



2010 U.S. F2C Team
(L/R) Dave Fisher & Steve Wilk, Tom Fluker & Dick Lambert,
J.E. Albritton & Walt Perkins.

Photo by Bob Oge

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National Control Line Racing Association
456 Garvey Road S.W.
Palm Bay, FL 32908

To:

PRESIDENTS' REPORT- BOB WHITNEY

Well another Nats has come and gone. I want to thank everyone who pitched in to help especially Dave McDonald who stepped up to run most of the AMA events and the team trials...he must be getting soft in his old age as we didn't have any complaints of hard ass this year. And to Dave Hallas who always seems to get stuck doing the hard stuff. To Jason and everyone else who pitched in thanks .unfortunately we still have some people who don't think they need to help in any way, just fly. Friday we were within one timer of not being able to run the races. Thank you Mr. Hull for stepping up.

On the average the racing was good. It was great to see Mr. Betz get his first 1st place Nats trophy...

When I suggested an abbreviated format last year there were many complaints but it did not make for more entries when I left it the whole week. I will take a look at the entries and make a decision soon about next year.

BANQUET, after my first bite of chicken I remembered why we hate that place, but that's ok because the company was great and we have a new place for next year where the speed guys had theirs. It was good to see Bill Lee and Dave McDonald get their due and be introduced into the NCLRA hall of fame. Put your thinking caps on and come up with some more deserving prospects.

F2C the trials went off well despite some bad weather Sat morning. The quality of flying has really improved in the last two years. I think we will have a strong team next year headed by Dick Lambert and Tom Fluker. Walt and JE Albritton. Both have the experience to get the job done. I know that Steve and Dave will put the time and effort in to improve with Dicks' help. Let's continue to support them with our shirt and hat sales.

I want to thank the Muncie FREE FLIGHT club. Without their help the trials wouldn't have happened.

My last Nats thank you go's to Ralph Aaberg who called me a week before the Nats and asked if we needed any help. I said sure, he says see you there. Ralph spent the whole week doing anything and everything that needed doing, he was our line checker, and pull tester all week then jumped in when we needed timers then helped set up and tear down. For all of this great help he was given the 2009 NATS NCLRA SPORTSMANSHIP AWARD. Thanks, Ralph.

There is rumor that there will be a new 15 glow rat at Cabin Fever next year, just a rumor.

If there isn't at least 4 planes in the circle it aint racing!

Rad Racer - The Prez

NORTH CENTRAL- LES AKRE



Things have settled down a bit now. The Nationals, and F2C Team Trials are over, and those who attended had a pretty good time.

I thought for sure that attendance would be up due to this being a non World Champs year, but perhaps the negative effects of the economy were worse than I thought. Congratulations to all of the Nationals winners, and a big thanks to all those who DID show up. If you haven't seen the results yet, they will certainly be in this issue somewhere.

A great big pat on the back goes out to the North Central District team of Dave Fischer/Steve Wilk who managed to nail down the 3rd team position in F2C Team Race for the 2010 World Champs. They had a roller coaster ride all week long, suffering many highs and lows along the way including a bizarre incident in which Pitman Steve Wilk accidentally sat on and crushed what looked to be their best model. However, rather than accept possible defeat, they soldiered on more determined than ever, and I've never seen a happier bunch once they found they had made the team. Good on them!

Steve's daughter Ashley made a run at a spot on the Junior F2A team, but lost out to arch rival James Van Sant. Better luck next time Ashley.

For the second year in a row I teamed with Southwest District Rep Dave "McSlow" Hull for the Nats events. We did ok, and had some positive results in F2C despite the scores we posted. Just getting the engine to run was a major ordeal; we ended up scuttling all of our first round heats. The problem was eventually traced to the fuel, and the offending mix was disposed of with extreme prejudice! A big vote of thanks to Dick Lambert, Walt Perkins, J.E. Albritton, and everyone else who helped diagnose the problem. Other than a few broken props and an exhaust prime adjustment that we just couldn't nail down, everything else went more or less according to plan.

The Rat had some bugs to work out, mostly relating to the re-starts, but that too came together and we posted a good heat time in the 2:40's. In the final, if not for my bungling a pit, we might have finally ended the rein of the Diesel. Oh well, maybe next year...

