Just in time for the NATS.

F2C National-APC A-5 6 1/2x 5 1/2

F2C National Wallic F2NC-W-1 6 7/8 x 5 1/4"

Quickie Rat APC A-4 7 3/4 x 7 1/2"

Perky Speed Tornado PW- T-15 7 x 4 3/4"

The A-4 is a modified APC 7.8 X 7.5 (Quickie Rat) The back side of the prop by the hub has been flattened out and the Hub has been smoothed out.

The A-5 is a modified APC 6.5 X 6.5 (F2C National) was modified the same as the A-4.

W-1 is a prop I got from Dave Wallic which he say is THEE prop for F2C National.

LETTER TO THE EDITOR

Gary James writes;

Subject: Correction to Torque Roll article

I would like to offer a minor correction to Les Akre's article in the recent issue of Torque Roll. While I would never challenge Les' knowledge and expertise in CL racing, he did make a minor error in attribution of one of the "Goodyear" designs that he has used in the past.

Les states that " I built 2 models to bring to this contest, a "Polecat", which is a version of a K-10 Shoestring, and another "Little Mike". Actually, the Polecat is not related to the Shoestring in any manner. The Polecat, was the second Formula One design by Ernest Prosche. Ernie was a pilot for Hughes AirWest, which was later folded into Republic Airlines and later aquired by Northwest Airlines, which is my employer. Ernie, although retired, is still alive and lives in Las Vegas although he has not been a member of International Formula One for many years. The Polecat was an all-metal design and was a more successful follow-on to his "Loki" design. Polecat was fairly successful, but not an exceptional competitor. If memory serves me correctly, Ernie sold the airplane to a Japan Airlines pilot who had only minimal small airplane experience, and the JAL pilot crashed the airplane, killing himself, due to a pilot induced oscillation (PIO) on one of his first flights (maybe THE first flight). I have heard that Ernie has the parts of a second airplane, but it is unlikely that it will ever be built since he has no further interest and the airplane wouldn't be competitive anyway.

As far as Shoestrings go, the only "true" Shoestring was the original, with all other airplanes being built from the K-10 plans. Plans-built Shoestrings (and highly modified Shoestrings) that have actually raced at Reno include: The Wagner Solution, Ricky Rat (which became TopTurkey, I think), YellowJacket, HalfFast, and some others that I can't think of right now. By the way, both Jon Sharp's "Nemesis" and Dan Gilbert's "Shadow" (now Charlie Greer's Miss Behavin') are highly modified Shoestrings or are originally based on the Shoestring. Lots of racers get renamed when changing owners and it's hard to keep up sometimes. The original Shoestring, and all the "stock" Shoestrings really weren't much of an airplane until Ray Cote bought it and had a new laminar flow wing and new tail surfaces installed as well as re-contouring the fuselage/canopy/cowling. The modified Shoestring doesn't have much resemblance to the K-10 plans or the original configuration. The new wing was designed by the late Ken Stockbarger and built by Paul White. With Ray's awesome engine installed and a huge amount of attention to detail, Cote's modified Shoestring became the dominant force in Formula One along with Bill Faulk's "Rivets" until Ray retired the airplane.

Ray bought Judy Wagner's "Solution" after Judy's death and made it one hell of an airplane too, winning Reno several times.

Later Ray bought the George Owl designed, Vince DeLuca, built. "Little Quickie" OR-71-1. from Phil Fogg, which had been renamed "Aloha" at the time. I had the pleasure of being on Phil Fogg's crew one time. Ray extensively modified the airplane, renamed it "Alley Cat" and really made it go. Virtually nothing is left of the original OR 71-1, but it is still actively competing as "Alley Cat" being raced by Jason Somes.. The "Wise-Owl" is OR 71-2 and was built by Ralph Wise. Ralph was a good friend of George Owl and the Wise-Owl was used to scatter George's ashes over the Pacific after he passed away.

As a long time member of International Formula One, I've got a lot of pictures of real Formula One racers that I would be willing to send to you if you like.

Thanks for the great newsletter!

Best Wishes,

Gary James

MINUTES FROM THE NCLRA ANNUAL MEETING

The meeting was called to order by Pres. Bill Lee at 7:50 p.m.

- 1) Opening remarks by Bill Lee.
- 2) Treasurers report by Tom Wilk. Bank balance as of July 6, 2005 \$9,876.60. The report was accepted as read. This does not reflect dues paid at the banquet. \$90.00
- 3) Report by Tim Stone regarding election of district representatives and proposed rule changes.
- 4) The membership thanked Tim for the fine newsletter he is writing.
- 5) Remarks by Bill Lee regarding the proposed rule changes.
- 6) Remarks by Jason Allen (rules committee chairman) regarding the proposed rule changes that were discussed at the Tues night informal rules meeting head at the AMA site. The final rules changed will be presented to the membership before they are sent to the AMA rules committee.
- 7) Remarks by Bill Lee regarding the 2006 Nat's. Bill Lee will be at the C/L World Champs and will not be attending the Nat's. We need an Events Director to be present at the 2006 Nat's planning meeting to be held in October. We need Contest Directors for the individual events. A discussion of the events schedule followed. A suggestion was made that the Fox and Mouse races be held as close together as possible to accommodate the Jr. racers. A suggestion was made that the daily schedule be rotated 1 day every year.
- 8) Bill Lee offered this to think about ----- the C/L Racing, and if possible Speed, Carrier, Combat & Stunt events to travel to other parts of the U.S. every other year.
- 9) Awards – the BTR Beauty award went to Dave Hallas flying Wayne Trivin's model as judged by a few PAMPA members. Wayne Trivin was inducted into the NCLRA Hall of Fame. Bob Whitney accepted the plaque and will give it to the family. Bob talked about Wayne and their interests and Wayne's machining. Out going district rep. James Ricketts Sr. also was inducted into the NCLRA Hall of Fame. The NCLRA sportsmanship award was given to Tim Stone in recognition of his involvement in promoting racing and his excellent newsletter.

