

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



**TO:**



**Mick Orchards' "Clever" Barton B Team  
Racer, Irvine .25**

***Torque  
Roll!!***  
**The Official publication  
Of the NCLRA  
Issue # 67  
February, 2006**

## **President's Column - Bill Lee**

**AMA FAI Procedures:** First some background.

By the Bylaws of the AMA, all matters having to do with FAI affairs are delegated to the AMA President and any that he appoints. Specifically, a committee (called the FAI Executive Committee - FAI-EC) has been established that consists of the AMA President, the Technical Director, and one other member. The ONLY oversight that the AMA Executive Council (EC) has on the actions of this committee are financial: setting of budget for FAI affairs.

Last fall, the EC told the FAI Executive Committee to investigate ways of reducing FAI competition costs that could eventually be written into the team programs. The FAI-EC met and in November made some rather drastic changes to the FAI Procedures regarding rules for funding and supporting FAI teams.

Some definitions:

"Funding" consists of AMA paying for entry/room/board/banquet for a team participating in a World Champs event.

"Support" means the HQs efforts needed to get a team organized and sent off to a World Championships.

This new FAI Procedures document, while prepared in November, was not distributed until the end of January, only a few days before the January EC meeting where it was to be presented to the Executive Council. Very little time for those of us with any interest in it to review it and make our feelings heard to our elected representatives on the EC.

The net effect of the change is that the smaller disciplines will not only become UN-funded, but will be PREVENTED from participating in World Championships competition.

They have come up with two criteria that lead to a "points system". In order to be funded, a discipline must achieve a minimum level of points, and if the minimum is not achieved, not only will funding from AMA eventually be eliminated, but "...that particular team will no longer participate in World Championships competition...". (This is a quote from the new rules.)

The two kinds of criteria where points may be obtained are associated with the performance of the individuals and the team at one of the last two World Championships, and level of participation in Team Selection finals over the past two cycles.

I will not repeat the detailed list of requirements for "points", but suffice to say that unless you have an individual or team finishing very high in the standings at a World Championships, or you have a large team selection finals, you are going to get not only the funding ax, but be PROHIBITED from attending!

And in Control Line, it's F2C (and F2A) that will get the ax!

I can sympathize with the continued diminishing of FAI Team Support: there are more and more FAI events which justify AMA's support in World Championships competition, and there is just so much money to spread around. As the spread goes further and further, the support for any one individual is diminished. What is UNTHINKABLE is that AMA would PROHIBIT attendance in a World Championships!

There has been a lot of talk on the various forums, most having to do with totally unworkable suggestions. I have had a conversation with Dave Brown, AMA President, and when asked the question about prohibiting an un-funded team from attending a World Championships, he responded:

"I can only imagine this being done in the most extreme cases."

I have asked Dave to please give me some specification of what just those conditions might be, and also to somehow have HQs add that to the FAI Procedures document so that further confusion and (very) hard feelings could be averted. As of this writing, I have not heard back anything.

I have asked that this document be placed on the AMA website, and have been told they have the intention of doing so. As of this writing it is not there AFAIK. If you would like to see the pertinent piece, I have it on the NCLRA website:

<http://www.NCLRA.org/>

and follow the "FAI Procedures" link.

**The bottom line:** We as a CL Racing community must deal with reality. The AMA has placed some criteria on us and we need to come up with something to satisfy them. We are a small discipline and it will be difficult to meet the quantities AMA has decreed for ongoing support and funding. But **NOT** impossible! Simply put: while it would be VERY nice if one of our teams made the podium at some future World Champs, we cannot sit back and hope for that to be our salvation. The only recourse is to increase participation in our Team Selection program to meet or exceed AMA's minimum requirements. How we achieve that is the question.

### **F2C Team Selection - the Committee:**

The AMA specifies how a Team Selection Committee TSC is established and who is appointed to it. Simply: each District has the right to one (and ONLY one) member. Even if a District has NO participation, that District is still ENTITLED to a member.

That member is nominated by "participants", the AMA VP of that District, or the president of the relevant Special Interest Group. A vote is then taken where all "participants" from that District elect their representative, but even THAT is subject to ratification by the AMA VP of the District.

Sounds good. And probably is for the RC disciplines, but for F2C it is **nonsense!** Very few of the AMA Districts contain most of our "participants", and most won't have enough folks to make a vote have any real meaning.

(A "participant" is defined by AMA as anyone who has entered in either of the last two team selection programs and has a current AMA membership. )

The TSC chairman is appointed by the FAI Executive Committee after polling the members of the TSC. No, the chair is NOT elected by the committee!

Over the years, I have tried to get AMA to allow alternative means for naming a TSC, but have had NO luck in that effort.

### **Team Selection - the process:**

The major purpose served by a TSC is to define the Team Selection Program. The AMA specifies how a TSC shall work and even defines the time-table for various activities to happen.

As an example, the first step in a "cycle" occurs only after the completion of the relevant World Championships. It is expected to have the program completed by the following March. What is wrong with this is that often the process that is handled by AMA to name the TSC members and get a chair appointed isn't complete until after the first of the year! That leaves VERY LITTLE time for the TSC to do any meaningful work!

I have suggested that the cycle commence on the first of the calendar year in which the World Champs are held. This would give the Committee sufficient time to make changes to the program. But once again, I was totally unsuccessful in getting AMA to even consider this change. The process for change starts by soliciting input. After considering all input, the TSC prepares a Selection Program which is then voted upon by the program "participants". Yes, a REAL VOTE! One of the few in the whole mess.