Clown Race this year was rather interesting. I tried a new O.S. 18 that was literally a last minute decision before I left for the Nats. I figured I would just break it in and do a bit of testing, and then bolt in the tried and true Moki .15 for the heats. Well, I liked the way the O.S. ran so much I just left it

on the airplane. We were getting about 39-40 laps and great airspeed. The result was a solid 172 lap heat with the engine quitting with 17 seconds left on the clock. I made a valiant effort to try and get in the air again, but I was half a lap away from clocking another lap when the horn sounded. Another 3 or 4 laps range would be perfect.

The Clown final consisted of Russ Green, Bob Whitney, and me. We got off to a good start and were motoring along very well. About the halfway point it was starting to turn into a two horse race between Russ Green and I when on one particular pit the usually great starting O.S. refused to fire. A quick look at the battery showed a blown plug. I took the plug out only to find it was stuck in the wrench. Meanwhile the other two guys are putting down serious laps while I'm fumbling with the wrench trying to get the old plug out. Finally, I get the old one out, the new one in, and the engine started. I have another slow stop a few pits later when I dump the fuel out of the venturi and the engines dry and won't start. I eventually get it going again and by now I'm certain I've lost the lead and am just concentrating on not screwing up the rest of the race. Russ was having some problems as well so when the horn sounded I wasn't sure who had won.

A few moments later the lap counts were tallied, and I'd found out I turned in 302 laps for first to Russ' 292. In this particular story of the Tortoise and the Hare, This time the Hare won!

TQR was rather anti-climatic. We were the third qualifier, but managed to nail down second place. We missed the big win by a little less than 2 seconds, basically 1 lap! The typical Muncie humidity played its usual role and the once perfect needle setting went a little sour come the final. A little more practice on our part might have solved the issue. We'll know better next time!

F2CN was, to put it Bill Lee's words, you don't wanna know! After fumbling through the heats, Ashley Wilk ended up being disqualified in the final, and the final was re-run as a 2-up. Bill Lee and I desperately tried to "give" each other the race, only to be hamstrung by our own efforts. In the end, I managed to find a setting that would make it to the end of the race and won. It truly was a Keystone Cop's ordeal the whole way!

That concludes my entries for the 2009 nationals. We took up Bob Whitney and Dave Hallas' offer to fly Mouse 2 and used their backup airplane. If not for my battery contact coming loose twice during the pits, I'm sure we could have won! It was a lot of fun and I'm looking forward to the rematch!

Some observations from the 2009 Nats:

1. I'm sure I could retire rich if I was able to market an air conditioning unit to the local motels that didn't sound like the freezer unit on a 50' trailer. I can't believe in this day of modern technology that Motels can't or aren't able to purchase an air conditioning unit that doesn't sound like the Space Shuttle taking off! The other option for getting rich is to sell ear plugs and sound resistant pillows to my Pilot.

2. Fourth of July celebrations in Muncie last the entire week as we were to find out. Pyrotechnics displays at all hours of the evening were something you simply had to accept, or suffer frazzled nerves. We decided to embrace it.

'Till next issue...

SOUTHWEST REPORT- DAVE HULL

Let's go racing! The Southwest District has plenty of races scheduled for the second half of 2009. Everyone got a break in the middle of the summer, with the Nats inserted in July, kind of like a halftime.... It also means that we miss some of the hottest weather—unless we keep cooking right into September! The next SCAR race is the (name) on September 19th and 20th in South El Monte at Whittier Narrows. Check out the event listing in the newsletter and in Model Aviation at <http://www.modelaircraft.org/events/calendar/Flying%20Events/wc09192009.htm>. With an amazing 9 events listed, you must have something to fly. If you have questions, be sure to contact the CD for details. I hope to have a new Mouse motor built after the meltdown I had at the Nats.

It was pointed out to me recently by a local racer that we haven't held the Slow Rat event yet. I was surprised, but then realized that since I have not built one yet, I might not know. I know John Bruman brought a pair of them out and we test flew, but have we raced? If you are raring to go, make a few phone calls, get 2 or 3 SRs onto the field and petition the CD to add it to the schedule ad hoc. The key is to pick up the phone and get a couple of guys to come out with their equipment.

Who's building something? You racer types are pretty secretive! I don't usually hear about new equipment until I am looking across the circle and wondering how fast *that one* is going to be! For example, Jim Holland recently brought out not just one, but a *matched pair* of new Clowns. They were pretty competitive, and I understand he has made a few improvements since then. I really have to get a new Clown!