10) A few closing remarks regarding rules were made by Bob Whitney to allow a backup airplane for a racing team. John McCollum motioned that we look into getting a 100 watt PA System in the near future and try to rent a system for the final days of the Nat's. Bob Whitney requested the use of the starting clock for the up-coming Team Trials.

11) Meeting ended at 9:10 p.m.

Submitted by Tom Wilk – sec/treas.

1962 May American Modeler

Jeff Green's senior class Rat Race winner is mechanic Bob Whitney (below). "Prowler 2" has McCoy 29R, pressure feed, landing gear fixed to head.



2005 ELECTION RESULTS

PROPOSAL- Passed by 25 to 2 vote.

OFFICERS- All confirmed.

Southwest- Doug Mayer

Northwest- John Thompson.

South Central-Russ Green

North Central- Les Akre

Northeast- Jason Allen

Midwest- Stewart Willoughby

Southeast- Bob Whitney

2005 NATIONAL REPORT-JIM HOLLAND

(Additional commentary by Tim Stone, Photos by Jim Ricketts and Jim Holland)

Before the start of racing Jim Ricketts was honored by the presentation of an AMA Fellow award. AMA President Bob Brown presented the award at the site along with several other AMA dignitaries. This is in recognition of Jim's hard work over the years in representing his district and serving as a voice for racers. Congratulations Jim!



11 new National records were set at the 2005 Nationals! See the records page within this issue of the newsletter. New records are highlighted in red.

The 2005 Nats got off to a fine start on Sunday with National Control Line Racing Association (**NCLRA**) **Fox Race and Super-Slow Rat Race** being flown.

Entries were down slightly for Fox Race this year, but what may have been lacking in numbers was made up for with quality when Tim Stone and Bob Oge set a new national record in the first heat of 5:32, with a 5:36 backup.



Tim's Sonofabat design seems to be superior to pretty much everything else right now, having decidedly superior airspeed over most conventional-style airplanes.

The Stone and Oge combination kept things in Illinois through the remaining qualifying heats, with Jason Stone posting second fastest qualifying time (with Tim Pitting) and Bob Oge rounding things as third qualifier. With Bob Oge having pitted 2 of the 3 Finalists, and Tim pitting the second fastest time, the decision was made to stand on the heat times for a 1-2-3 finish in NCLRA Fox.

With the exception of the final, Super-Slow Rat was flown with Fox Race. Three of the entries—Don Burke, Steve Wilk and Dave Hallas—featured surprisingly good airspeed but the heat times did not typically reflect this.

Don Burke was unfortunate enough to have his #1 airplane mid-aired by Bob Oge flying Steve Wilk's Sonofabat, (due to a loose elevator clevis), forcing him to use a backup for his second heat. He was still able to post a good enough time to make the final, however, where he joined low qualifier Dave Hallas.

The bad luck that Don and pilot Ron Duly suffered in qualifying wore off in the final, with their back-up model posting a 6:26 to take the win over Hallas and Bob Whitney, who suffered from setting problems though the race. The third place finisher was some way back, suffering from what appeared to be a failing piston/liner fit that made for long and slow pit stops.



Overall, this was a great start to the week; everyone enjoyed a relaxed atmosphere and almost-perfect weather conditions. Both events were ably run by Jason Allen, with additional support coming from Bill Lee and John McCollum on an as needed basis.

Monday saw the beginning of official AMA racing at the 2005 Nats, with **F2C Team Race** being flown. A strong 12 entries were received for this event, 10 actually flew, and two of these were teams from Canada. I see this as a healthy turnout, indicating that there is still a strong interest in this event. Technical inspection of the planes started at 7:30 a.m., with John McCollum supervising the process. Able assistance was provided by a number of people including former F2C regular, John Ballard. Racing got under way at 9:30 a.m. under blue skies.

The day started with a moderate breeze that strengthened as the event progressed, making pitting segment choice increasingly important.

The first heat of the day resulted in a re-fly for two of the competing teams because of an early crash making it impossible for them to continue safely.



Bill Lee & Bob Whitney ready for F2C action!

The second heat was also ended early by John McCollum, but the third heat more than made up for this with Fluker and Lambert recording a strong time of 3:23.

The fourth heat was also fast and competitive, with Dziak/Oge posting a time in the 3:24s. The rest of the heats in the first round saw Ricketts and Lee posting a 3:28 and Allen/Whitney coming close.

With the strengthening wind, only a few teams improved their times in the second and third rounds. Rolley and Rolley unfortunately damaged their new Mazniak model in the second round after managing to finish their first round race (albeit with a slow time).

The best race of the third round featured Fluker/Lambert coming head-to-head with Dziak/Oge and Allen/Whitney. Allen/Whitney ran in early on leaving the other teams to race two up. Fluker/Lambert emerged the winners thanks to slightly better airspeed (Oge having decided to park his best airplane for the September team trials).



Jason Allen, Jim Ricketts & Aleksandr Elbert in F2C



Mathew Hart, Robert Lamareaux, and Jason Allen

At the end of the heat racing, the finalists emerged as Fluker/Lambert, Dziak/Oge, and Ricketts/Lee. At the start of the final Lee was away first followed by Lambert, with Oge losing four laps. Lee had the best early setting, giving him and Jim Ricketts some good passing opportunities. The other two teams gradually speeded up, with the Lee and Ricketts' advantage slowly eroding until they ran in at their third stop. The race came down to two teams, with Dziak and Oge trying to make up for their poor start. Lambert suffered a very slow pit stop, allowing them to make up lost ground (courtesy of a couple of super fast pits from Oge), but they ended up falling a little short at the end, and Fluker and Lambert emerged as the deserving winners.

Overall, this was one of the strongest domestic showing for F2C in recent years, with a number of teams showing they have the potential to seriously compete for places on the 2006 World Championship team.



The day was rounded out with the NCLRA F2CN (**Profile Team Race**) event. Entries were again light to moderate and varying in quality. Heats were flown two up and saw Julio

Isidrio picking up from where he left off last year and posting some fast and consistent times. His pit man, Dick Hart, also had an entry and looked pretty good throughout the day.