**Team Selection - What we need to do:** I believe NCLRA must take a proactive approach to increasing participation in the Team Selection process in order to meet AMA's criteria for continued funding and support. We must do that by somehow fostering more interest among the racing community in F2C, by providing more opportunities for competition, and by changing the manner in which our F2C team is chosen. All of these fit together. But YOUR ideas need to be heard. And we need to do something real soon since any meaningful changes will probably require activities for the 2008 team to begin now, or very soon after the World Champs this summer. We simply cannot wait until this fall or next year to try and get things changed, which is the time schedule and failing of the AMA's program rules.

I solicit your input. Write me. I will see to it that this gets discussed and debated. And we'll see if we can get the AMA to accept change in the process that is sorely needed for our event.



John McCollum & Russ Green with Russ's Clown; Nelson .15 F.I.R.E., Bill Lee prop practice in Texas in January. Looks cold!



John McCollum's 2005 Nats winning TQR; holds the current TQR 140 lap record of 6:07.01 Stunning gold finish.

### **Northwest Report - John Thompson**

Since it's winter, there's not much current racing activity to report about in the Northwest. That's a fact that rouses a certain nostalgia for longtime Northwest racers for the "good old days" when our racing activity continued throughout the winter.

For 11 years beginning in the 1978-79 winter, Northwest racers gathered on the second Sunday of every month, December through April, to race in what was called, appropriately for the region, the Drizzle Circuit.

The events were: Northwest Sport Race, Northwest Super Sport Race, and some secondary event run just for fun. NWSR and NWSS were run as a series, with points adding up to season-ending championship trophies.

The original idea of creating the series was to keep contest activity going through the winter and hopefully build momentum for summer racing the following year. As it turned out, the series produced some excellent racing, trained many pilots and generally improved and refined the quality of Northwest racing. After 11 years, the series had run its course and it faded away.

There was one aspect of the Drizzle Circuit that really contributed to its success and I think could be translated

to racing contests anywhere: The racing format itself was different from the standard AMA racing procedure, in a way that is supremely well fitted for contests featuring one or two racing events, but scheduled for a whole day on the circle.

What distinguished the DC Format from AMA racing was this: Every race was, in fact, a real *race*. No going up for a quick hop, then pulling out if you miss your pit stop or have to change a plug, leaving the other planes to run solo. No making five pit stops to find a needle setting. There was an incentive to finish every heat.

How did we do it? We changed the meanings of heat times.

In the AMA format, the best heat times go to the feature. In the DC format, the feature is determined by *placing* in the heats. DC races guaranteed all comers three heats of racing. (In the first year or two, before NWSR was split into the present two classes, there was only NWSR, and everyone got four heats -- which is a good way to do it in a one-event contest).

Heat assignments are made by random draw -- you cannot split racing teams up to protect partners from racing together. If you draw your buddy as an opponent in a heat, so be it, you pick up a partner for the race. (Over time, this led to the formation of a lot of teams that ran single entries). The random draw is very important in keeping things fair.

The heats were scored like this. In three-up racing, first place in a heat is worth 3 points, second place 2 points, and third place 1 point. In four-up racing, which is standard in NWSR, the points are 4,3,2,1. Watch times determined the heat placings as normal, but had no affect on the feature except as a tiebreaker. The number of points you scored in the heats determined whether or not you made the final (best heat times breaking ties).

What made this more interesting than normal AMA racing was that every heat was important to every flier. Strategies developed. Draws were the subject of intense interest, and, at the end of the day, the feature races were determined by the quality of racing, not the raw speed of a single heat.

It also provides some suspense as to who would be in the feature. Fliers who dominated with airspeed and pitting prowess naturally would rise to the top -- most of the time. But, because of the random draw, there might be heats in which the faster guys were racing against one another -- and there might be slower heats as well. The result was a fast guy couldn't just turn one fast heat and relax, he had to be sure he raced hard all day and won his heats. And a slower guy, if he got moderately lucky in his draw and raced well, might slip into the feature.

We had races with 12 or 15 entries, with everybody running three heats (that's 15 heats in a three-up event such as NWSS), in which there was *not a single DNF* in a whole day! Needless to say, after a few days of this, the racing was very close and the camaraderie that developed was wonderful.

An added incentive to finish heat was our series points system, which would not be a factor if the DC Format were used in a single-contest context. The series points were entirely separate from the points that determined the finalists. The series points worked this way: Finalists received points based on the number of entries. First place was worth the number of entries; second place number of entries minus 1, third number of entries

minus 2, fourth (in NWSR) number of entries minus 3. So, in a 12-entrant, three-up contest, the top three placers would get 12, 11 and 10 points. The incentive for everyone to finish heats, however, was in the fact that every entrant who did not make the feature was awarded one point for each heat finished. So, you could not make the feature and still get three points in the series standings.)

We kept detailed statistics of DC contests, and at the end of the year we published in our regional newsletter data such as number of heats finished for each flier, number of features made, best times, etc. In addition to series trophies we gave best-heat and best feature trophies, too.

I don't now if a contest series like the DC would work nowadays, but I do feel that the racing format itself proved to be a great success and would work in either a series or single-contest context, almost anywhere, with any three-up event.