I got into a conversation with another SW guy recently. He wondered why the F2C guys didn't simply add a venturi size restriction to the rules if they wanted to slow things down. It's a sure bet that the line size increase didn't slow things down very much. It seems like such an obvious method—but I haven't heard anyone discuss it before. We've talked about longer lines, larger lines, bigger planes, even smaller engines. One Euro idea was to limit the races to two-up! (I'm *really* not in favor of that one!) There always seems to be an insurmountable problem associated with the change that either obsoletes the equipment or the flying site. I have almost come to believe that the folks closest to the rule making simply don't want any changes---period! Ever!!! Well, except for the new wriststrap rule. This turned out to be a non-issue at the team trials this year.) I think you could make a venturi change work. In our conversation, it was pointed out that the combat guys did this a long time ago, and that if/when things get out of hand, they can change it again. I am not

familiar with the history of combat rules, but at face value, it seemed to make sense. Of course, a mandatory 2 pit minimum rule should be added at the same time. Having more margin on fuel consumption could change the tactics a bit but might mean some even better racing? Is it worth a rules proposal?

I expect there will be a lot of Nats stories in this issue, so with great effort I will try not to tell too many myself. I think the best racing I got to be a part of was the Clown final. All three teams were racing hard, overcame some issues in the pits, and the level of piloting was high. Sounds a lot like last year, except the equipment and starting issues kept the lap counts down this year. In one of the stranger scenarios of the week, I ended up piloting both the 1st and 2nd place entries in AMA Scale. Dunno how that happened. Worse, I crashed the 1st place plane twice just trying to take off for the needle flight! Never did get a needle flight because they called for a two minute warning. I don't remember much about that heat—it took all my concentration to get it off the ground and keep air between the wheels and pavement. All I know is that I came in for another pit and Dave Betz pulled it out of the circle and said we were done. Dave allowed as how it might have been a little tail heavy from being repainted....

This is a good place to thank the folks who stepped up to make the Nats happen. Those that went know who you are and absolutely appreciate it. The effort put forward running the team trials was also excellent, and it was a great experience. Thanks!

If you see stuff happening in the SW District, get on the phone and let me know. If you want to propose any new activities make sure I hear from you! In the meantime, get out and fly and don't forget to have fun!

Dave "McSlow" Hull
NCLRA SW District

Racer's Riddle

A diesel racing dude was checking over his supply of fuel mixins and found he was short. Not having any commercial chemical supply house connections whatsoever and late on a Saturday afternoon, but undaunted and ever the resourceful type, he started checking around. He found something that contained the following ingredients: 53% ether, 18% alcohol, along with castor oil and some other stuff. What store was he in, what was the name of the product, and approximately how much does it cost for a liter?

Send your answers to our Torque Roll Editor, who will select the winner (by random draw if more than one entry is correct) and win a \$20 credit for Eliminator propellers.

EDITORS' COLUMN- TIM STONE

2009 NCLRA DISTRICT REPS ELECTIONS

The results were read at the Nats Banquet;

Northeast- Jason Allen
Southeast- Walt Perkins
South Central- Russ Green
North Central- Les Akre
Midwest- Tim Stone
Southwest- Dave Hull
Northwest- Todd Ryan

Thanks to all that took the time to vote.

BRITISH/AUSTRALIAN PARTS SUPPLIER

Many of you are familiar with Duncan Bainbridge. Duncan recently sent me a PDF Catalog of the parts that he is selling for B TR parts, wheels, shutoffs, tanks & even RTF F2CN models & kits. His contact information is in the suppliers section of this newsletter; email him for a catalog.



Once again the big nasty ugly Muncie bugs were at the Nats. In this picture that Dave Hull sent me you can count at least 7 of them. "Them" are Cicada Killer Wasp. If you have never seen them just imagine a 2" long wasp. When a race started they would rise out of the cornfields in squadrons of 6 to 12 of them, and circle violently. They would hit the lines, planes & pilots. Dave commented that they were big enough to hook up lines to them & race!



Bob Oge sent me some pics from the Team trials. Here's (L/R) Dave fisher, Jason Allen & Dave Hull.



More action with Charlie Rolley, Alex Tupenov & Tom Fluker. Note the thongs, a new F2C requirement.



