



Torque Roll Issue #81
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2008 U.S. F2C Team



National Control Line Racing Association
601 Van Zandt County Road 4815
Chandler, TX 75758

To:

PRESIDENTS' REPORT- BOB WHITNEY

Well here we go. While at the W/C I was informed that I have been given the privilege of leading the NCLRA for at least the next two years. I don't want to be known as the last President of NCLRA so I will work real hard to keep things going, but it will take the help of all of you.

The Nats are over to mixed reviews I would like to hear from all who attended and what they liked or didn't like. What should we change for next year ..Would also like to hear from those who didn't attend but plan on coming next year, what do you want?? My e-mail is f2cracer@aol.com, and my phone # is 1-321-676-0554. I have unlimited long distance in the US and I am up till 11pm every night EST.

I am going to ramble a bit here and let you know where I stand on a few things. I think our goal should be to keep as many people as we can race. We have lost quite a few of our top notch racers for various reasons. What will it take to get them back? After talking with a few fliers I was surprised at how many didn't like the strict time schedules that we use at the Nats. Their reason being the distance traveled to race. Maybe we could do more like Julio does in Portugal..Maybe we could have a couple serious classes' (f2c, 25 rat.) but if we did that Clown would take all day which way should we go??

We have some good leaders in all of our districts. Let's put them to work. We need to find places to fly. Go to your local schools and see if they have a drivers Ed pad. Or if you can use the practice foot ball field...Clown and all of the 300 sq in planes can be flown off grass...if you have small airports, go to them and see if you can use a small portion to fly off of.

We need to support the bigger events, NW Reg, Cabin Fever, and the Rebel Rally, or lose them.

The last two things (aren't you glad!) we will be looking for someone to run the racing events at the 2009 Nats, and someone to hold the 2009 team trials. Any takers??

And lastly, after going to the last two world champs and a trip to Kiev for a world cup, I must say we are spoiled, we have the best controlline facility in the world. In Spain they were still patching the circle as we arrived. Kiev had cracks everywhere and in France the center was a 20 ft circle then grass out to the landing area, when the planes went in and hit the grass they tumbled end over end, none of these sites had a practice circle. We had rain in Spain and France.

Sad news, in the last two weeks we have lost two of our best ever pilots Herb Stockton the piloting half of the great Stockton and Jehlik multi time world F2C racing team. Next we lost Howard Shahan, pilot for the many time Nats winners Fogg and Shahan.

Ok I am off my soap box, lets go racing.

OUTGOING PRESIDENTS' COLUMN BILL LEE

I'm not sure how Tim will arrange this column, not sure what the new President will supply, so here goes!

As I am sure you all know now, Bob Whitney was elected President of NCLRA. By the Bylaws, he assumes responsibility at the end of the NATs in the year he is elected. But since Bob was in France for the CL World Champs at that time, I am sure he has been awfully tied up.

This will be the last column I will write as NCLRA President. I have filled that roll for the past six years. All of you have stood behind me. I can tell because I have often had to pull the arrows out of my back!

Looking back on the past six years, I think the organization has prospered. If holding our own can be likened to "prospered". Membership today is about what it was six years ago. That, in a time of steadily decreasing involvement in CL activities in general, is positive. Oh, yes, some will cast stones that we have not grown. So be it.

Financially, we are much better off than we were six years ago. Mostly because we had several years of support from AMA in publishing and mailing the newsletter. But we have also earned a bit from sales of t-shirts and hats, and the NATs have essentially been self-supporting.

Bob has a lot of things to be concerned about, but many of us have already told him of our willingness to continue in several rolls. I will stay as the webmaster unless Bob wants some change there. And I understand that Tim will continue to produce the Torque Roll as he has in the past. Since the capability is already available, we will continue to print and distribute the newsletter as it has been before. (Of course, all that can change if Bob desires.)

Here's a wish of good luck to Bob.

NATs: A report of what happened will undoubtedly appear elsewhere in this issue.

The annual NCLRA meeting was held during the NATs, and the biggest discussion was over the format of the NATs. Seems like most everyone there felt the change we made this year was good. Oh, yes, tweaking and polishing are needed, but the general idea of emphasizing fewer events as the primary events and then including what folks want to support as secondary events seemed to meet with approval. Let Bob and your District Rep know your feelings.

World Champs: The 2008 World Champs have just concluded in France. Our F2C team consisted of Tommy Fluker/Dick Lambert, Jason Allen. Bob Whitney, and Aaron Ascher/Lenard Ascher. Best result was Dick and Tom finishing a very commendable 7th place. Good on ya' guys!

North Central District-Les Akre



First off, congratulations to our newly elected President Bob Whitney, and second terms for incumbents Jimmy Ricketts and Dave Rolley for Vice President and Treasurer respectively.

The Nationals and the World Champs have been completed, and the results should be listed in this issue. Thanks to all the North Central members that were able to attend the Nat's this year. As we all know, this was to be a pivotal year with the new event format and the expected drop in attendance due to the World Champs. Competitors in attendance from the North Central District were the Wilk family, Dave Fischer, and myself.



Team mates Steve Wilk and Dave Fischer with their F2CN entry, nice to see Dave racing again after a long Hiatus.



North Central Rep Les Akre teamed with Dave Hull from California for this Years Nat's.

The Wilk's and Dave Fischer drove down from Minnesota with a 20ft. trailer full of models and support gear. I saw airplanes and equipment for racing, speed and combat plus bicycles, a golf cart and just about anything else you could imagine. The Minnesota gang entered 9 racing events between them, young Ashley included.

I teamed up with Dave (McSlow) Hull from California as I needed a pilot, and he a pitman. I entered six events and flew in five. Dave entered and flew five events, so between the two of us we were kept extremely busy for the whole week.

The new event format appeared to work ok, although there was a bit of confusion early on concerning the Clown Race format. Apparently the format was explained in a previous issue of Torque Roll. Perhaps publishing the race formats in the issue leading up to the Nat's would help keep things more in mind. Also, at the NCLRA meeting it was mentioned by one member that perhaps F2C should be run after the heats for Goodyear and Clown, instead of first thing in morning. The rational was to build up the skill level with the other events in the hopes that everyone would be more "on their game" for when it was time to run F2C. Another suggestion was to run the "sponsored events" first and then go into the 3-day format for the official events. Undoubtedly some tweaking may be necessary, and remains to be discussed further. If you have any suggestions concerning the format, please send them to me and I will forward them to the Nat's organizers at the appropriate time.