It takes a little while to get used to the different format, and it requires a different way of thinking about your approach to racing. But it's a great way to make the heat races mean something, and it makes CL racing feel like *racing* rather than just "multiple-plane speed." It also has the benefit of causing the racing to make a bit more sense to bystanders. Everyone understands the auto-racing model of "first guy to the finish line wins," but the CL racing format of "best times to the feature" are a bit more obscure to onlookers.

If anyone would like more information about how the DC format works, I'll be glad to answer any questions you might have.

Upcoming Northwest events:

-- April 21, Jim Walker Memorial Contest, East Delta Park, Portland, Ore.: Northwest Sport Race, Clown Race

-- May 26-27-28, Northwest Regionals, Eugene, Ore.: .15 rat, Goodyear, Mouse I, Mouse II, NW Sport Race, NW Super Sport Race, Clown Race, Quickie Rat.

For information on both contests, see [flyinglines.org](http://flyinglines.org). Downloadable contest flyers are posted for both events on the *Flying Lines* web site.

## **NORTH CENTRAL REPORT- LES AKRE**

We are well into the building season here in the North Central District. Now that the holiday season is long past, this is a good time to renew NCLRA subscriptions and start planning which contests to attend in the coming season, as well as sending in your contest schedules.

One contest you might want to consider attending if you've had enough of winter and are itchin' to go fly, is the Cabin Fever contest March 25-26 in Tucson, sponsored by the Phoenix CL club. Chris Peter from Tucson is the CD.

I understand the Phoenix crew puts on a pretty good contest. See the contest calendar for further details.

## **NORTHEAST REPORT- JASON ALLEN**

In the North East we are deep into winter, so there has been no flying for a few months. I have however, traveled to Florida for one practice and plan on a few more before summer. We are also planning on heading down to Tucson for the Cabin Fever contest. If you can make it, this should be a great contest. I'm not sure what the turn out will be like for most of the events, but I know that F2C Team race will be heavily contested (so far it looks like there'll be more teams that at the Team trials).

Speaking of Team race. There seems to be a large discussion on the forums about a move that the AMA has or will be making to limit the participation in the World Championships in the future. I say, "has or will be making" because it seems that the AMA hasn't really published and publicized any news about it. So far what little information we have been able to get gives some outlines to mandatory participation levels or World championship finishes will govern the participation of teams. Not only does the document place limits on funding if these levels aren't met, but it goes on to state that if these levels aren't met then no teams will be allowed to participate in the Worlds. To find out more information and to make this new policy public, please contact your AMA district Representative. If we can't change this policy or block it's inception, then we need to find out ways to raise participation levels in Team Race. Although I disagree with the policy, this may be what we need as a community to light a fire under us to come up with a solution to raise participation. Not only in Team race but also for all racing classes.

For all you pilots out there, remember to keep your feet inside the pitting line. And for the pitman, keep outside your line. Ta-ta for now.

## **SOUTH CENTRAL REPORT- RUSS GREEN**

I am getting excited about the coming racing season. Things seem to be getting off to a good start with Cabin Fever back on the schedule. Check out the contest schedule and make plans to do a lot of racing this year.

This quarter I have included a description and pictures of the process I use to make head shims. The fixtures and shims shown are for my K&B 40 quickie rat engines. I have not included fixture dimensions because you should be able to come up with them on your own after studying this description and the photos. After you think about it, you may even come up with some ideas that make things better or easier.



Here are some pics of my TQR's, the black one is my own design and is powered by an O.S. 40H. and uses a Mezjlik shutoff. The other is a Matson Scorpion, and uses a Garner K&B .40 with an exhaust prime and a Dave McDonald shutoff. Both fly great and are very reliable on the restart.



## **SOUTHEAST REPORT- BOB WHITNEY**

Well it's that time again. The only thing going on down here is F2C practice. Tom Fluker and Jason Allen have been coming in once a month to fly and the progress has been great. Dick Lambert now has a complete fleet of carbon models!

I finally have the fuel and props figured out on my Zalps. It looks like the whole F2C team is going to be at Tucson for some 3 up practice, should be hot and heavy.

The thought for the day is that on a suction tank keep your vent tube at least 1/2 in from the fuse to keep it out of the turbulence for a steadier run, RAD



The above photo shows the two fixtures needed to make the shims. The one on the right is used to cut the ID and the one on the left is used to cut the OD. Anyone with a lathe should be able to make these fixtures and then use them to make head shims. I did not have a mill when I made them. So, I measured and marked the four bolt holes in the ID fixture manually then drilled locating holes before parting off the end clamp. Match mark the end cap so the bolt holes line up. You should be able to use the fixtures multiple times, more times than you will probably ever need.

First, squares of shim material are cut to fit the ID fixture. I used a cheap paper cutter to cut .003" and .005" shim stock for these shims. Next I loaded the shim material squares in the ID fixture, placing the thicker .005" shim material on the outsides of the stack to reduce the chance of tearing the outside pieces. Tighten the four screws to compress the shim material stack so that slipping does not occur.



The second photo shows the shim material loaded in the ID fixture with the fixture mounted in the lathe. I drill a hole in the center of the stack then use a boring bar to cut the ID of



the shim stack as shown in the above photo. The ID of the fixture is the same size as the shim ID. Remove the shim stack from the ID fixture and load them on the OD fixture. Make sure the stack is compressed well when tightening the end cap screw.



The fourth photo shows the OD fixture while cutting the OD to size. The shim stack will look like a mess when you start cutting, but don't worry. Everything will end up looking fine



(above photo) if you don't get in a hurry and cause the stack to slip. The last photo shows the completed shims as they are removed from the OD fixture.