Dave Hull & Les Akre with SSR

NEW MEXICO RACE RESULTS

Dick Perry sent me the results of a recent contest;

“The New Mexico Coalition of Control Line Addicts held their High Desert Control Line Fiesta on 15-16 August at the Maloof Air Park, Albuquerque, New Mexico. The events included Old Time Stunt, AMA Precision Aerobatics, Navy Carrier, and NCLRA Fox Race and Super Slow Rat. The results are as follows:

Fox Race

Lynn Morris 9:33

Pete Cunha 10:53

Burt Goldsmith 14:36

Unfortunately, Tom Hamblet, our only Super Slow Rat entry, lost his airplane to a crash in the first heat.”

NATS REPORT- TIM STONE

Control line racing- Sunday 7/5/09

The 2009 Nationals kicked off with the running of Fox race & Super Slow Rat race. The aircraft specifications for both events are the same, the difference being the engines used. Fox Race is limited to only stock Fox .35 stunt motors. Super Slow Rat allows almost any .25 plane bearing engine. The .25 engines are just 2/3 the displacement of the Fox .35, but due to modern porting & manufacture, they put out more power than the Foxes. Many flyers like the .25's due to their low vibration levels.

It was nice to see these events revived since it was not run last year. Fox and SSR were run concurrently with the times being kept separately.

In Fox, Bob Oge turned a respectable 5:58 for the win with Tim Stone 2nd with a 6:14 followed by David Betz with 7:11.

Running within the same heat races as the Foxes, the Super slow Rat entries were generally much quicker than the Fox .35's. Motors used were mostly O.S. and Brodak .25's. Slow pits were a problem for most except Bill Lee's entry which posted a new record 5:14 for the win. Russ Green did the piloting for Bill. Bob Whitney followed with a 5:54 flown by veteran Dave Hallas with Dave Hull & Les Akre taking third.

Monday 7/6/2009

Mondays' events included Scale racing (Goodyear), along with .15 Rat race and Mouse 1 (reed valve .049's).

Rat race- Recently modified FAI F2C Team racing diesel powered planes have become the most successful setup in .15 Rat race. They tend to be a bit slower than the glow .15's but their advantage is in much quicker pits and reliability. This year Bob Oge & Tim Stone debuted inverted rats, but both suffered mechanical problems and had to scratch. Les Akre raced Mike McCarthys' 'shark' and posted the best heat time with a 2:45



Tim Stone's .15 Rat.

There was a mix of purpose built rats, Team racers and Goodyears entered; Bob Whitney kept his crown as 'King Rat' with Dave Hallas flying with a solid 6:09 final.

Scale race-Turnout was disappointing leading to a shortened schedule. The interest in this event has pretty much gone away. Final results were David Betz #1, with Steve Eichenberger #2 and Tim Stone in third.



Bob Whitney's Cyclon powered Mouse 1

Mouse 1 race- 2 Seniors entered for a sporting race with Ashley Wilk besting James Vansant by a minute.

In Open Mouse 1, Bob Whitney had the low heat time (2:22) and followed it with a 4:42 final besting Bill Lee by 27 seconds and Russ Green far behind.

Tuesday 7/7/2009

Two events were flown, AMA Slow Rat and NCLRA Clown race. Dave McDonald took over as Event Director.

Slow Rat- This is the first year that Slow Rat is being officially run as an AMA event using the smaller .25 engines. Most contestants are getting their equipment sorted out pretty well in this event. Even with the smaller displacement, it is still a pretty fast event. Bob Whitney ran a Rossi .21 that had been converted to a .25 with a OEM conversion piston & sleeve.

Dominant motors seem to be converted RC Truck engines, GO and some O.S motors. Russ Green/ Bill Lee set the new heat record with a 3:05. Bob Whitney also had his Rossi .25 entry running good. In the final Green & Tim Stone both ran a neck and neck nearly flawless race with zero passes when Stone blew a plug on the third pit. Russ finished with a new record 6:17 final for 140 laps.



Bob Whitney & Dave Hallas with Slow Rat built by a freeflyer, note DT fuse in tail!