Attendance levels were as follows; TQR led the way with 13, followed by Goodyear with 11, Clown and F2C tied at 10, Slow rat 9, F2CN 8, Rat and Mouse-1 4 entries, and BTR with 3.

The heats and Final races in TQR and Clown race were excellent, best of the lot in my opinion. Certainly much better than this year's F2C final which gets my vote as singularly the worst exhibit of sportsmanship I've ever witnessed. Those who were there know what I'm talking about.

Dave McDonald ran F2C should be commended for trying to keep some order throughout the 3 days of competition with out very much help.

Speaking of help, we desperately need some. One member from each team was required to time at least one heat when not flying and some of the wives and girlfriends helped out when possible. However, the need for doubling up of timers/lap counters in the case of someone breaking a record, or preventing a "zero" from a potential watch failure really taxes our numbers, and we don't have that many numbers left! If we want to keep the contest moving along quickly and with fewer delays, then maybe we need to look at other possibilities, maybe hiring timers for the whole week??

Rain, what rain? While the typical Muncie humidity kept us company, the rain somehow managed to stay away for the entire week.

Now, it's time to repair some airplanes.

Nats C/L Racing report-Tim Stone

Photos by Brenda Jenkins

Monday 7/14/08

The 2008 Nationals kicked off with preliminary races in AMA Scale racing, FAI F2C Team racing & NCLRA Flying Clown. John Bruman of Arizona volunteered to be C/L Racing director this year. This year the racing schedule has changed to be 2 days of preliminary races in these 3 events, with the top times advancing to final races on Wednesday.

F2C

Dave McDonald volunteered to run F2C this year; a very high pressure job with no compensation! Thanks, Dave.



John Ballard & Dave McDonald in the tower

The F2C World championship will be starting in 2 weeks in Landres, France. Because of this three of the best American F2C teams could not attend the U.S. Nats. In spite of this there was some good racing going on. 9 teams made the first days' turnout better than expected. It is noteworthy that the Nats pre-entries in F2C were so low that AMA only ordered 1 trophy! Dave Hull continues to improve & had respectable times. Les Akre filled in for the pitting duties.



Dave Hull, Matthew Wallick, Richard Arencibia

There was a strong showing from Florida with 4 teams competing. The Wallicks & Jenkins made the Muncie trip for



the first time in many years. 2 rounds were flown with no major mishaps. The top 3 teams after day 1 were Oge/Ricketts (3:27) Lee/ Green (3:29) and Tupenov/Elbert, both former Russian natives (3:37).

Scale racing

12 entries made for a pretty robust turnout in Goodyear, which always seems to be well attended.

The new 2 day racing format has given competitors a chance to work the bugs out in this finicky event. Dave Fisher competed with the Fogg built Orange Ohm special. It was the fastest Goodyear in test flights at about 14.6 seconds / 7 laps. The Nelson .15 AAC and Gillott & Oge tuned Rossis' again dominated the event. Bob Oge ran a Traxxas car engine conversion for a change. There was nothing much new in the way of innovations in Goodyear this year. So far the times in Goodyear have not been very good. After one round no one has had a sub 3 minute time. Jim Ricketts posted #1 with a 3:04 followed by Bill Lee(3:08) and Dave Fisher (3:10)

NCLRA Flying Clown

Clown started out with some confusion about the racing format. John Bruman announced that a 'Quad Elimination' format would be used, surprising some entries. This was the only event run in this fashion, and the format needs to be spelled out better for next year.



Matthew Wallick, John Ross, Dave Hull

Clown has developed into a very fast & competitive event. Airspeed makes current rotation speeds getting close to some Goodyears. Everyone seemed to be pretty well practiced for this event with almost every entry posting a time in round 1.

10 teams entered with a strong showing from the New Jersey group. Two rounds were flown. In round 1, 5 entries went over 150 laps.

Top finishers were Les Akre (156) Dave Hull (158) and Russ Greens' Fora powered Clown with 160 Laps. A standout in round 2 was Al Ferraro/ John Ross with 165 Laps, a new National record. Motor used was O.S. .18 TZ.



Al Ferraro catches while son Patrick backs him up on record breaking race



Scott Jenkins pitting for son Ron



Ron Jenkins & Dave Fisher

Tuesday

Preliminary races continued today for Goodyear, F2C & Clown racing. The top placing teams in each of these events will advance to final races tomorrow.

F2C had one team drop out & most others were beginning to show signs of wearing out. 4 teams failed to post a time in round #1, and only Dave Hull posted a time in round #4. The times that were posted were much slower than Mondays' times.



Dave Fisher, Jim Ricketts, Alex Tupenov

After 2 days the ranking teams going to a 200 lap final were Oge/Ricketts (3:27) Lee/Green 3:29 and Wallick/Wallick 3:50.

Goodyear

After a shaky start on Monday most entries were starting to get in some good races and finally dial in their equipment. 3 of the top 4 times were recorded on Tuesday. Races were flown 2 up and there were no mentionable mishaps. 4 teams will go to the finals, Stone/Oge (2:58) Ricketts SR & Jr (3:04), Lee/Green (3:07) and Betz/Fisher (3:09). David Betz had his strongest showing this year in Goodyear with 1 or 2 flip pits.

Clown Racing

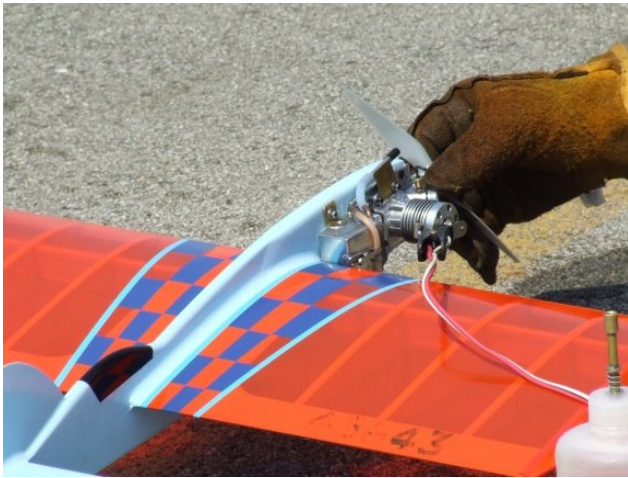
The Quad elimination format continued late into the day with more outstanding times. Once again the New Jersey team of Al & Pat Ferraro with John Ross made an excellent showing. They were short of the record 165 laps that Al had set on Monday but still shared the top time (160 laps) with Les Akre. They along with Dave Hull made the cut for Wednesdays' final.