Their only real opposition came from Dave Hallas and Bob Whitney, whose entry was powered by an ancient Rossi diesel. Junior James Van Sant returned for another year and showed everyone what a good pilot he is by dealing easily with adverse flying conditions while flying two up with Dave Hallas. The final was well flown (John McCollum acted as CD for this event as well), and the winners fully deserved their trophies at the end of the day.



F2CN Winners Glen VanSant, Bob Whitney & Julio Isidro. Nice trophies made by Steve Wilk.

Tuesday is the day where people put in ear plugs and pour the glow fuel into their refueling bottles; **AMA Scale Race** (also known as Goodyear) is the feature event of the day. Twelve people entered this event, and while the field was reduced in size from last year, the quality appeared to be a little higher as the 'bump' spot for the finals was some 3 seconds quicker than in 2004.

While the wind was manageable—a steady breeze of roughly 10 mph blowing pretty much throughout the day—air conditions were relatively poor and the high humidity slowed most entries quite notably. The heat races produced few surprises with most of the familiar Scale race faces making it though to the finals. Bill Lee and John McCollum were perhaps the most unfortunate in the heats, suffering a problem in the fuel system that slowed otherwise promising heats. Bob Oge qualified for the final which was not surprising; but his choice of engine was, modified Fora .15 combat engine running on pressure.

The low qualifier for the day was Tim Stone, a couple of seconds ahead of Jim Holland. These entries were followed by Lari Dziak who had pulled his faithful MKIII Rossi-powered Lil Quickie out of retirement and Bill Cave who was again the fastest of the Nelson-powered entries. The field was rounded out by Jim Ricketts flying his veteran blue Lil Quickie airplane.



Lari Dziak & Jim Ricketts. Many, many thousands of laps this pair has had over the years!

The finals were held shortly after the qualifying heats ended. The first pair to fly was the Oge and Ricketts entries. Both planes got good starts, but Bob's entry fractured its fuselage at the first pit stop, forcing his retirement. This left the Ricketts entry to fly a clean and fast final that was good enough for third place overall.

The second final was between Lari Dziak and Bill Cave, with Bob Oge pitting for Lari and Jim Holland flying for Bill. Both teams got fast starts and Lari had the better airspeed of the two. The race stayed reasonably close until after the last pit stop when Bill's Nelson lost its setting and slowed considerably. Lari posted a fine time to take the championship trophy, with Bill Cave finishing in fourth place.

The last final between the two top qualifiers, Tim Stone and Jim Holland, turned out to be something of an anticlimax. Jim's Ohm Special failed to start (the problem later being traced to a failed contact in the airframe) which left Tim to fly a solo and he recorded a strong time, just one second behind Lari to take second place.



The second event of the day was **Classic B Team Race**, an event that mixes Vintage-style airplane designs with modern engines (Schneurle port engines of up to .28 cubic inches are allowed).



Hot favorites going in to the race were Don Burke and Ron Duly from Southern California, flying their Webra .28-powered Nemesis design. They did not disappoint in the heats, recording a smoking 3:11 70-lap time with Ron Duly's entry.

Don Burke's entry was only a few seconds slower in a subsequent qualifying heat. Russ Green and John McCollum also put in a strong performance and Speed flier Glen Van Sant recorded some good times with his own design entry. As is often the case, the final proved to be a disappointment for some and fantastic for others.



Dave Hallas, Ron Duly & Russ Green mix it up in 'B' Team Race.

Burke and Duly broke a propeller at their first pit stop, allowing the Russ Green entry (pitted by the versatile John McCollum) to build up a commanding lead. Ron and Don came really close to pulling off a come-from-behind victory, but a loss of range forced an unscheduled pit with five laps remaining, leaving them in second place some 20 seconds behind Green and McCollum.

Overall, some finely constructed and extremely attractive machines were entered for this event, notably the entry pitted by FAI Team Race veteran Richard Oesterle. The future for this Vintage-based event continues to look healthy.

The weather was not kind to us on **Wednesday**. We arrived at the National Flying Site to find a very wet circle, near 100% humidity, and the promise of more rain on the way. Bill Lee called a contestants meeting at approximately 9 a.m. and in the interests of safety, it was agreed by everyone that the existing conditions were simply too unsafe for AMA Slow Rat to be flown. Slow Rat was postponed until Thursday morning, but the conditions appeared to be good enough to allow **NCLRA Flying Clown** to start at noon.

After a few more rain showers, the air cleared, and by the time Flying Clown started the circle had dried enough that only a few large puddles were left—good for emergency slowing down! Eight entries were processed, and heats were flown three up, with Jim Holland and Bill Cave volunteering to fly as ‘traffic’ in the third heat.

While numbers were down a little from last year, the quality of entries was much improved, with a 152-lap heat being required to make the final.

A wide variety of engines were used, with the Fora F2D engines of Don Burke and Ron Duly having excellent airspeed and enough laps to put them at the top of the qualifying heap. Dave Hallas’ Nelson .19- powered entry was second qualifier and Jim Gall was third using a Nova Rossi .15.

Worthy of a mention here is Bob Whitney who used a pretty new Mazniak Team Race engine to record 149 heat laps.

The final got off to a promising start with all of the Burke and Gall planes in the air quickly and Hallas losing four laps. Trouble came early, however, when Jim Gall’s entry collided with the Don Burke’s plane when taking off. Don’s plane was unfortunately destroyed and Jim Gall was disqualified.

Dave Hallas and Bob Whitney were able to finish the final, recording 313 laps. Following a discussion between the surviving finalists, it was decided that a second final would be held, with Don Burke and Ron Duly using their spare to fly against Whitney and Hallas. The idea was that if they could beat 313 laps, they would take the win. As it turned out they had a good run to record 306 laps; enough to beat the old record but not enough to beat Dave and Bob.



Brian Silversmith, Jim Gall, Dave Hallas & Bob Whitney. Clown Trophies made by Steve Wilk topped by ‘Crusty the Clown’! Notice the wetness that shortened the racing day.