Slow Rat winners

NCLRA Clown- Over the years Clown has become a very fast, demanding & competitive event. The 52 foot lines make for some quick rotation speeds. Fuel tanks are limited to 1 ounce, so this event looks for the best balance between speed and mileage. Surprisingly, there is yet to be a really competitive diesel setup for Clown. Today there were few entries but very competitive ones! It was sad to see that none of the East coast racers turned out for Clown, given the popularity of Clown in that area. Les Akre of Canada teamed up with pilot Dave Hull from California to post a fine 172 lap preliminary race. (Unfortunately, it was only a 2-up and cannot be counted as a new record.) The 3 up final was a spectator favorite with Les winning with 302 laps in spite of a plug change, followed by Russ Green (292) and Dave Hallas/ Bob Whitney (274)



Clown winners



TQR winners



Les Akre's Clown. OS .18 TZ power.

F2C Team Race- Preliminary races were run today and Thursday giving competitors plenty of time to sort things out. Immediately at the conclusion of the Nationals, the U.S Team trials will be run in F2C for determining the U.S Team that will go to the 2010 World championships.



Dick Lambert preps his F2C entry

Wednesday 7/8/2009

2 events were run , the first of 2 days of preliminary races for F2C Team race & Texas Quickie Rat.

Texas Quickie- This has become probably the most popular C/L racing event. Good equipment is easy to get and the planes fly at a comfortable speed for most pilots. Both heat & final races were run today. 8 entries made up for quite a few good races. All races were run 3 up, as it should be! Times were very close and competition was at near record levels. Russ Green with Bill Lee pitting turned the fast heat time with a 3:04. Due to teaming conflicts Bill Lee and Russ Green had to break up and select different pilots; Bill got Dave Hallas and Russ elected to pit and had Tim Stone take up flying duty. The final was a good race with Russ Green on top with 6:39 followed by Canadian Les Akre (6:41) flown by Dave Hull, and Bill Lee (7:38)

This year we had a much smaller turnout with the retirement of Bob Oge and several no shows. 5 teams made for some good races. Day one had best 100 lap times by Dick Lambert/ Tom Fluker (3:19) Bob Whitney/ Jason Allen (3:25) and Bill Lee/ Russ Green (3:41).

Thursday 7/09/2009

F2C and F2CN were flown today. Contestants in F2C are gearing up for the team trials to be held this Saturday & Sunday. The results of this will determine who represents the U.S.A. at the 2010 World championships in Hungary. It is expected that there will be a larger turnout for the team trials than the Nats.



Jason Allen, Russ Green & Dave Fisher in F2C



Ashley Wilk, Dave Hull, Russ Green in F2CN

F2C- There was an early decision to do a few more preliminary rounds and then go to the final 200 lap race. After Wednesday's races Dick Lambert & Bill Lee had the #1 and #2 spots pretty well secured. 5 remaining teams fought for the third spot in the final. After 3 rounds no one succeeded in bumping the standings from yesterday. Going to the final were Bill Lee & Russ Green, Bob Whitney & Jason Allen in #2 spot and Tom Fluker/ Dick Lambert in the #1 position. In the final Lee/ Green withdrew early due to pilot fatigue. The remaining race went 2 up uneventfully with Fluker/Lambert running a 6:56 to Whitney/ Allens' 7:27.

F2CN Team Race- The simplified cousin of F2C was run with limited turnout. A 100 lap preliminary race was run followed by a single 3-up 200 lap final. In the final Ashley Wilk was DQ'd for a line snag with Bill Lee at around 80 laps. The final was reflown 2-up with Lee/ Green stopping inside the flying area at 94 laps. Akre/Hull posted 11:16 for first place.



Dick Lambert with a 2 second pitstop



Les Akre's F2CN

Friday 7/10/2009

The Nats wound down with the final 2 events, Mouse 2 and 'B' Team racing.

Mouse 2

A 140 lap final was run with no preliminary race. Senior James VanSant went up against 2 Open teams. The well tuned equipment of Bob Whitney/ Dave Hallas lead with an excellent 6:18 to Hull/Akres' respectable 6:56 with Vansant way behind with 10:55.