## **'B' TEAM RACE RULES UPDATE- BILL LEE**

As all of you have seen, there has been an active discussion on the Delphi forum concerning making B-TR into an NCLRA event rather than its current "Bob's Event" as it is now. BTW, thanks to Bob Whitney for shepherding this event for the past few years.

As I have posted on the forum, I believe that the current rules are very close to what we want to do, with the exception of the current line size. Originally I suggested going to .018" stranded lines, but further discussions seems to indicate that we should go to .016 solids. I believe this is in the best interest of the event for the long haul, remembering that this will be the high-performance event with the largest engines after the new Rat rules pass. (I discount TQR and Fox Race as not "high-performance".)

Beyond this issue, I believe there are some word-smithing that needs to be done. As an example I recall an issue of the proper definition of the allowed holes cut in the cowl, etc. And added consideration for when and how fuel tanks will be measured.

Please pay attention to such issues as "Using the Unified Racing Rules." and the associated requirements that that implies. (Check the current rule book to see what each event is required to say in that context.) Beyond that, I will leave it to you as the committee to put together a set of rules to present to the NCLRA Board.

The committee is comprised of the following. Each of you is a participant in this event.

Les Akre  
Don Burke  
Jim Holland  
Russ Green  
Bob Whitney  
Glen VanSant

I have asked Les to chair this committee and request that you come to a consensus with a set of rules soon. I would like these rules to be in place soon enough that we could use them at the NATs this summer.

As you communicate, I ask that you send all e-mail to all members of the committee. You can use the e-mail address you find on this message. I ask that in addition, you add my name to the e-mail list as a cc, just so that I can be kept in the loop of your consideration.

With that said.....good luck. Below is a copy of the current rules.

Regards,

Bill Lee  
President  
NCLRA

## **"B" Team Race- Current rules**

1. Airplanes are to have 125sq.in. outside of the fuselage. (No flying wings, or Pod and Boom).
2. Fuselage must measure 2" wide, 3-3/4" from the top of the pilot's head to the bottom of the Fuselage. Engines are to be completely cowled in. Only the glow plug, and the appropriate size hole for removal shall be allowed in the cowling.
3. Two Wheels with a minimum of 1-1/2" diameter.
4. 1 oz maximum tank.
5. Shutoff required.
6. Must look like a 1940's, 50's, or 60's BTR. But does not have to be a particular airplane from that era. Individual designs are permitted. Award for Best Appearance.
7. Lines are to be .015 braided, and be 60' +/- 6".
8. Fuel is open, Supply your own.
9. Engines are to be a loop scavenged single by-pass .29 or any engine up to a .28.
10. Races are to be 35 laps, 70 laps, and 140 laps.
11. Tanks will be checked prior to the event.

## **EDITORS' COLUMN- TIM STONE**

### **Nominations for NCLRA Officers Mar 1<sup>st</sup>- April 30<sup>th</sup>**

This is an election year for NCLRA President, Vice President and Secretary/Treasurer. If you have not yet heard, Bill Lee, Steve Wilk & Tom Wilk will not be running for re-election. We need nominations to fill these positions if the NCLRA is to continue to exist, and be the Special interest Group (SIG) representative to the AMA. According to NCLRA by-laws this is how the process is run;

"Nominations are open, anyone wishing to hold office will submit their name to the President and Newsletter Editor between March 1 and April 30, for publication in the June Newsletter.

Ballots will be in the June Newsletter, and must be returned by July 1. The results will be announced at the annual meeting at the Nationals.

All open category members, who were members prior to March 1, shall have the right to vote. District Representatives will be voted on by members of that district.

In the event of a vacancy the President shall appoint a member to fill the vacancy. Vacancies shall be filled only for the remainder of the un-expired term. "

Bill, Steve, and Tom have served the racing community well, and now it is time for someone else to step in.

### **TIME TO RENEW YOUR MEMBERSHIP**

If you have not already renewed, this will be your last issue of the newsletter. Below is a list of non-renewed members as of 1/25/06:

James Allen, Bill Allen, Jason Allen, Byron Bednar, Bill Bischoff, BB Brown, Alan Bumbaugh, Randy Bush, Bill Cave, George Connors, William Crane, Ron Duly, Phil Dunlap, Robert Elies, Vic Garner, Mike Greb, Doug Haas, David Hallas, Jim Holland, David Hull, Frank W. Hunt III, Julio Isidro, Scott Jenkins, DeVaughn Johnson, Hilary Kahn, Terry Kirby, Ted Kraver, George Leib, Peter Lott, John McCollum, Dave McDonald, Roger McIntyre, Howard Olson, Chris Peter, Eldon Rego, Jim Ricketts JR, Santiago Rodriguez, Dave Rolley, Todd Ryan, Mike Schmeider, Kim Schmeider, Steve Shackley, John Starkey, Rafel Steinbach, Michael Strand, Robert Sylvia, Dana Wall, Dee Washington, Bob Whitney, Tom Wilk, Steve Wilk.