The day ended well with Dave Hallas and Bob Whitney taking first, Don Burke and Ron Duly in second place, and Jim Gall and Brian Silversmith in third.

Overall, we managed to have a good day of racing despite the weather.

The weather relented on **Thursday**, allowing the Nats to run the full slate of scheduled CL Racing events as well as the AMA Slow Rat event that was held over from Wednesday.

Slow Rat was held first when the pavement was already dry, and eight entries showed up to race. The first heat race was between Jim Holland and Russ Green, with both entries recording fast enough times to make the final.

The combination of high humidity and fairly high air temperature caught both pilots by surprise, however, leaving them very short of breath at the end of the first race.

Mike Greb showed he was head of the class in the field early on, with his well-sorted entry turning a 2:46 heat time, well ahead of the rest of the competition. Bob Oge were just plain unlucky not to qualify his plane for the final, a combination of fuel system problems him from recording good heat times.



Jason Stone’s Oge/Fox MK4 powered entry surprised quite a few Nelson powered entries, running in the low ‘15’s and just missing the final by seconds.

In keeping with AMA rules, the four fastest qualifiers went through to the final, where Jim Holland flew against Jason Allen (piloting for Mike Greb) and Russ Green flew against Tim Stone. The results saw Greb and Green securing a first- and second-place finish for Texas, with Jim Holland in third and Tim Stone in fourth place.

The overall standard of flying was high for the event, with no one getting into serious trouble or destroying any airplanes.

The second event of the day, and the first of the regularly scheduled events, was **AMA Rat Race**, flown under special rules that limit engine displacement to .15 cubic inches. The actual number of entries showing up to fly was slightly less than last

year, so the CD suggested the event be flown as a series of final length races, with each entry being given one opportunity to record a time.

Jim Holland and Bill Cave started off the races by recording a respectable time with their Lil Quickie. Steve Eichenberger of Phoenix, had great airspeed, but poor starts. Tim Stone lacked reliability from his upright Rat, having just received his motor AT the Nats with no run time. Eichenberg's airspeed was down in the high 13 second range, making it probably the single fastest plane at the Nats. Jim Holland and Bill Cave had airspeed and pits, allowing their Nelson .15-powered entry to finish second and allowed Jim Holland's Rossi-powered entry, with Bill pitting, to take a pretty easy win.



NCLRA Quickie Rat proved (once again) to be the most popular event of the week, with about 16 entries showing up to try their luck at winning. Bill Cave and Jim Holland set a fast pace in Heat 2 by recording a 3:04 qualifying time with the new venturi restrictions.

Bill Cave also recorded a 3:07 heat for his entry, leaving him and Jim Holland sitting at the top of qualifying until John McCollum and Bill Lee flew. John recorded a time of 2:55 in a two-up heat race and Bill posted a 3:04.80 qualifying time, to put them first and third.

The Quickie Rat finals produced some excellent racing. Jim Holland, Russ Green, and Bill Lee flew in the first final, with Jim relying on fast shutdowns and a very slight airspeed advantage to build a two-lap lead over Bill at the halfway mark.

Disaster struck after his second stop however, when the landing gear wheel retaining bolt failed, resulting in loss of the wheel and a forced retirement. Bill went on to record a good time with Russ a little way back from him.

The second final consisted of John McCollum, Bill Cave, and Mike Greb. John's superior airspeed and good stops was more than Bill or Mike could match, and while they raced hard to reduce the airspeed deficit, they were unable to get back on level terms, leaving John the deserving winner.

After all the engines that qualified for the final were inspected for legality, John McCollum was confirmed as the winner, with Bill Cave in second place and Bill Lee in third. This ended a great days racing. Everyone in attendance left the field tired but happy and with a lot of good stories to share.



On **Friday** the best word that I can use to describe conditions at the National Flying Site was humid. The rains of Wednesday and Thursday were largely absent, but we were left with still and wet air that had the effect of really slowing the airplanes down early in the morning.

One of the things that make the Nats special is the fact the entries come from everywhere. Lining up in the heat races for AMA Mouse I were entries from Arizona, California, Colorado, Florida, Texas, and Portugal (Julio Isidrio).

Conditions were starting to improve by the time **Mouse I** got underway, but they still made obtaining a good needle setting on the Cox .049s extremely difficult. The Cyclon-powered entries of Dave Hallas, Bob Whitney, and Jim Holland had less trouble, but Bill Cave was forced to scratch his Cyclon-powered entry before racing got started.

Jim Holland flew in the third heat and his Cyclon-powered racer turned the low qualifying time for the event at 2:16. Dave Hallas' Cyclon-powered entry qualified for the finals with a heat time in the 2:30s and was followed by the Cox-powered entries of Russ Green, John McCollum, Dave Rolley (Sr. and Jr.), and Julio Isidrio.

Six entries were taken to the finals which resulted in some fine racing. Julio Isidrio (with Texan Mike Greb pitting for him) was very unlucky to have a crank break in his Cox-powered entry at 81 laps since he had looked to be set for a trophy finish to that point.

John McCollum's entry had problems finding a consistent setting and was much slower than usual, leaving Dave Hallas (Bob Whitney pitting) to record the fast time of 5:03.

The second Mouse I final provided some good fast racing. All three entries (Rolley and Rolley, Russ Green, and Jim Holland) were off at the start, with Jim Holland using the airspeed of his Cyclon to gradually pull ahead of the Coxes.

All three teams had fast pit stops at around the 35-lap mark and continued without making any mistakes. Jim Holland almost overran the race distance before making his mandatory second pit stop, finally landing on the 96th lap.

Jim managed to finish first, recording the fastest final time at 4:33, with Russ Green and Team Rolley a little way back. After Bill Lee had tallied the final results, Jim Holland was confirmed as the event winner, with Bob Whitney in second place, and Rolley and Rolley finishing a good third.