Dave Hallas with Cyclon powered Mouse 2

'B' Team race

A 3 up race was held according to the unique rules of this event. 1 oz. fuel limit along with unlimited fuel mix makes this event a fairly quick one. 3 races are run; a 35 lap sprint followed by a 70 lap (hopefully) 1 pit heat and a 140 lap final. Russ Green had it all together with Bill Lee pitting and set record times in almost all heat and final races. Final standings were;

1- Green/Lee	1:28, 3:05, 6:08
2-Glen Vansant/ Jason Allen	1:44, 3:29, 7:21
3-Dave Betz/ Dave Hull	2:34, 4:09, 10:06

There were 2 new inductees into the NCLRA Hall of Fame announced during Wednesdays' banquet. Dave McDonald & Bill Lee joined a small & elite list of racers. Congratulations and thanks for a lifetime of service from Dave & Bill.

While much less attended than previous Nats, there were many good races, thanks to all. A total of 9 new records were set this year, attesting to the high level of competition. See the records page, new records are highlighted in red.

SAVING THE NATS by Charlie Johnson

I was e-mailing my friend Paul Smith in South Africa the other day and we discussed the dwindling entries at contests including our own Nats. Then it hit me, we used to have **more** entries when we had **more** officials. Remember those cool white dress shirts the officials wore at the Nats? You know, the ones with your name embroidered on the front and official title on the back. Yeah, they're real babe magnets too, just wear one to the local Hooters and I guarantee you'll have a tootsie at your table in orange hot pants chatting with you in less than a minute. So, how do we get more officials at the Nats when presently we can barely coerce a single volunteer? The Federal Government sells Ambassadorships to cronies and those that donate big time to campaigns so why not have NCLRA make some money off official titles? We'll even throw in the babe magnet shirt, but wait, there's more! Not only will your official title give you the right to mess up racing but you'll have official duties in the combat and stunt circle too. Here are some suggestions for positions I've stolen from Paul's latest e-mail.

Nats Director of Public Relations: Ensure that clean language is not used, beer is available behind the trees, and encourage constant fights with the jury, judges, and CD. Bonus points for any contestant who stands in the pilot's circle and argues with the Team Race Jury during a final race. Video events for viewing on TV broadcasts and YouTube to attract as many unruly spectators as possible.

Nats Director of Fuel Management: Makes sure all fuel is safely stored in a locked bunker 500 meters from the flying circle, rubber gloves are used when handling fuel and that all pitmen receive an empty bottle during races. This position can also double as the **Nats Battery Manager** who will see to it that batteries are all dumped somewhere else after the planes are launched.

Nats Needle Valve Manager: Before each heat the Nats Needle Valve Manager will blindfold you and turn your needle any which way, kink your fuel tubing, reverse the filter and maybe pour some Lusterol into your tank. This position can also double as the **Nats Streamer Manager** and go to the combat circle when things are slow in Racing. While at the combat circle he'll ensure that only one color streamer is available and it's tied to your pitbox/rock/battery pack/your shirt.

Safety Dictator: Responsible for kicking hands into props, push kids on bikes into the circle, dogs chasing speeding vehicles in the camping area, see to it that spectators have free access to the pits and circle to trample lines, engines are test run in the tabulators' tent, and empty beverage cans litter the circle during Team Race. Broken props lie awaiting bare feet and all the snipped off line ends, sidecutters, scalpels, cyano bottles lie around to catch running props

Nats Contest Director: The CD will keep an eye on things like keeping spare props, plugs and tools away from the flying area. Any contestant that manages to locate a prop that fits the shaft will be penalized and/or an instant ban. Occasionally the CD should visit the stunt circle to make sure all contestants have duff plugs, loose props and old fuel as well as maladjusted handles. Planes must be sprayed with dust and goo before being allowed to fly. The CD will make sure nobody is allowed to re-fuel or start his own engine, we will

draw straws to see who starts who. All fuel bottles will be tossed into a mud pit, you stick in your hand, grab one and go! The mud pit might contain a working battery too complete with glow-clip, maybe not.

The return to a better contestant/official ratio should return C/L Racing to its glory days with massive entries. As with the *Just Say No To Drugs* campaign we'll all wonder how we could have missed such an easy and obvious solution.