In addition this is a list of fallouts from 2004; if anyone is in contact with them, remind them to renew;

Steve Adler, Bert Allaire, John Ballard, Craig Bartlett, David Betz, Gene Berry, Lloyd Burkett, Larry Bush, Jim Carpenter, Conrad Cloete, Mike Conner, Mike Cothran, John Craig, Steve Debord, Bob Dixon, Jim Dunkin, Larry Driskill, Dave Edwards, Brian Fairey, Lester Goldsmith, Michael Haag, Paul Haley, Allen Hoffman, Larry Hyder, Joe Just, Bob Kerr, Joe Kresnak, Richard Kulaas, Jed Kusk, Pat Matson, Dave Mark, Steve Mills, Kim Mortimore, Kenny Perkins, Andrew Raney, Paul Rice, Dick Salter, John Strollo, Al Stebbins, Lee Strickland, Alex Villareal, James Whitfield, Bill Wright.

### **British 'Barton "B" ' Team Racing- John Bruman**

" I've been corresponding the past few days with Duncan Bainbridge in the UK. I was attracted to his new B Team Racer called the "Cleaver" designed and built by his pitman Mick Orchard.



I may be able to coerce Duncan into some drawings for his "Cleaver" B T/R airplane.

In the course of all this, it occurs to me that their "Barton rules" event is somewhat similar to our B T/R rules.

Their rules are somewhat more restrictive however, specifying one box stock make of engine (Irvine .25), standard fuel, 8-8 prop, etc. Otherwise, it is very similar to our B T/R event.

I am forwarding some of Duncan's posts to me, and some photos for the Newsletter."

Duncan replies:

"Hi John

Thanks for your mail, seems that your rules are pretty wide open, I have attached copies of the Barton B and the current BMFA rule book which includes Vintage B rules for you to have a look at.

We fly Barton (so named because of the Barton club near Manchester that invented it) on .18 thou stranded wire 56 feet from the centre of the model to centre of the handle. It was invented as a class that would get some of those that didn't fly current vintage B because it was not appealing and considered to be too serious an event, Modern B with piped 29's was and still is effectively dead so the Barton Boys came up with Barton B, which uses a standard engine, the Irvine 25, (Ken Morrissey came up with that as the engine of choice and is a F2A flyer belongs to Barton and also works for Irvine) with NO modifications at all apart from trimming the exhaust to fit in a TR model and you must use a standard prop and venturi. The fuel is standard Model Technics 10% nitro provided by the event host, a bit like speed, the idea being that what prevented newbie's or oldies returning was the engine mods and bizarre fuels, in VTR B we run Xylene and IPA and all sorts of weird things, anything really other than Nitro Benzene, :- ( nasty stuff that is banned and rightly so!

The other attraction of Barton is that you can design the model your self as you have seen with Mick's Cleaver.



Left Duncan Bainbridge, right Scratch pitman Hans Bertina at the South Australian State Champs in Dec 05, they came 4<sup>th</sup>!

As an aside until I flew with Mick I had never flown a B model, but now I love it and even have a Modern B with a CS 21 on pipe that I want to sort out and give a whirl, having always flown 2.5's I now realise that flying the big models is fun with a capital F even if it feels like my arm is going to drop off!!

I assume that you know Pete Soule, as I believe he is based in Arizona, I have conversed with him on a few occasions and also maybe Kenn Smith, I had a Nemesis GY kit off him a few years ago, it still exists but has a Nelson 15D on pressure in it for Open GY. But sadly that is another event that is dead on its feet, we are in the process of sorting out the future of GY here in the UK, at present we have Open, with Nelsons etc on pressure, built in lines and bellcranks, single wheel and Brit GY with PAW's and exposed lines and 30cc tanks no pressure, both are dead really as events so we are going to open it up to any motor but with plastic props and no pressure and see what happens.

You can follow the current discussion if you don't get toooo bored on the Barton website [www.controline.org.uk](http://www.controline.org.uk) which is like the Delphi site but for us Uk flyers.

I have attached a few photos of the models I fly now,



"Voodoo" CS Oliver powered Vintage A ' model



Duncans' F2CN designed and built by UK F2C pitman Mike North, these ready built's have helped lots of teams without time to get in the air in F2CN (UK version of F2CF)

More soon, Best regards

Duncan

"I never make stupid mistakes. Only very, very clever ones."

Stephanie & Duncan Bainbridge  
31 Glyn Road  
London  
E5 0JB  
UK"

## **2006 Contest Calendar**

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

### **South El Monte, CA- SCAR #1 Spring Cobweb Duster**

**March 12 Sun-** Mouse 1, NCLRA Clown, NCLRA Super slow Rat, TQR, SCAR Goodyear. CD JIM HOLLAND  
209-726-0357 email [jgmholland1959@yahoo.com](mailto:jgmholland1959@yahoo.com)

### **Tucson, AZ Mar 25 & 26- Cabin Fever**

Christopher Columbus park

\*F2C (AMA 318)\*, F2CN (NCLRA Rules)

\*Mouse I (Production Engines Only) (AMA 313)\*

\*Mouse II (Relaxed Rules) (AMA 314)\* Clown (NCLRA Rules) Fox (and front rotor .25) (NCLRA Rules) B-Team Race (NCLRA Rules) Texas Quickie Rat (NCLRA Rules) NCLRA .15 Rat (NCLRA Rules) SCAR / ACLA Formula Unlimited

CD Ken Guilford? Or Chris Peter 520-235-2824

[christopherpeter@yahoo.com](mailto:christopherpeter@yahoo.com) Sat dinner at Daisy Mae's Steakhouse.