NCLRA Mouse II was the final event of the 2005 Nats, and unfortunately was only lightly supported with four entries. Dave

Hallas and Bob Whitney have pretty much made this event their own in the last few years, but were pushed pretty hard this year by Junior flier James Van Sant. With his dad Glen, pitting, James came within six seconds of knocking the Floridians out of their #1 position.

The threat from Jim Holland and Bill Cave failed to materialize when they blew two plugs out of their fast Cyclon, but they did wind up in third place, ahead of Bob Whitney's entry which managed to blow a plug at every pit stop!

Following the prize ceremony, the 2005 Nats came to an end. While total racing entries were down from last year, the quality of racing was at least as high as in previous years. All the competitors and organizers that this writer spoke to (as well as the writer!) said that this had been the most fun racing they had enjoyed in a while and were already looking forward to the next big event.



2005 Nationals Overall
Points Champion
Jim Holland!

CONTEST RESULTS MAY 29-FLORIDA

We decided that we needed to get some work in, so we had a two day contest with the 3rd day for F2C practice. The site was Astronaut High in Titusville FLA. Sat was speed, Sun racing.

NCLRA FOX

Ron Macnett	6:28.01
Gabe Manfredi	6:44.14
Bob Whitney	7:30.02

Clown

Gabe Manfredi	296 laps
Bob Whitney	233 laps
Dave Hallas	223

Texas Quickie Rat

Bob Oge	6:51.81
Dave Hallas	7:12.72
Jason Allen	7:40.02

Three F2C teams got in some good 3 up flying, Dick Lambert and Tom Fluker, Bob Oge and Larry Dziak, and Bob Whitney with

Jason Allen. The times were not great, but the flying was pretty good.

Bob and Larry stayed over and spent Monday flying with Jason and myself.

Pat and Ralph Aaberg pulled all their entries after the elevator hinges came apart on their Fox racer, because all their other planes had the same hinges.

It amazes me that people complain of no contest and then don't show up to support them.

BOB WHITNEY

AMA RULE CHANGE PROPOSALS CHAIRMAN-JASON ALLEN

"At the 2005 Nationals, we held an open meeting to discuss the existing "AMA Unified Racing Rules". The current rules, having served us for the past 30 years unchanged, should be updated to reflect the changes that have occurred in Control Line Racing. The below rule proposals try to address the issues in the current rules. Between the Nats meeting and this newsletter there has been some discussion on the internet, primarily on proposal I and proposal II. These seem to be the "hot button" topics. As stated at the NCLRA Banquet these proposals, are just that, proposals. We are putting them forward to the membership to decide what the NCLRA should pursue.

These proposals will be voted on in Late August by the NCLRA Board. The proposals that are voted in, will be endorsed by the NCLRA and submitted to the AMA rules change committee, for their rules change process. So we ask all of the NCLRA members to contact your regional representative, and let them know how you feel on each of these proposals."

2004 NCLRA "Unified Racing Rules" Proposals

Proposal I.

Remove the phrase "of more than .054 cubic inch displacement" from section 4.

Proposal II.

Add Section 7.5. "The "Outer Circle" will be divided into eight (8) equal forty-five (45) degree sectors. At the start of the race pitting will be performed at one of these pitting segments.

Replace Section 10.1 with: For the final races, the choice of "Pitting Areas" shall be in order according to the results of the heat races. The contestant with the fastest heat time chooses first, second fastest contestant chooses second, etc. In the case of a tie the contestants second fastest heat time will decide the order of choice."

Proposal III.

Rename Section 8 from "Field Safety Requirements" to "Field Requirements"

Proposal IV.

Replace Section 8.3 with: "At the start or during the race, a non-flying pilot must crouch or bend over, keeping his handle and lines as close to ground as defined by the Event Director.

8.4 Pilots will not leave the area of the "Pitting Circle"/"Racing Zone" without the Event Directors permission. When a contestant has completed his race, or is unable to continue, he must sit or crouch outside the pitting circle as long as the other competitors are still engaged in the race. Unless the contest director allows him to leave the circle earlier."

Proposal V.

Remove the phrase: "except during the initial takeoff, when they move just to the inside of the Outer Circle." From the end of Section 8.4

Proposal VI.

Add Section 8.6: "All pitmen/pitcrew must wear helmets. See the AMA Safety Code, General Section for approved helmet specifications."

Proposal VII.

Remove Section 9.4 and re-number remainder of section 9

Proposal VIII.

Replace Section 10.3 with: "All flying must be accomplished between six (6) and twelve (12) feet above the ground, except when passing. Passing must be accomplished no higher than twenty (20) feet above the ground and must take place within half (1/2) of a lap.

Proposal IX.

Remove the sentence from Section 10.4: "A Three-lap penalty shall be given if the contestant passes for a longer time, or in a careless or dangerous manner."

Add: "The Pilot being overtaken must not impede the pilot doing the overtaking, and must leave space for the overtaking pilot when the pass has been completed." to the end of Section 10.4

Proposal X.

Remove Section 10.7, 10.8, 10.9, 10.10 and replace with the following sections 10.7, 10.8 and the new section 11 (Re-Number existing Section 11 & 12 to Section 12& 13):

"10.7. The aircraft is allowed to fly a maximum of two (2) continuous laps without the engine running. The aircraft must touch the ground before the pit crew is allowed to catch it.

11. Warning and Eliminations. At each warning the Event Director shall notify the contestant. In the event of any serious breach of the rules, a contestant may be eliminated from the race.

11.1. Definitions. Warnings should be given using short standard phrases whenever possible. The most common of these phrases are listed in the flowing subsections. Verbal communications should be kept to a minimum to prevent contestant distractions.

11.1.1. "Whipping" is the application of physical force to increase the speed of the aircraft. This occurs if the handle is in front of the center of rotation of the aircraft.

11.1.2. "Blocking" is defined as obstructing another pilot either by body position or arm position, preventing the other pilot taking his correct piloting location, and thus slowing down his aircraft. This commonly occurs when a pilot is behind center or not able to keep up with his airplane in it's rotation.