2009 NATs – High Point Scoring																
Name	F2C	F2CN	Goodyear	BTR	SlowRat	Clown	Rat	TQR	Mousel	MouseJrSr	MouseII	MouseIJS	FoxRace	SSR	Total	Ranking
Robert L. Whitney	5				3	2	6		4		2			4	19	1
Russ Green				3	5	3		7	2						18	2
Les Akre		3				4	4	6							17	3
Bill Lee	4	2			1			5	3					5	17	3
Tim Stone			2		4		5	1					2		13	5
Robert Oge			1		2		1	4					3		10	6
David Betz			4	1		1	2	2					1		9	7
David Hull	1							3	1		1			3	8	8
Tom Fluker	6														6	9
Steve Eichenberger			3				3								6	9
Ashley Marie Wilk		1								2		1		1	5	11
Steve Wilk	3														3	12
Wayne McDaniel														2	2	14
Vadin Polak	2														2	14
Glen Vansant				2											2	14
James D. Vansant										1		2			3	12
James E. Ricketts																
Ron Duly																
David J. Hallas																

2009 NATs – Quickie Rat									
Name	Laps	Heat1	Laps	Heat2	BestQual	QualPlace	FinalLaps	Final	FinalPlace
Russ Green	70	03:04.13			03:04.13	1	140	06:39.26	1
Les Akre	70	03:15.68			03:15.68	3	140	06:41.14	2
Bill Lee	70	03:06.41			03:06.41	2	140	07:38.63	3
Robert Oge	70	03:23.41	70	03:17.92	03:17.92	4			4
David Hull	70	03:25.89	70	03:19.21	03:19.21	5			5
David Betz	70	04:49.81	70	03:36.96	03:36.96	6			6
Tim Stone			70	03:51.41	03:51.41	7			7

2009 NATs – Mouse II								
Name	Laps	Heat1	Laps	Heat2	BestQual	FinalLaps	Final	FinalPlace
Robert L. Whitney						140	06:18.13	1
David Hull						140	06:56.28	2

2009 NATs – Mouse II			
Name	FinalLaps	Final	FinalPlace
James D. Vansant	140	10:55.26	1
Ashley Marie Wilk	DNF		2

2009 NATs - Super Slow Rat									
Name	Laps	Heat1	Laps	Heat2	BestQual	QualPlace	FinalLaps	Final	FinalPlace
Bill Lee	100	05:19.54	100	05:12.10	05:12.10	1	100	05:14.30	1
Robert L. Whitney	100	05:37.80			05:37.80	3	100	05:54.90	2
David Hull	100	06:20.80	100	05:31.60	05:31.60	2	100	06:16.60	3
Wayne McDaniel	37		100	07:09.50	07:09.50	4			4
Ashley Marie Wilk			100	11:01.00	11:01.00	5			5

2009 NATs – Mouse I – Open									
Name	Laps	Heat1	Laps	Heat2	BestQual	QualPlace	FinalLaps	Final	FinalPlace
Robert L. Whitney	50	02:22.27			02:22.27	1	100	04:42.06	1
Bill Lee	50	02:24.47			02:24.47	2	100	05:09.41	2
Russ Green	50	02:37.71	50	02:28.88	02:28.88	3	100	06:03.58	3
David Hull	50	05:10.30			05:10.30	4			4

2009 NATs – Mouse I-JS									
Name	Laps	Heat1	Laps	Heat2	BestQual	QualPlace	FinalLaps	Final	FinalPlace
Ashley Marie Wilk	50	03:00.80			03:00.80	1	100	06:15.86	1
James D. Vansant	24					2	100	07:47.31	2

Name	2009 NATs - F2C		NumberEntered: 6						6			Place					
	Laps	Heat1	Laps	Heat2	Laps	Heat3	Laps	Heat4	Laps	Heat5	Laps		Heat6	Sum2Best	QualPlace	FinalLaps	Final
Tom Fluker	100	03:19.45	100	03:20.72	100	04:19.83	100	03:35.28	100	03:45.17	100	03:38.31	08:40.17	1	200	06:56.61	1
Robert L. Whitney	100	03:25.20											07:00.48	2	200	07:27.23	2
Bill Lee	100	03:41.26	100	03:48.48	24								07:29.74	3	34		3
Steve Wilk	3		93		100	03:56.62	100	04:19.06	100	03:54.65	100	04:11.88	07:51.27	4			4
Vadin Polak	0				100	05:11.23	100	04:20.63					09:31.86	5			5
David Hull							100	03:58.70					00:00.00	6			6

Name	2009 NATs - F2CN		NumberEntered: 3			Place		
	Laps	Heat1	BestQual	QualLaps	QualPlace		FinalLaps	Final
Les Akre	100	05:11.45	05:11.45	100	2	200	11:14.52	1
Bill Lee	100	04:49.99	04:49.99	100	1	94		2
Ashley Marie Wilk	100	06:23.44	06:23.44	100	3			3