**South El Monte, CA, Whitter Narrows Park Apr 9th**

SCAR RACE #2 Spring Fling  
Event Director: Jim Holland (209) 726-0357  
E-Mail: jgmholland1959@yahoo.com  
Sunday: Events: AMA Mouse I, LA Fox Race, NCLRA Clown Race, NCLRA Quickie Rat

**Portland, Oregon April 22 & 23- Jim Walker Memorial**

Racing TBD. CD Scott Riese 503-246-4631

**APR 23--Dallas, TX (AA) DMAA Spring Warm-up**

Site: Hobby Park, Dallas, TX. Events: Slow Rat, Mouse I, Texas Quickie Rat, Sportsman Goodyear (JSO) CD: Patrick Hempel, 304 Becky, Rockwall, TX 75087. Phone: 972-231-2185(day) 972-841-8766(eve) E-Mail: phempel@dataconninc.com WebSite: www.DMAA-1902.org Helmets required for all racing pit crews.

**The Northwest Control-Line Regionals will be held in Eugene, Ore., on May 26-27-28, 2006.**

Racing: Mouse I, Mouse II, .15 Rat, Goodyear, NW Sport, NW Super Sport, Clown, Quickie Rat  
Speed: 1/2-A, 1/2-A Proto, A, B, D, FAI, Jet, Formula 40, .21 Sport, .21 Proto, NW Sport Jet  
Junior/Senior events: Class I Mouse Race and Northwest Sport Race A flyer with complete details is posted on the Regionals website, <http://groups.yahoo.com/group/NWCLregionals/>  
For information, contact John Thompson, [johnt4051@aol.com](mailto:johnt4051@aol.com)

**South El Monte, CA, Whitter Narrows Park June 3th and 4th 2006-Dale Kirn Contest Knights of the Round Table**

CD: Mike Fox 714-913-9487  
Speed ED: Howard Doering 714-638-4937  
Registration 8:00; Events 8:30  
Saturday: AMA Mouse I, Clown, Fox Race, Quickie Rat.

**JUN 17-18--Dallas, TX (AAA) Dallas Aero Summer Heat**

Site: Hobby Park, Dallas, TX. Events: Mouse I, Sportsman Goodyear, Texas Quickie Rat, Goldberg Race  
CD: Terry Kirby, 13639 Charcoal Ln., Dallas, TX 75234. Phone: 214-637-4361(day) 972-247-4241(eve) E-Mail: texas\_flyer2001@sbcglobal.net WebSite: www.DMAA-1902.org

**Merced or Stockton??? CA June 18 2006**

**SCAR RACE #4 Pre-NATS Warm-Up**

CD: Jim Holland (209) 726-0357  
jgmholland1959@yahoo.com  
Sunday: Mouse 1&2, AMA Scale Race, NCLRA B Team Race, NCLRA Clown Race, NCLRA Quickie Rat, LA Fox Race (Time Permitting)

**AMA Nationals 2006-MUNCIE, INDIANA**

**CL Racing July 9 to 14**

Sun-NCLRA Fox/ LA Fox  
Mon-F2C, F2CN  
Tues-B TR, Goodyear  
Weds-Slow Rat, NCLRA Clown  
Thurs- .15 Rat, NCLRA TQR  
Fri-Mouse1, Mouse 2  
Event Director-Tim Stone 815-344-5728

**F2C World Championships July 16th. - 24th., Valladolid, Spain.**

**SCAR Race #5: 'Marianas Turkey Shoot' August 5-6 2006**

**Location NAS Alameda, CA**

Events: Mouse 2, LA Fox Race, NCLRA Clown Race, SCAR Goodyear, AMA Goodyear, .15 Rat, NCLRA Quickie Rat  
SCAR Formula Unlimited  
Contact: Jim Persson. Event Coordinator: Jim Holland (209) 726-0357 E-Mail: [jgmholland1959@yahoo.com](mailto:jgmholland1959@yahoo.com)

**Albuquerque, New Mexico Aug 19-20**

Foxberg- CD Richard Perry email [rperry@comcast.net](mailto:rperry@comcast.net)

**Denver, CO - September 2nd and 3th, 2006**

**30th Annual Rocky Mountain Control Line Championships-Rocky Mountain Aeromodelers & Front Range Airport**

CD Chris Jacobson, CJRJFlyer@aol.com 9961 West 86th Place Arvada, CO 80005, 1-303-420-3346  
Saturday: Mouse I, NCLRA Foxberg

**Van Nuys, CA Sepulveda Basin-Sept 10, 2006**

**SCAR RACE #6 - September Bash (Provisional)**

CD: Jim Holland jgmholland1959@yahoo.com (209) 726-0357  
Sunday: Events: AMA Mouse I, NCLRA Flying Clown, NCLRA Fox Race/Super Slow Rat, SCAR Goodyear, NCLRA Quickie Rat

**Tucson, AZ Sept. 16th and 17th , 2006**

**Karl Marschinke Memorial Cholla Choppers**

Christopher Columbus Park 4600 N. Silverbell Rd \$10 first then \$5 CD: Glen Allison 1484 W. Oak Shadows; Tucson AZ 85737 520-575-0359 Mail Only  
Saturday ½ A Mouse II, Fox Race, Texas Quickie, Formula Unlimited, Clown Race.

**FERMILAB-BATAVIA IL Oct 1 JERRY 'WHO' MEMORIAL 350 LAP FOX RACE**

CD-Glen Lee

**Salem Oregon, October 7th and 8th , 2006**

**Fall Follies Bill Riegel Model Air Park Western Oregon CL Flyers**

John Thompson, 2456 Quince Street, Eugene, OR 97404 541-689-5553 [JohnT4051@aol.com](mailto:JohnT4051@aol.com)  
NW Sport Race, Flying Clown Race, NW Super Sport Race,  
Sunday: Racing events TBA.