11.1.3. "Behind Center" is defined as keeping the handle in the center of the circle with the pilot's body behind the center.

11.1.4. "Pivoting" is defined as the pilot physically keeping his body in the center of the circle, forcing the other pilots to walk around him.

11.1.5. "Pilot Interference" is defined as holding or pulling another pilot such that his normal activities may be impeded. Warnings should not be given when a pilot touches another pilot only to help his orientation.

11.2. Warnings. Warnings should be communicated to the team quickly, however, all warnings are effective at the lap or race time the infringement occurs, not when communicated to the team. At the time a third warning against a team occurs that team will be penalized. The penalty will be a time equivalent to three timed laps and will be added to the contestant's race result. The three-lap time will be based on the average lap time calculated from the national final record of the same event. The following is not a full or complete list of warnable offenses. At his discretion, the contest director, determines what constitutes a warning.

11.2.1. If a pilot interferes with or obstructs another pilot, either by his conduct in the circle (ex; raising his handle above his head during take off), or by maneuvering his aircraft to prevent another aircraft from flying or landing normally. ("Pilot Interference")

11.2.2. If a pilot, instead of walking around the center, stands in the same place, or walks backwards, or continuously keeps the center between himself and the aircraft. ("Pivoting and Behind Center")

11.2.3. If a pilot applies physical effort to increases the speed of his model during the race. ("Whipping")

11.2.4. If the height level, specified in section 10.3, is exceeded except when landing or taking off.

11.2.5. If during the start of the race or during the pit stops, the control handle, the lines and the model, are not as close to the ground as specified by the Event director, as defined in Section 10.6. ("Pilot Interference")

11.2.6. If the pitman services the aircraft inside of the "Outer Circle"

11.2.8. If the Pilot does not leave a space for an overtaking pilot after a pass has been completed. ("Pilot Interference")

11.3. Disqualifications. Most reasons for elimination are either a flagrant disregard for the other competitors or safety violations. Each disqualification is at the discretion of the event director. The following list does not comprise all reasons for a team to be disqualified.

11.3.1. If a pilot steps outside the "Pitting Circle" before the pitman has control of the landing model, or the model has come to a complete stop.

11.3.2. If the pitman steps into the "Inner Circle" without the permission of the Event Director.

11.3.3. If a pass is done by passing under the slower aircraft, except for the first half lap after take off.

11.3.4. If a pilot whose model is being overtaken impedes the overtaking pilot, in any way.

11.3.5. If a member of a team or their model causes a deliberate collision.

11.3.6. If the aircraft flies for more than two (2) continuous laps with its engine stopped.

11.3.7. If the aircraft is recovered with the engine running, or prior to touch down with the engine stopped.

11.3.8. If the contestant argues with the Event Director.

Proposal XI.

Add Section 5.4: "Fuel shutoffs for safety reasons, are encouraged for events that the "race" use of a shutoff is not allowed."

Proposal XII.

Replace 10.5 with:

10.5. Accidents and Line Entanglements

10.5.1. Heat Races The Contest Director may, at his discretion, call for a restart in the event of a collision. Furthermore, although the authority is inherent, Contest Directors are specifically expected to use sound judgment in rescheduling a contestant to re-fly a heat if the contestant clearly shut down his engine in the interest of safety. Thus, as an example, if one pilot's plane crashes causing a line entanglement, and if the other pilot shut down his plane for the safety of all concerned, the Contest Director may reschedule the latter pilot for a later heat. In the event of an accident of line entanglement bringing down all planes, a new heat race shall be run. A contestant causing a deliberate collision shall be disqualified, and the heat shall be rerun.

10.5.2. Final Races Final races will not be restarted. If an accident occurs entangling or bringing down one or more planes, the plane causing the entanglement shall be disqualified and the other plane(s), if either undamaged or repairable, will continue the race to the specified number of laps. If planes are unable to continue, the race will be scored as the number of laps completed by each plane. If no laps have been completed, the final will be scored by the times used to qualify the planes for the final.

Replace current 10.6 with: "It is the pitcrew's/pilot's responsibility to keep the control lines on or as close as possible to the ground during a start, pit stop, or after completing a race. During Heat races, line snags resulting from failure to comply with this rule affecting the race results of a second aircraft will result in the following. The entrant whose lines were snagged shall be disqualified, and the entrant who snagged the lines will have his race rescheduled for a later time. If in the contest director's opinions, the line snag was not due to negligence, and the snag affected neither entrant's race results, either or both entrants may be rescheduled for a later race. During final races, section 10.5.2 shall apply.

Proposal XIII.

Add 6.7: A Team, comprising of two contestants (pilot and pitman), may process one airplane that will be used as a backup for either member of the team. If one member of the team uses this airplane in a race, it may not be used by the other. This backup plane must be processed with the primary aircraft and indicated to the processing official that it will serve as a "Team Backup".

Proposal XIV.

Change Section 12.4 to read: "In the event of a penalty, the Contest Director shall then inform team as to the cause and the amount of penalty."

Proposal XV. (Rat Racing engine size)

Change section 3 to be; "Max engine displacement .1525 cubic inches"

Eliminate sections 3.1 and 3.2.