Patrick Ferarro, Matthew Wallick, John Ross



F2C final...moments before disaster



Dave Hulls' nice Clown

C/L Racing- Weds July 16th

The top teams from Monday & Tuesdays' preliminary races squared off in the finals held today.

F2C final

C/L racing legend John Ballard arrived Wednesday to help referee the F2C final. Thanks for the help, JB!

If you are familiar at all with F2C Team racing, then you know that 200 lap finals are just about the ultimate test in C/L racing. Seldom is a final completed by all 3 teams without a mishap. This held true in Muncie this year with Wallick/Wallick getting DQ and Lee/Green and Oge/Ricketts unflyable due to the resulting crash at 45 laps. The laps being tied, Oge placed 1st because of his lowest qualifying time. Bob also collected the only trophy; even though there were 9 teams entered, only a few pre-registered.

Goodyear finals

4 Teams went to the finals and pretty much everyone melted down. In final #1 Bill Lee suffered a control failure leading to a crash, and Tim Stone had a fuel leak at 72 laps.



**Russ Green attempts in-flight control adjustment during the Goodyear finals...it didn't work!
Tim Stone senses disaster...**

The finalists had to be shuffled due to dropouts & mechanical failures leaving David Betz & Mike Greb in final #2. Mike posted the only time in Goodyear with a slow, but winning 6:51. David suffered a mechanical breakdown like many others.

Clown final

The Clown final was very cleanly flown, 15 minutes of solid racing with few infractions.



Andrew Robinson, John Ross, Dave Hull in the Clown final

There was quite a bit of shuffling of Pilots & pitmen because of qualifying conflicts. Andrew Robinson had been spectating but was recruited to fly in the final. The Clown final was one of the best races at the 2008 Nats.



The team of Les Akre (CA) and Andrew Robinson (NZ) made for the first international winning Clown team. They had an excellent 322 laps. Al Ferarro & John Ross came in 2nd with a solid 309 laps. Dave Hull/ Bob Oge placed 3rd with 271.

F2CN

At the conclusion of the finals F2CN was flown. This event is a simplified version of F2C Team racing featuring easier to build profile models & relatively inexpensive engines. The intent of this event is to be an entry level event for contestants that might later move on to F2C.



James & Ashley

8 Teams made this years' turnout better than expected. It was great to see Juniors Ashley Wilk & James VanSant race this event together.



Dave Fisher, Ashley Wilk, Russ Green



Glen Vansant



Les Akre



Steve Wilk

Final placing in the 100 lap event was Lee/Green (4:20), Steve Wilk/ Dave Fisher (4:39) and Ashley Wilk with replacement pitman Dave Wallick with 5:28.

C/L Racing- Thursday July 17

Thursday is Rat day in Muncie! Ama Rat race, Slow Rat race & Texas Quickie Rat were raced today. It was a hot day 90 plus degree day with lots of racing.

AMA Rat

This is the 3rd year that Rat was flown with the .15 cubic inch maximum size. It is fair to say that most are still struggling to work out their equipment. Bob Oge entered a Lerner F2C model with an oversize tank, but it had mechanical bugs. I can testify that F2C models on 60' .014 lines are a breeze to fly, I had about 200 practice laps with no problem. Attendance was not very good this year with 4 entries. Eichenberger used a MK3 Rossi, Stone a MK 2 Rossi & Betz a Nelson FIRE AAC.



David Betz's winning Rat

Due to a heavy schedule, only prelims' were flown with Steve Eichenberger 1st (3:20) flown by Charlie Johnson, Dave Betz (3:25) and Tim Stone (3:52). No good times were posted, everybody had starting problems, blown plugs etc.

Slow Rat

This was the first Nats to be run with the new .25 max engine size. 12 entries made for a fairly robust turnout.



Jim Gall & John Ross...gotta love that helmet! Novarossi .21 for power. Original design plane

Everyone was anxious to see how the new setups would perform. There was quite a variety of engines used; OS Max, GMS, Novarossi' and several R/C Truck motor conversions.



Bob Oges' Sonofabat, one of the quickest entries. XTM .25 powered.



Steve Eichenberger with Nashville Rat/ OS VF .25



The business end of Al Ferarro's Slow Rat

Al Ferarro debuted the new GO .25 that ran quite well. He has been working with a distributor to develop this engine for Slow Rat. No one showed up with either a Jett, or Brodak although this had been rumored. Too bad, we wanted to see how they would do.

There was a huge difference in airspeed between those that had worked out their equipment & those that had not. Airspeeds for most were in the mid 17-19 second range and 3

up seemed to be no problem for most flyers. Stone/Oge had the top airspeeds, they were in the high 15 second range. Tim Stone set the new preliminary record with Bob Oge pitting, 3:15 for 70 laps. On Oges' 2nd preliminary run, he was shut down by a failed rear bearing. In the finals Russ Green won with 7:20 for 140 laps (a new final record) followed by John Ross/ Al Ferarro (8:51) Stone/ Oge had at least a 25 lap lead and were on their last pit when a fire broke out and destroyed his plane. Too bad as we were on the pace for a sub 6 minute run.



Tim Stones' toasted Slow Rat. The 'Who' would be proud!

TEXAS QUICKIE RAT

13 entries made TQR again the best attended event. The competition is very tight in this event with sometimes just fractions of a second deciding the outcome of a race.



Steve Wilks' 'Pink Phink'

There has been little innovation in this event and the playing field is pretty level. Virtually all the engines were K&B .40. Bill Lee and Les Akre had fast times of 3:06:36 & 3:06:51. Most races were run 3 up with almost no mishaps.

In the 140 lap final, the airspeed of all 3 finalists was so close that there was only 1 pass during the entire race! Canadian Les Akre had it all together with Californian Dave 'McSlow' Hull at the controls. Their 6:26 final was a respectable time.