**South El Monte, Whitter Narrows CA October 21th and 22th 2006 -Virgil Wilber Memorial Control Line Contest**

CD: Joe Brownlee 714-895-1857 12101 Stonegate Lane, Garden Grove, CA 92845

SCAR Race #6 ED: Jim Holland 209-726-0357

jgmholland1959@yahoo.com \$20-\$25

Saturday: All speed classes; AMA Scale Race, SCAR Formula Unlimited, AMA .15 Rat, NCLRA Clown Race, NCLRA B Team Race

Sunday: All speed classes; AMA Mouse I, NCLRA Fox Race/Super Slow Rat, SCAR Goodyear, NCLRA Quickie Rat (AMA Mouse II if enough entries)

**South El Monte, CA, Whitter Narrows Park ,Dec 2rd and 3th 2006-TOYS FOR TOTS**

CD Joe Brownlee 714-895-1857

Racing ED: Jim Holland 209-726-0357

jgmholland1959@yahoo.com

Saturday All speed classes

Sunday, NCLRA Fox Race, SCAR Goodyear, SCAR Formula Unlimited; NCLRA Quickie Rat - All speed classes; Bring Toy For Tots

**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
(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)	3:15.46	LAMBERT/FLUKER	9/04/05
(200 LAP)	6:57.36	LAMBERT/BALLARD	7/15/98

**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	BURKE/DULY	7/12/05
--------------	---------	------------	---------

(70 LAPS)	3:11.51	BURKE/DULY	7/12/05
(35+70 LAPS)	4:35.85	BURKE/DULY	7/12/05
(140 LAPS)	6:45.1	BURKE/DULY	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)	3:04.28	JIM HOLLAND/BILL CAVE	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
------------	---------	----------------------	---------

**SUPPLIERS**

**B & L HOBBIES**

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

**CS ENGINES AMERICA**

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

**DARP**

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

**ELIMINATOR PROPS**

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

**STEVE EICHENBERGER**

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

**GILLOTT RACING PRODUCTS**

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

**JUST ENGINES LTD**

Newby Cross Farm,Newby Cross  
Carlisle, CUMBRIA CA5 6JP England  
All engine and engine accessory needs; Popular engines  
plus spares and Pipes.Irvine, Moki, Mvvs  
(<http://www.justengines.unseen.org>)

**LONESTAR Balsa**

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

**MBS MODEL SUPPLY**

PO Box 282 Auburn KS 66402  
Contact Melvin Schuette 1-785-256-2583  
Solid Wire Sets and other C/L needs  
<http://www.members.cox.net/mbschuette>

**MCDONALD RACING**

Dave McDonald PO Box 384  
Daleville, In, 47334 DMcd143@aol.com  
Hard to find racing items, kits, shutoffs

**MEJZLIK MODELLBAU**

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

**MODEL ENGINE SPECIALTIES**

15477 Owens Rd, Hinckley, IL 60520 815-286-3969  
Custom engine reworking, liners chromed and honed to  
your specs, racing parts. (Bob Oge) [boge@isp-west.com](mailto:boge@isp-west.com)

**MODEL RACING SERVICES**

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

**NELSON COMPETITION ENGINES**

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

**MARK WARWASHANA**

Rubber fastfills, wheels. 11577 North Shore Dr.  
Whitmore Lake, MI 48189-9124  
Phone: 734-449-7355 E-Mail: [chief@wwnet.net](mailto:chief@wwnet.net)

**OLD MAGAZINE PLANS & MORE ON CD**

Tom Wilk, 301 W. Redwing St.,Duluth, MN 55803  
Phone: 218-724-0928(hm) E-Mail:  
[tawilk36@cpinternet.com](mailto:tawilk36@cpinternet.com)

**VIC GARNER**

For Sale, Texas Quickie Rat Engines...  
Quickie Rat engines. K&B .40s Race  
prepared with all the go- fast modifications  
that I know of. Placed 1- 2- 3 at 2004  
Nats.  
Updated 2005 versions with .292 venturi  
perform better than previous model! Call or  
email;  
[Vicgarner@aol.com](mailto:Vicgarner@aol.com) or 925- 447- 3786

NCLRA RENEWAL FORM

Fill out reverse side. Fold & affix  
postage.

FROM;

To: Tom Wilk  
301 W. Redwing St.  
Duluth, MN 55803

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip code \_\_\_\_\_

Phone \_\_\_\_\_

AMA# \_\_\_\_\_

Email \_\_\_\_\_

Apply for membership by mailing annual dues of \$ 10.00 to the Secretary/Treasurer at the address on the reverse of this page.

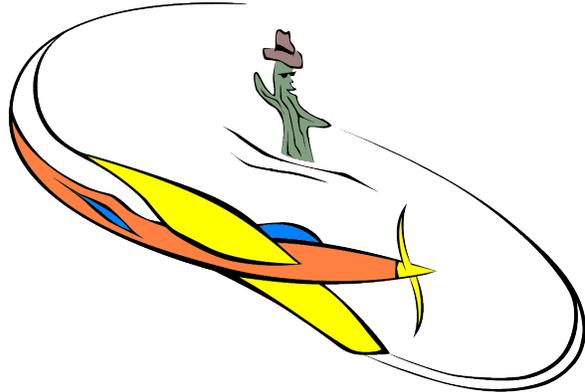
Dues outside the continental USA are \$15.00/year. Make checks out to the order of " NCLRA" and be sure to provide the correct address for receiving the newsletter.