2005 NATIONALS RESULTS

NCLRA FOX

	Heat 1	Heat 2	Best
1 Tim Stone	05:32.55	05:36.33	05:32.55
2 Jason Stone	06:30.65	06:10.15	06:10.15
3 Bob Oge	06:29.87	06:11.91	06:11.91
4 Brian Silversmith	07:41.46	06:21.46	06:21.46
5 Wayne McDaniel	08:05.28	07:47.89	07:47.89
6 David Betz	09:34.17	08:40.99	08:40.99
7 Steve Wilk	37 Laps		

SUPER SLOW RAT

	Heat1	Heat2	BestQual	Final Place
1 Don Burke	46 Laps	08:37.12	08:37.12	06:27.59
2 Dave Hallas	06:36.33	75 laps		07:27.24
3 Wayne McDaniel	07:49.50	32laps	07:49.50	10:19.84
4 Steve Wilk	64 laps	09:37.89	09:37.89	

F2C

	Laps	Heat1	Laps	Heat2	Laps	Heat3	Best Qual	FinalLaps	Final
1 Tom Fluker	100	03:24.29	100	03:32.25		03:37.61	03:24.29	200	07:10.27
2 Bob Oge	100	03:24.43	100	03:37.03		04:06.09	03:24.43	200	07:27.87
3 Jimmy Ricketts	100	03:53.68	100	03:28.59	68	03:28.59			DQ
4 Bob Whitney	100	03:46.56	21	03:29.98			03:29.98		
5 Aleksandr Elbert	100	03:45.20	100	03:43.75		03:37.06	03:37.06		
6 RobertLamareaux	DQ		100	03:45.87	36	03:45.87			
7 Mathew Hart 69	100	03:49.54	35				03:49.54		
8 James Allen	100	05:56.02	100	04:29.33		04:32.18	04:29.33		
9 Gary Wallace	DQ		100	04:34.34		WD	04:34.34		
10David Rolley	100	05:11.63	1			WD	05:11.63		
11 Jonathan Mazala									

F2CN

	Laps	Heat1	Laps	Heat 2	Best Qual	Final
1 Bob Whitney	100	05:14.39	100	04:46.20	04:46.20	200 10:37.80 1
2 Glen VanSant	100	05:54.18	100	05:38.89	05:38.89	186 Laps
3 Julio Isidro	100	04:43.51	100	04:39.83	04:39.83	38 Laps
4 Dick Hart	100	05:04.25	65		05:04.25	
5 Jim Holland	8		48			

GOODYEAR

	Heat1	Heat2	BestQual	Final
1 Lari Dziak	03:23.81	02:52.01	02:52.01	05:54.93
2 Tim Stone	03:00.13	02:51.79	02:51.79	05:56.59
3 Jim Ricketts	03:10.93	03:13.18	03:10.93	06:17.81
4 Bill Cave	03:03.66	03:00.57	03:00.57	06:33.34
5 Bob Oge	03:06.87	03:06.87		35 Laps
6 Jim Holland	02:53.63		02:53.63	0 Laps
7 Bill Lee	66 Laps	03:12.29	03:12.29	
8 James Allen	05:29.59	03:28.57	03:28.57	
9 Jimmy Ricketts	03:48.26	35 Laps	03:48.26	
10 Jason Allen	05:40.60	04:18.96	04:18.96	
11 Jason Stone	04:50.60	04:19.78	04:19.78	
12 David Betz	51 Laps	05:02.73	05:02.73	
13 Steve Wilk				

B TEAM RACE

	Laps	Heat1	Laps	Heat2	Qual Sum	Final
1 Russ Green	35	01:35.39	70	03:47.16	05:22.55	140 06:57.25
2 Don Burke	35	01:25.24	70	03:18.84	04:44.08	140 07:31.69
3 Glen VanSant	35	01:35.03	70	03:40.67	05:15.70	140 08:24.78
4 Ron Duly	35	01:24.34	70	03:11.51	04:35.85	Withdrew from finals
5 David Betz	35	02:09.64	70	04:01.09	06:10.73	
6 Bob Sylvia	35	01:53.00	70	06:14.25	08:07.25	
7 Dave Hallas	35	01:33.82	39 Laps			

SLOW RAT

	Heat1	Heat2	Best Qual	Final
1 Mike Greb	02:47.06	02:46.67	02:46.67	05:45.03
2 Russ Green	02:50.39	02:50.08	02:50.08	05:51.15
3 Jim Holland	02:53.31	02:55.11	02:53.31	06:21.50
4 Tim Stone	02:55.53	02:54.71	02:54.71	36 Laps
5 Jason Stone	03:04.56	02:59.97	02:59.97	
6 Jason Allen	03:00.42	68 Laps	03:00.42	
7 Bob Oge	03:02.81	03:02.23	03:02.23	
8 Bill Cave	03:24.58	03:14.06	03:14.06	
9 Steve Wilk				

NCLRA CLOWN RACE

	Laps	Heat1	Laps	Heat2	Best	FinalLaps
1 Dave Hallas		155	141	155	155	313
2 Don Burke		159	160	160	160	306
3 Jim Gall		142	152	152	152	DQ
4 Bob Whitney		135	149	149	149	
5 Ron Duly		142	148	148	148	
6 Brian Silversmith		139	146	146	146	
7 Jim Holland		130	144	144	144	
8 Bill Cave		140	141	141	141	

RAT (.15) "HAMSTER"

	140 LAP FINAL (NO HEATS)
1 Jim Holland	06:02.27 1
2 Bill Cave	06:16.52
3 Steve Eichenberger	06:49.78
4 Tim Stone	07:31.80
5 Bob Oge	08:57.78
6 Don Burke	NT
7 David Rolley	NT
8 Ron Duly	NT

TEXAS QUICKIE RAT

	Heat1	Heat2	Best Qual	Final
1 John McCollum	03:39.46	02:54.28	02:54.28	06:07.01
2 Bill Cave	03:07.89	03:07.68	03:07.68	06:25.54
3 Bill Lee	03:04.47		03:04.47	06:28.79
4 Russ Green	03:14.04	03:12.79	03:12.79	06:35.47
5 Mike Greb	03:18.21	03:28.73	03:18.21	06:40.28
6 Jim Holland	03:08.24	03:04.28	03:04.28	75 Laps
7 Bob Oge	03:18.66	03:51.48	03:18.66	
8 Tim Stone	03:23.19	03:25.86	03:23.19	
9 David Betz	03:38.81	03:23.25	03:23.25	
10 Julio Isidro	03:47.72	03:27.36	03:27.36	
11 James Allen	03:58.13	03:28.67	03:28.67	
12 Don Burke	10 Laps	03:32.18	03:32.18	
13 Bob Whitney	03:33.37	03:32.76	03:32.76	
14 Dave Hallas 44	03:48.13	03:48.13		
15 Steve Eichenberger	34 Laps			
16 Jason Stone	8 Laps			