Russ Green/ Mike Greb were 2nd & Bill Lee/ Tim Stone had starting problems to finish 3rd.



TQR winners.

C/L Racing- Friday July 18

The 2008 Nationals wrapped up with competition in Mouse Racing & 'B' Team racing. Turnout was extremely low for these events.

'B' Team racing

There were only 3 entries, so just a 140 lap final was flown. Normally there would be a 35 & 70 lap preliminary. Russ Green turned a 7:26 with David Betz 2nd & Glen VanSant 3rd.

Mouse 1

No real innovations came out this year in Mouse 1; standard Cox engines were used by all.

4 open flyers and 2 Jr/Sr's wound down the racing week. Ashley Wilk was about 3 minutes quicker than James VanSant to take 1st in Jr/Sr with 7:48.

Open class also ran a 100 lap final. Bill Lee collected yet another 1st with 5:02 followed by Les Akre (5:18) and Russ Green (5:39)

Thanks to Ritch's Brew in Houston for supplying the Contest fuel. It ran great for everyone and there were no complaints. John Brodak graciously donated a SuperFly kit and a Brodak .25 engine as a prize for the high point Jr/Sr entry. The winner was Ashley Wilk. Bill Lee was the overall Nats High point winner.



F2C World Championship report

Bob Whitney

There is nothing like racing with the best in the world to humble your self. The 3 U.S. F2C teams felt that they were ready to do our best. Dick Lambert and Tom Fluker had all new carbon models with retracts powered by Yugov's. Dick felt he could race with a 17 sec for ten laps setting. The Ashers had their older models that have served them well. Jason and I had a mix, the Yugov Bondarinko model we used at the trials, a new Yugov powered carbon model we bought from Lambert and a new pressurized Profi powered Bondarinko model. We had one weekend of practice with the Profi and felt it would be our # 1 model.

As practice started, we found out that no one had stood still over the last two years. Everyone was practicing in the mid to low 17's with many in the 16's; the fastest being Kramarinko, Chiaka 15:8 with a Profi.

Dick started things off with a bang with a first heat 3:11 for a personal best and an AMA record. They spent the next two flights trying to beat the 3:11 but had different problems in each flight. Remember anything over 3:11 was of no good. The 3:11 put them in the semi's.

Jason and I were having problems with the circle layout. Our first heat we got off good and had good airspeed. On the first pit Jason landed out side the line for a quick DQ. We had one of our fastest flights ever going when again had pitting problems with me breaking the prop on the 2nd pit. With one flight left to get a time for the team, we backed off a bit and turned in a safe 3:27.

Aaron and Leonard Asher found that their older equipment was a bit slow and their lines were too long. After fixing the lines they had a rough 2nd flight and got bumped as they were coming in for their 2nd pit causing Leonard to miss a catch, they protested, but it was overruled. Then they also put in a soft flight to get team points with a 3:34.

The cut off for the 12 teams going to the semi's was 3:12.9. Dick's 3:11.7 put him in 11th.

Dick knew he had to do better than 3:11 if he was going to make the main. His first flight he cooked the engine, on his 2nd flight he backed off a bit and turned a 3:13 to show that the 3:11 was no fluke. There will be a full report by Charlie Johnson so I will leave the rest to him.

Again all 3 teams got in official flights .I think the next team trials should be interesting.

On the local front the Rebel Rally will will again be at the Starke Florida fairgrounds Nov 8th and 9th . .Sat will be fox race/25 super slow, 25 slow. (I talked them into having 25 slow so lets support it) and Clown racing. Sun will be Texas quickie, F2CN and F2C.

A trick I learned from Ron Duly last year at the Nats but didn't think much about, I saw again at the W/c. All the US speed guys flush out their engines after every flight with kerosene. They said it washed out all the caster oil and left a light oil film on everything. Ron flushes all his engines before putting them away after a days flying.

Enough for now. signed 'King Rat'



EDITORS' COLUMN- TIM STONE

We recently received news that former racers Herb Stockton and Howard Shahan have passed on. My regrets and condolences to their friends and family. I never met either so I can't say too much; I expect a proper write up from those that knew them for the next newsletter.

NEW PRESIDENT

Congratulations to Bob Whitney as the new NCLRA President. Filling Bill Lees' shoes will be a big job. Bob is a very talented individual and has a lot to offer the organization. Bills' contributions to this organization and the sport of C/L racing have exceeded that of almost anyone I could name. He took a lot of flack for being a maverick, but he made decisions that were necessary and did not participate in aimless bickering. Bill will continue to maintain the NCLRA website and print & mail the newsletter, thanks Bill.

WORLD CHAMPIONSHIPS

Later in this issue I have included the F2C results from the 2008 World Championships. Hats off to the U.S. team for their efforts. Dick Lambert & Tom Fluker finished 7th, better than any U.S. team in quite some time. Dick has put a huge amount of time & effort into F2C and it is paying off. I am waiting for a full report from some of the participants in the next newsletter.

NATIONALS REFLECTIONS

I have written a complete Nats report in this issue. Brenda Jenkins took the many excellent photos, some of the best that I have seen of C/L racing. She is a sweet lady & a pleasure to meet. Bill & Sandy Lee hosted a very nice cookout one night at their motor home & provided all the food at no cost. They made us feel right at home.

I came away with very mixed feelings about the event. This contest was one of the smallest Nats I have seen. Without the efforts of a very few people it would not have happened. Some people contributed nothing at all to the contest. There had been in the past some pretty strong West Coast participation, but this year only Dave Hull showed up. There were some terrible displays of sportsmanship. There was also a lot of cooperation & sharing by some to pull off the races. Pilots & pitmen were shuffled & swapped like I have rarely seen before. Mrs's Lee & Betz spent many hours timing and were awarded the NCLRA Sportsmanship award.

I just know that when 90% of NCLRA members contribute nothing that the Nats will soon be only a memory.

Choosing the Best Pit Station **by Mick Orchard (GBR)**

Discussion or Argument

Choosing the best Pit Station is always a matter of discussion or argument between pilot and pitman, it is always an interesting discussion between my pilot and me, but generally I have the casting vote, he only has to land it, I have to catch it!