**PAY USING PAYPAL**-To pay dues with Paypal, first log in to your Paypal account, then send dues to; Treasurer@NCLRA.org

Note that a \$.25 surcharge is added for the Pay-Pal charges.

# The Central Arizona Control Line Club PRESENTS CABIN FEVER 2006

With lots of help from the Cholla Choppers and others.....



**DATE:** March 25<sup>th</sup> and 26<sup>th</sup> **PILOT'S MEETING:** 8:00 AM Both Days

**LOCATION:** Cholla Choppers Flying Field, Christopher Columbus Park,  
Silverbell Road, Tucson Arizona

**FEES:** \$15.00 Entry (includes first event) \$5.00 each additional event (Suggested Fuel Donation Fee \$5.00)

**Contest Director:** Chris Peter

**Asst CD:** George Brown  
Phone (480) 786-9453

## SATURDAY EVENTS

FAI F2C  
F2CN  
Mouse I (Modified Production Reed Valve)  
Mouse II (Spring Starters – any fuel)  
Clown Race  
Fox / SSR Race  
.35 Sport Speed (Time Permitting)

## SUNDAY EVENTS

B-Team Race  
NCLRA .15 Rat  
SCAR / ACLA Formula Unlimited  
Texas Quickie Rat  
.35 Sport Speed (If not flown Saturday)

AMA RULES: (316) Mouse I, (317) Mouse II, (318) F2C  
NCLRA RULES: Clown, Fox / SSR, Texas Quickie Rat, NCLRA .15 Rat  
SCAR / ACLA RULES: Formula Unlimited  
CACLC RULES: .35 Sport Speed

**Contact Ken Gulliford for Rules Questions (623) 877-8823**

## **RULES DEVIATIONS:**

**Mouse I** - Modified Production Reed Valve Engines Only

**Mouse II** - Spring Starter and Any Fuel Allowed

**Fox** - Plain Bearing, Front Rotor, Stock .25s Allowed, No Norvel Bigmig .25s allowed – SSRs Race with Foxes, Break-out depending on amount and type of entries.

**.35 Sport Speed** - 300 sq. in. x 1 in. thick wing, Under \$100.00 .35 Front Rotor Engine (suction or pressure), 60 foot .015 lines, 14 laps from takeoff, two laps to get into the speed pole, best time of three tries. Any Fox / SSR Racer fits the bill. Call George Brown for details.

## Officer's Addresses

### President

#### Bill Lee

601 Van Zandt County Rd.4815  
Chandler, Tx 75758  
Phone 903-852-5599  
Email [Bill@WRLee.com](mailto:Bill@WRLee.com)

### Vice- President

#### Steve Wilk

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

### Secty/Treas

#### Tom Wilk

301 W. Redwing St.  
Duluth, MN 55803  
Phone: 218-724-0928(hm)  
E-Mail: [tawilk36@cpinternet.com](mailto:tawilk36@cpinternet.com)

### Editor

#### Tim Stone

4919 Country Oaks Dr  
McHenry, Il 60050  
Phone 815-344-5728  
Email [tstone@mc.net](mailto:tstone@mc.net)

### Northwest Representative

#### John Thompson

2456 Quince St.  
Eugene, OR 97404  
email [JohnT4051@aol.com](mailto:JohnT4051@aol.com)

### Midwest Representative

#### Stewart Willoughby

95237 Aero Drive  
Naperville, Il 60564  
Phone 630-904-7011  
Email [StooDDS@aol.com](mailto:StooDDS@aol.com)

### Northeast Representative

#### Jason Allen

1103 James St.  
Sinking Spring, PA 19608  
email [jallen@mpgis.net](mailto:jallen@mpgis.net)

### Southwest Representative

#### Douglas Mayer

5010 West 123rd Place  
Hawthorne, CA 90250  
310-676-4240 Email [mayer@kmd-arch.com](mailto:mayer@kmd-arch.com)

### South Central Representative

#### Russ Green

615 Oldham Ln.  
Granbury, TX 76048 (817) 573-7416  
Email [jgreen2@charter.net](mailto:jgreen2@charter.net)

### Southeast Representative

#### Bob Whitney

456 Garvey Rd. SW  
Palm Bay, Fl 32908  
Phone 321-676-0554  
Email [F2CRACER@aol.com](mailto:F2CRACER@aol.com)

### North Central Representative

#### Les Akre

13336-129st.  
Edmonton, Alberta  
Canada T5L-1J8  
Home 780-454-5723 Cell # 780-919-2792  
Email [scaleracer@hotmail.com](mailto:scaleracer@hotmail.com)

Torque Roll is the official publication of the NCLRA. Published bi-monthly. All submissions are valuable & will be considered for publication subject to editing. Preferred format for publication is as a MS Word document using 10 point New Times Roman font. Any photos should be sent as a separate jpeg file, medium res. Email all as an attachment to Tim Stone At the address given on this page. While this is preferred format, we will take submissions in just about any format, they can be written, typed or mailed to Tim Stone.

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

**PAY USING PAYPAL**-To pay dues with Paypal, first log in to your Paypal account, then send dues to; [Treasurer@NCLRA.org](mailto:Treasurer@NCLRA.org)  
Note that a \$.25 surcharge is added for the Pay-Pal charges.