MOUSE 1

	Heat1(50)	Heat2(50)	BestQual	Final(100)
1 Jim Holland	02:16.38	02:16.38		04:33.86
2 Bob Whitney	04:06.51	02:30.93	02:30.93	05:01.37
3 David Rolley	03:34.31	02:43.30	02:43.30	05:29.11
4 Russ Green	02:36.73	02:32.52	02:32.52	05:31.58
5 John McCollum	02:43.90	03:03.92	02:43.90	05:40.08
6 Julio Isidro	02:45.25	02:49.50	02:45.25	61 Laps
7 Dave Hallas	03:16.47	03:11.31	03:11.31	
8 Steve Eichenberger	03:12.26	03:15.47	03:12.26	
9 Bill Cave	Laps0			
10 Bill Lee				
11 Jonathan Mazala				

MOUSE 1 JR-SR

James VanSant 50 Laps 03:18.42

MOUSE 2

140 Lap Final (No heats)

1 Dave Hallas	07:36.30
2 James VanSant	07:42.06
3 Jim Holland	12:43.80
4 Bob Whitney	13:46.05

2005 Contest Calendar

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

SCAR Race #4-Northern California Control Line Racing Championship Sat. & Sun. Aug. 6 & 7, 2005, Kennedy Park, Napa, CA

Saturday Events: AMA Goodyear, NCLRA Flying Clown, SCAR Formula Unlimited, NCLRA Super Slow Rat / Fox (combined)

Sunday Events: AMA 15 Rat, NCLRA B Team Race, SCAR Goodyear, NCLRA Texas Quickie Rat

Prizes to 3rd in all classes

Start time: 9:00AM sharp both days

Hwy 121 to Napa. Turn into Kennedy Park and follow signs to model area. For info call: CD Jim Persson 925-846-3999

SOUTH JERSEY/ READING PA. AUG 13

Foxberg, Flying Dutchman, Reading, PA. CD Phil Valente 610-692-6469

SOUTH JERSEY AUG 28

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

DALLAS TX Charles Ash Memorial September 3

Racing events will be held on Saturday the 3rd.

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

Rocky Mtn. Aeromodelers Sept 3-4

All Speed, Mouse 1, NCLRA Fox.

F2C TEAM TRIALS SEPT 3-5 PALM BAY FLA.

Practice Sat, Trials Sun & Mon. Contact Bob Whitney

SCAR Race #5-September Bash

September 11, Sepulveda Basin, CA

Events: AMA Mouse 1, SCAR Formula Unlimited, LA Fox, NCLRA Quickie Rat Event Director: Jim Holland (209) 726-0357
E-Mail: jgmholland1959@yahoo.com

EVORA AERODROME-PORTUGAL

SEPT 9,10,11 "WINGS OF PORTUGAL"

Control Line: Handicap and Vintage Speed, Old Time and Classic Stunt, F2B, Vintage Team Race, Barton B, Fox Racing, Quickie Rat, Clown Racing, Goodyear, F2C Nacional, Phantom Racing, Phantom Speed I and II. Register online at www.clportugal.com

SOUTH JERSEY SEPT 25

Warbird, TQR CD Tom Tabar 856-455-6436

JERRY WHO MEMORIAL FOX RACE

OCTOBER 2-FERMILAB, BATAVIA IL

350 LAP Treetown rules contact Tim Stone
tstone@mc.net

Salem, Oregon, October 8 & 9, Fall Follies

racing event(s) to be announced

SOUTH JERSEY OCT 16

Fox, Foxberg, 1Oz GY. CD Lester Froelich 610-384-5046

SCAR Race #6: Virgil Wilbur Memorial

October, Whittier Narrows, CA

Saturday Events: AMA Scale Race, SCAR Formula Unlimited, NCLRA .15 Rat, NCLRA Clown Race, NCLRA B Team Race

Sunday: AMA Mouse I, LA Fox Race, SCAR Goodyear, NCLRA Quickie Rat

Event Director: Jim Holland (209) 726-0357

E-Mail: jgmholland1959@yahoo.com

SOUTH JERSEY Oct. 30

1oz GY, Clown. CD Larry Bush 610-383-5045

JACKSONVILLE, FLORIDA NOV 12 & 13

REBEL RALLY -OLF WHITEHOUSE FIELD

Sat- Mouse 1, Mouse 2, NCLRA Fox, Northwest Clown.

Sun- Florida Slow Rat, NCLRA TQR, F2CN, F2C

CD Dale Miller 904-772-8174 email provector1@aol.com

Racing info Mike Schmieder 904-743-4317

SCAR Race #7: Toys for Tots

December 4, Whittier Narrows, CA

Events: NCLRA Clown 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)	2:12.3	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
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(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 SR 7/16/91

F2C TEAM RACING

OP (100 LAP) 3:15.5 BROADHEAD (GBR) 7/12/04
(200 LAP) 6:45.2 ROB FITZGERALD (AU) 7/12/04

F2CN (NCLRA RULES)

100 LAPS JULIO ISIDRO 7/11/05

200 LAPS BOB WHITNEY & DAVE HALLAS 7/11/05

'B" TEAM RACING

OP (35 LAPS) 1:24.34 RON DULY 7/12/05

(70 LAPS) 3:11.51 RON DULY 7/12/05

(35+70 LAPS) 4:35.85 RON DULY 7/12/05

(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) 5:32.55 TIM STONE & BOB OGE 7/10/05

NCLRA CLOWN

OP (15 MINUTES) 313 LAPS DAVE HALLAS & BOB WHITNEY 7/13/05

OP (7 ½ MINUTES) 160 LAPS DON BURKE & RON DULY 7/13/05

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) 2:54.28 JOHN MCCULLOM & BILL LEE 7/14/05

(140 LAPS) 6:07.01 JOHN MCCULLOM & BILL LEE 7/14/05

NCLRA SUPER SLOW RAT

(100 LAPS) 6:27.59 DON BURKE & RON DULY 7/10/05

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