Many years ago another pilot – Dave Clarkson wrote a piece that was pretty much on the nail, but he was a pilot! With the benefit of a few years and the fact that I have been a pitman for some years, some might say more than I care to remember! I have reviewed that piece and added my take on what I believe to be a crucial element of how you win races.

Known's that are known and unknowns that are unknown!

It is a given that the selection of the best pitting segment generally relies upon the choice that the team is given as the result of a draw done by the Contest Director. This is either First, Second or Third choice. If you have the luxury of First Choice, then you have carte blanche and if your choice of segment is wrong then the blame must rest solely on your shoulders.

Choosing the right segment might appear to be easy and a rather insignificant aspect of racing. If you think like this then you are wrong; very wrong.

Where to Go?

Choosing the right segment is the key to winning races. If you aren't winning races it may be worthwhile to look at your selection of pit segment, review it and change it if need be. Let's face it; much of the UK racing calendar is sadly subject to poor conditions, last year in particular, although the usual bad weather which affects the Nationals was nicely absent. It is commonly regarded that the best segment is the downwind one, however sometimes this is not always the case. During races which are held in windy or adverse weather conditions, even the most experienced pilot will have difficulties.

Wind, wind, wind!

For the pilot the wind is the enemy; more so if there is less than 10 grams of tip weight in your race tuned Vintage Team race model. Windy conditions and poor segment selection are a recipe for disaster. So what can you do?

What to Do?

When called into the circle for your heat, with your model all ready and your pilot raring to go you will generally but obviously not always find that the best segment is taken by the team that beat you in your last heat, oops, sorry just being cynical there!

There are usually or should be six segments painted or drawn in chalk on the circle, but even if one of those is anywhere near down wind, then the chance of getting that segment is one to three against! Therefore it is essential that as a team, you have practiced flying from one which might not be the one that you love but one that you can use.

If you get Second Choice, then your preferred selection is a matter of judgment and almost always reliant on a good understanding of your model, its characteristics, weight, agility, flyability and most importantly, the ability of your pilot. However the most important factor is the proximity to the down wind mark.

Even if the Second Choice is in front of the First Choice (i.e. in front of the downwind mark) in nearly all cases this indicated second choice is correct.

A situation when the "best" case position is right on the downwind mark and is taken, then you should usually go forward to your second preferred choice. At the least from this position the model will take off and if your pilot can and does react quickly enough, then the model get off in perfect safety.

From the position behind, however, especially in high wind the model may never get off, at best running in, at worst, taking out itself and another model.

This is the reason that most CD's opt to run two up races in extreme conditions – the chances are so much better when two of the pitting segments will allow safe take offs.

Two up is not racing! ... and never will be!

However two up races should only be run when weather conditions are extreme, two up is not racing, it does not challenge either team and unless there are extreme or mitigating circumstances, CD's should attempt to avoid them.

Conclusion

Finally two points for you to consider; especially if you are new to team race.

First – If your segment is covered in fuel from previous races or has rough patches, politely ask the CD permission to move the half metre to clear the obstruction.

Always move forward, never back, you don't want to kneel in that mess or on that bump when you are catching your model!

Second – My second point concerns the way that teams are selected to go into the racing circle. Normally the CD does a draw or gets the pilots of the teams to draw straws for preference. However, if the natural system is employed; where the CD allows the teams to 'fight' over segment selection is used.

If you are dissatisfied it may be worth your while to point out to the CD that under the BMFA general rules that a draw should be used when considered necessary. It is up to the discretion of the CD. By doing this you have a two in three chance of improving your segment. So it is usually worth asking for a draw.

In line with the age old adage of "If you don't ask, you don't get!"

Good luck and happy racing.

2008 U.S NATIONALS RESULTS

2008 NATs - Overall		Results									
Name	F2C	F2CN	Goodyear	BTR	SlowRat	Clown	Rat	TQR	MouseI	MouseI JrSr	
Number of entries:	10	8	11	3	9	10	4	13	4	2	
Bill Lee	2	1	4					3	1		
Steve Wilk		2			7			11			
Steve Eichenberger			8		5		1				
Mike Greb			1					8			
Charlie Johnson											
Dave Hull	5	7	11			3		4	4		
Ashley Wilk		3			9					1	
James VanSant		6								2	
Bob Oge	1		9		4		4	6			
Jimmy Ricketts			7								
Jim Ricketts			5								
Tim Stone			2		3		3	5			
Russ Green				1	1	5		2	3		
David Betz			3	2			2	10			
Les Akre		4	10		9	1		1	2		
Matt Wallick	4	8					9	13			
David Wallick	10	5					6	12			
Glen VanSant				3							
John Ross					2	7					
Dave Fischer	7		6					7			
Alex Topunov	3										
Al Ferraro							2				
Patrick Ferraro							4				
Jim Gall					6	8					
Ronnie Jenkins	10						10				
Scott Jenkins	6							9			

Name	Overall Ranking										Total	Ranking	
	F2C	F2CN	Goodyear	BTR	SlowRat	Clown	Rat	TQR	MouseI	MouseI JrSr			
Bill Lee	9	8	8					11	4			36	1
Steve Wilk		7				3		3				13	10
Steve Eichenberger			4			5		4				13	10
Mike Greb			11					6				17	8
Charlie Johnson													
Dave Hull	6	2	1			8		10	1			26	6
Ashley Wilk		6				1				2		9	16
James VanSant		3								1		4	23
Bob Oge	10		3			6		1	8			27	5
Jimmy Ricketts			5									5	22
Jim Ricketts			7									7	19
Tim Stone			10			7		2	9			28	4
Russ Green				3	9	6		12	2			30	3
David Betz			9	2				3	4			18	7
Les Akre		5	2			1	10	13	3			31	2
Matt Wallick	7	1					2	1				11	14
David Wallick	1	4					5	2				12	12
Glen VanSant				1								1	25
John Ross						8	4					12	12
Dave Fischer	4		6						7			17	8
Alex Topunov	8											8	18
Al Ferraro							9					9	16
Patrick Ferraro							7					7	19
Jim Gall					4	3						7	19
Ronnie Jenkins	1						1					2	24
Scott Jenkins	5								5			10	15

Name	2008 NATs - F2C				Number Entered:				10				
	Laps	Heat1	Laps	Heat2	Laps	Heat3	Laps	Heat4	BestQual	QualPlace	FinalLaps	Final	Place
Bill Lee	100	03:29.17	58		100	03:51.13			03:29.17	2	45		2
Bob Oge	100	03:27.64			100	03:42.67			03:27.64	1	45		1
Dave Hull	100	04:37.46	100	04:04.12	100	04:47.00	100	06:35.17	04:04.12	6			5
Richard Arencibia	100	04:31.16							04:31.16	9			8
Matt Wallick			100	03:52.00	100	03:55.37			03:52.00	5			4
David Wallick	100	03:50.42	100	03:57.00					03:50.42	4	DQ		10
Alex Topunov	100	03:47.77	100	03:37.08					03:37.08	3			3
Dave Fischer			100	04:15.52	100	05:45.51			04:15.52	8			7
Ronnie Jenkins										11			10
Scott Jenkins			100	04:12.65	57				04:12.65	7			6

Name	2008 NATs - Quickie Rat					13	←NumberEntered	FinalPlace
	Laps	Heat1	Laps	Heat2	BestQual	FinalLaps		
Mike Greb	70	03:35.44	70	03:38.43	03:35.44			8
Bob Oge	70	03:44.35	70	03:19.20	03:19.20			6
David Betz	70	05:14.25	70	03:38.20	03:38.20			10
Dave Hull	70	03:27.56	70	03:16.54	03:16.54			4
Bill Lee	70	03:06.36	70	03:07.61	03:06.36	140	07:43.29	3
Russ Green	70	03:20.21	70	03:13.12	03:13.12	140	06:33.71	2
Les Akre	70	03:12.67	70	03:06.51	03:06.51	140	06:26.29	1
Matt Wallick								13
David Wallick								12
Scott Jenkins	70	03:35.97	70	04:33.90	03:35.97			9
Steve Wilk	70	04:00.79	37		04:00.79			11
Dave Fischer	70	03:25.93	36		03:25.93			7
Tim Stone	70	03:28.77	70	03:19.18	03:19.18			5

2008 NATs - Mouse I - Open			
Name	FinalLaps	Final	FinalPlace
Bill Lee	100	05:02.29	1
Dave Hull	100	07:22.90	4
Russ Green	100	05:39.87	3
Les Akre	100	05:18.69	2

2008 NATs - Mouse I-JS			
Name	FinalLaps	Final	FinalPlace
Ashley Wilk	100	07:18.80	1
James VanSant	100	10:58.77	2

2008 NATs - BTR			
Name	FinalLaps	Final	FinalPlace
David Betz	140	11:49.08	2
Russ Green	140	07:26.41	1
Glen VanSant	87		3

F2C World Championship results

F2C - TEAM RACING

Individual results

Place	N°	NAME Surname	Nation	Heat 1	Heat 2	Heat 3	Semi 1	Semi 2	Final
1	C25	H. SIMONS / G. POTTER	AUS	3 : 09,2	3 : 12,5	3 : 05,0	3 : 13,8	3 : 06,7	6 : 13,2
2	C15	T. OUGEN / R. SURUGUE	FRA	3 : 10,1	3 : 07,6	54 laps	DISQ	3 : 05,1	6 : 32,2
3	C14	P. SURUGUE / G. SURUGUE	FRA	3 : 04,7	34 laps	49 laps	3 : 07,4	3 : 17,3	DISQ
4	C24	R. FITZGERALD / M. ELLINS	AUS	3 : 14,7	3 : 07,0	3 : 17,3	3 : 09,7	3 : 17,9	
5	C43	S. DOZHIDAEV / V. DUKOV	RUS	3 : 09,0	3 : 19,3	3 : 14,0	3 : 11,9	3 : 12,5	
6	C37	F. ORVOS / A. KASOLY	HUN	3 : 32,2	3 : 16,4	3 : 12,9	3 : 12,9	69 laps	
7	C19	T. FLUKER / R. LAMBERT	USA	3 : 11,7	DISQ	DISQ	DISQ	3 : 13,3	
8	C30	V. KRAMARENKO / Y. CHAIKA	UKR	DISQ	3 : 01,0	DISQ	3 : 13,7	DISQ	
9	C44	S. ANDREEV / O. VOROBYEV	RUS	DISQ	3 : 09,9	3 : 09,8	68 laps	3 : 14,2	
10	C12	P. ALONSO / I. IGLESIAS	ESP	3 : 07,3	DISQ	3 : 32,4	3 : 15,5	60 laps	
11	C31	Y. BONDARENKO / S. LERNER	UKR	3 : 07,6	68 laps	3 : 12,9	68 laps	3 : 15,8	
12	C16	F. FICARD / C. PERRÉ	FRA	3 : 11,9	3 : 11,4	3 : 17,1	3 : 17,6	3 : 34,0	
13	C45	P. MIHONOV / S. SOBKO	RUS	3 : 13,8	3 : 18,8	3 : 50,7	3 : 27,0		
14	C34	W. WINGETER / J. DEVENISH	BFA	3 : 14,1	DISQ	DISQ	3 : 43,0		
15	C03	M. FITZGERALD / M. THOMSON	GBR	3 : 15,5	DISQ	3 : 26,1			
16	C32	V. ZHURAVLYOV / V. SOSNOVSKIY	UKR	DISQ	3 : 35,3	3 : 15,9			
17	C40	G. MARTINI / M. MENOZZI	ITA	3 : 19,0	3 : 24,1	3 : 20,2			
18	C42	R. MARASINI / R. LOSI	ITA	3 : 21,6	3 : 30,6	31 laps			
19	C06	A. PROKOFJEVS / V. PROKOFJEVS	LAT	3 : 28,7	3 : 44,8	3 : 22,1			
20	C33	I. SAVSCHENKO / O. VRONSKYY	Jun	UKR	DISQ	3 : 29,8	3 : 22,4		
21	C04	R. LEEMAN / J. BROADHEAD	GBR	3 : 22,5	3 : 30,2	3 : 30,6			
22	C11	J. BARRAGAN / A. BARRAGAN	ESP	3 : 22,8	DISQ	3 : 23,0			
23	C36	P. STJÄRNESUND / J. GUSTAFSSON	SWE	3 : 35,8	3 : 29,6	3 : 25,9			
24	C41	M. MAGLI / E. PIRAZZINI	ITA	3 : 26,3	94 laps	92 laps			
25	C17	H. BÖRER / H. STÜDER	SUI	3 : 34,5	3 : 26,5	32 laps			
26	C20	J. ALLEN / B. WHITNEY	USA	DISQ	69 laps	3 : 27,7			
27	C29	A. MORTINHO / L. MATIAS	POR	3 : 28,5	DISQ	69 laps			
28	C05	M. ROSS / G. YELDIHAM	GBR	35 laps	3 : 29,6	96 laps			
29	C35	B.O. SAMUELSSON / K. AXTELLIUS	SWE	3 : 40,6	3 : 30,3	3 : 49,0			
30	C26	T. LETCHFORD / S. WALTON	AUS	3 : 33,8	3 : 30,5	4 : 03,5			
31	C10	R. OLLIVE / F. SCHOT	NED	0 : 00,0	3 : 32,1	62 laps			
32	C18	A. ASCHER / L. ASCHER	USA	0 : 00,0	66 laps	3 : 34,4			
33	C09	E. LEUPOLD / K. ENGFER	GER	3 : 35,1	3 : 34,9	3 : 41,2			
34	C22	R. ONG / D. SU	SIN	DISQ	3 : 35,8	3 : 46,2			
35	C07	W. REINISCH / H. STRANIÄK	AUT	73 laps	DISQ	3 : 36,0			
36	C28	A. CARDOSO / J. GOULÃO	POR	3 : 47,0	3 : 56,0	3 : 38,6			
37	C06	S. RICHTER / N. TETERJUKOV	GER	3 : 56,2	35 laps	3 : 38,2			
38	C39	A. YAKOVLEV / A. GRIGARIAS	LTU	4 : 08,2	3 : 39,1	3 : 39,4			
39	C23	J.W. WONG / C.H. GOH	Jun	SIN	3 : 41,4	DISQ	70 laps		
40	C38	G. FLENDER / B. SZASZ	Jun	HUN	DISQ	3 : 54,1	94 laps		
41	C21	C. WEE / TW. WONG	SIN	DISQ	DISQ	24 laps			
42	C27	D. MEYER / C. CLOETE	RSA	DISQ	17 laps	DISQ			

CONTEST CALENDAR

NOTE! Confirm all contest details with Contest Director! NCLRA cannot be held responsible for errors or omissions! This calendar is compiled from data collected at the NCLRA website nclra.org. Members can log in there and submit contest details. All contest information must first be posted to the web site.

NORTHWEST DISTRICT

None

SOUTHWEST DISTRICT

CA

SEP 27-28--El Monte, CA (AA) 3rd Annual Wayne Trivin Memorial Site: Whittier Narrows. Events: Sat/Sun: Speed, all classes as % of record.

Racing - Sat: NCLRA F2CN, F2C

Racing - Sun: Mouse I(JS)(O) Cox engines only, SCAR GY(JS)(O), NCLRA Clown, NCLRA S/S Rat, NCLRA TQR, SCAR Orange Crate Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: <http://www.MICROAIR.INFO/SCAR> Mouse I: Cox Engines only, JS SCAR GY Engine Plain Bearing 15 and Fox 15BB Engines. NOTE: DATE CHANGE! ORIGINALLY 9/20-21!

CA

OCT 18-19--El Monte, CA (AA) 22nd Annual Virgil Wilbur Memorial. Site: Whittier Narrows. Events: Sat/Sun: Speed, all classes as % of record.

Racing - Sat: Mouse I(JS)(O) Cox engines only, AMA Scale Race, SCAR Formula Unlimited, NCLRA S/S Rat, F2CN

Racing - Sun: NCLRA Clown, NCLRA B-Team Race, SCAR GY(JS)(O), NCLRA TQR
Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: <http://www.MICROAIR.INFO/SCAR> Mouse I: Cox Engines only, JS SCAR GY Engine Plain Bearing 15 and Fox 15BB Engines

CA

DEC 06-07--El Monte, CA (AA) 19th Annual Toys for Tots Site: Whittier Narrows. Events: Sat/Sun: Speed, all classes as % of record.

Racing - Sat: NCLRA F2CN, F2C

Racing - Sun: Mouse I(JS)(O) Cox engines only, NCLRA S/S Rat, NCLRA Clown, NCLRA TQR
Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: <http://www.MICROAIR.INFO/SCAR>

NORTH CENTRAL DISTRICT

NONE

SOUTH CENTRAL DISTRICT

NM

AUG 16-17--Albuquerque, NM (AA) High Desert CL Fiesta Site: Maloof Airpark. Events: NCLRA Fox Race Sponsor: NM Coalition of CL Addicts #4323. CD: Richard L. Perry, 427 Live Oak Lane NE, Albuquerque, NM 87122. Phone: 505-284-4296(day) 505-856-7008(eve) E-Mail: tailhooker@comcast.net WebSite: <http://www.clcentral.com/NMCCLAHome.asp>

TX

AUG 30-31--Dallas, TX (AAA) Charles Ash Memorial Southwestern CL Championships Site: Samuell Hobby Park. Events: Slow Rat(.25 Rules), Sport Goodyear, Quickie Rat (JSO); Mouse I, Fox/Goldberg (JS)(O) Sponsor: Dallas Model Aircraft Association #1902. CD: Dale Gleason, 6003 E. Lone Oak Rd., Valley View, TX 76272. Phone: 940-637-2169(day) (same)(eve) E-Mail: N42222@ntin.net WebSite: www.DMAA-1902.org Entry fee \$15 first event, \$5 each additional. \$25 maximum. All racing on Saturday.

MIDWEST DISTRICT

NONE

NORTHEAST DISTRICT

NJ

AUG 17--Middlesex, NJ (UnSanc) Contest #1 Site: Moutainview Park. Events: F2C, F2CN, Slow Rat Race, Clown Race Expert-Sportsman Sponsor: Middlesex Modelers #423. CD: Brian Silversmith, 86 Kingsland Circle, Monmouth JCT, NJ 08852. Phone: 732-274-8945(day)

NJ

AUG 31--Middlesex, NJ (UnSanc) Contest #1 Site: Moutainview Park. Events: Foxberg, Slow Rat Race, Clown Race Expert-Sportsman Sponsor: Middlesex Modelers #423. CD: Brian Silversmith, 86 Kingsland Circle, Monmouth JCT, NJ 08852. Phone: 732-274-8945(day)

NJ

SEP 09--Reading, PA (C) Racing in Reading Site: Drenkler Field- Reading, PA. Events: Foxberg - Fox 35 only, Clown Racing, 1/2 A Scale Racing - COX only. Sponsor: Flying Dutchmen #1335. CD: Phil Valente, 1523 Ulster Way, West Chester, PA 19380. Phone: 610-692-6469(day) E-Mail: phil_valente@millipore.com

NJ

OCT 05--Middlesex, NJ (C) Racing Site: Middlesex NJ Field. Events: 2 OZ. Big Goodyear, 1 OZ Goodyear, Slow Rat Sponsor: South Jersey Aeromodelers #432. CD: Phil Valente, 1523 Ulster Way, West Chester, PA 19380. Phone: 610-692-6469(day) E-Mail: phil_valente@millipore.com

NJ

OCT 19--Middlesex, NJ (UnSanc) Contest #1 Site: Moutainview Park. Events: Foxberg, Warbird, Clown Race Expert/Sportsman Sponsor: Middlesex Modelers #423. CD: Brian Silversmith, 86 Kingsland Circle, Monmouth JCT, NJ 08852. Phone: 732-274-8945(day)

NJ
NOV 02--Middlesex, NJ (C) Racing Site: Middlesex NJ Field.
Events: 2 OZ. Big Goodyear, Warbird, Quickie Rat, Sponsor:
South Jersey Aeromodelers #432. CD: Phil Valente, 1523
Ulster Way, West Chester, PA 19380. Phone:
610-692-6469(day) E-Mail: phil_valente@millipore.com

NJ
DEC 12--Middlesex, NJ (C) Pearl Harbor Day Racing Site:
Middlesex NJ Field. Events: Warbird, Quickie Rat, Slow Rat
Sponsor: South Jersey Aeromodelers #432. CD: Phil Valente,
1523 Ulster Way, West Chester, PA 19380. Phone:
610-692-6469(day) E-Mail: phil_valente@millipore.com

SOUTHEAST DISTRICT

FLA
Nov 8 & 9- Rebel rally Bradford County Fairgrounds * Starke
Florida Fox Race & Super Slow Rat, Texas Quickie Rat (TQR)
.25 Slow Rat (if enough entries) F2C, F2CN, Clown Racing
CD Mike Schmieder 5390 Emerald Reef Court, Jacksonville,
FL 32277 Home: (904) 371-4995 Cell: (904) 703-8104
Work: (904) 357-4814 (it is OK to call me at work)
mas23@comcast.net

National Records

SLOW RAT

Jr (70 Laps)	5:16.20	Scott Matson	7/10/00
(140 Laps)	6:47.37	Scott Matson	7/10/00
Sr (70 Laps)	4:29.63	Howell Pugh	7/20/94
(140 Laps)	10:58.47	Doug Short	7/10/00
Op (70 Laps)	2:36.31	Bob Oge	7/18/91
(140 Laps)	5:24.94	Mike Greb	7/19/90

½ A MOUSE 1

Jr (50 Laps)	2:37.57	Scott Matson	7/15/99
(100 Laps)	5:17.68	Scott Matson	7/17/99
Sr (50 Laps)	2:44.68	Dave Rolley Jr	7/15/99
(100 Laps)	5:20.11	D.J. Parr	7/16/98
Op (50 Laps)	2:12.3	Jim Holland	7/16/04
(100 Laps)	4:22	Ryan&Gibeault	7/15/99

½ A MOUSE 2

Op (70 Laps)	3:01.24	MacCarthy/Kerr	7/11/03
(140 Laps)	7:16.03	Whitney/Hallas	7/11/03

SCALE RACING

Jr (70 Laps)	2:50.65	Bob Fogg III	7/16/91
(140 Laps)	6:08.55	Bob Fogg III	6/23/92
Sr (70 Laps)	3:15.12	Doug Short	7/11/00
(140 Laps)	5:40.05	Bob Fogg III	7/11/95
Op (70 Laps)	2:39.38	Willoughby/Oge	7/15/97
(140 Laps)	5:33.04	Bob Fogg Sr	7/16/91

F2C TEAM RACING

Op (100 Laps)	3:15.46	Lambert/Fluker	9/04/05
(200 Laps)	6:57.36	Lambert/Ballard	7/15/98

F2CN (NCLRA RULES)

100 Laps	4:20.27	Bill Lee/ Russ Green	7/16/08
200 Laps	10:37.8	R. Whitney/D.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

Op (70 Laps)	2:44.6	Jim Holland	7/15/04
(140 Laps)	5:33.1	Jim Holland	7/15/04

Jr-Sr No record established

NCLRA FOX

Jr (100 Laps)	5:57.11	Scott Matson	7/11/99
Sr (100 Laps)	5:28.09	Scott Matson	7/16/02
Op (100 Laps)	5:32.55	Tim Stone/Bob Oge	7/10/05

NCLRA CLOWN

Op (15 Min.)	331 Laps		
		Ron Duly/JohnMcCollum/Russ Green	7/12/06
Op (7 ½ Min.)	165 Laps		
		Al/ Pat Ferarro/ John Ross	7/14/08

NCLRA TEXAS QUICKIE RAT

Op (70 Laps)	3:04.28	Jim Holland/Bill Cave	7/14/05
(140 Laps)	6:07.01	John McCollum/Bill Lee	7/14/05

NCLRA SUPER SLOW RAT

(100 Laps)	5:53.06	Dave Hull/Bob Whitney	7/13/07
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SLOW RAT PROVISIONAL (.25 ENGINE)

Op (70 laps)	3:15.87	Tim Stone/Bob Oge	7/17/08
Op (140 laps)	7:20.72	Russ Green/ Bill Lee	7/17/08

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North Central Representative

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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 Times New 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 \$20.00 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.

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

Note that a \$.75 surcharge is added for the PayPal charges.

OR VIA THE WEB: Membership renewal can be easily done via the NCLRA web site at
<http://www.NCLRA.org/>



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