Name	2009 NATs - Goodyear		4		<-NumberEntered		NumberEntered
	Laps	Heat	BestQual	QualPlace	FinalLaps	Final	
David Betz	70	00:00.01	00:00.01	1	140	08:12.00	1
Steve Eichenberger	70	00:00.02	00:00.02	2	140	08:54.11	2
Tim Stone	70	04:05.60	04:05.60	3			3
Robert Oge	4			4			4

Name	2009 NATs - BTR				Numbered Entered: 3			FinalPlace	
	35LapHeat	Time	70LapHeat	Time	QualSum	QualPlace	FinalLaps		Final
Russ Green	35	01:28.18	70	03:05.73	04:33.91	1	140	06:08.80	1
Glen Vansant	35	01:44.40	70	03:29.56	05:13.96	2	140	07:21.50	2
David Betz	35	02:34.77	70	04:09.47	06:44.24	3	140	10:07.97	3

Name	2009 NATs - Slow Rat		5		<-NumberEntered		Num		
	Laps	Heat1	Laps	Heat2	BestQual	QualPlace		FinalLaps	Final
Russ Green	70	03:26.20	70	03:05.17	03:05.17	1	140	06:17.59	1
Tim Stone	70	04:24.70	70	03:14.83	03:14.83	2	140	07:03.13	2
Robert L. Whitney	70	03:35.11	70	03:19.10	03:19.10	3	140	08:47.33	3
Robert Oge	70	03:24.88	70	03:20.88	03:20.88	4	140	10:04.60	4
Bill Lee	70	03:35.56	70	04:07.00	03:35.56	5			5

Name	2009 NATs - Clown		Number Entered: 4	
	Heat1-Laps	Heat2-Laps	FinalLaps	Place
Les Akre	172		302	1
Russ Green	154		292	2
Robert L. Whitney	141		274	3
David Betz	31	16	0	4

Name	2009 NATs - Rat		6		NumberEntered		NumberEntered		
	Laps	Heat1	Laps	Heat2	BestQual	QualPlace		FinalLaps	Final
Robert L. Whitney	70	03:02.16	70	03:20.72	03:02.16	4	140	06:09.45	1
Tim Stone	70	02:57.92			02:57.92	2	140	06:21.07	2
Les Akre	70	03:35.68	70	02:45.95	02:45.95	1	140	06:21.86	3
Steve Eichenberger			70	03:01.39	03:01.39	3	140	08:28.33	4
David Betz	70	03:37.60	70	04:12.76	03:37.60	5			5
Robert Oge	10					6			6

Name	2009 NATs - Fox Race		<-NumberEr		NumberToFinals: 3		Place		
	Laps	Heat1	Laps	Heat2	BestQual	QualPlace		FinalLaps	Final
Robert Oge	100	06:37.10	100	05:58.30	05:58.30	1			1
Tim Stone	100	06:14.80	100	06:18.00	06:14.80	2			2
David Betz	100	07:53.44	100	07:11.91	07:11.91	3			3

NATIONAL RECORDS

SLOW RAT (.25 engine)

Op (70 laps) 3:05.17 Russ Green/ Bill Lee 7/07/09
(140 laps) 6:17.59 Russ Green/ Bill Lee 7/07/09
(no Jr or Sr record)

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) 6:18.13 Whitney/Hallas 7/10/09

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) 3:19.45 Lambert/Fluker 7/08/09
(200 Laps) 6:56.61 Lambert/Fluker 7/08/09

F2CN (NCLRA RULES)

100 Laps 04:49.99 Bill Lee/ Russ Green 7/08/09
200 Laps (No Current Record)

‘B’ TEAM RACING

Op (35 Laps) 1:24.34 Burke/Duly 7/12/05
(70 Laps) 3:05.73 Green/Lee 7/10/09
(35+70 Laps) 4:33.91 Green/Lee 7/10/09
(140 Laps) 6:08.80 Green/Lee 7/10/09

RAT RACING (.15 RULE)

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) 5:14.30 Bill Lee/Russ Green 7/05/09

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ZALP ENGINES

Zalp F2C&F2D engines- Bob Whitney
456 Garvey rd sw, Palm Bay FL 32908
f2cracer@aol.com

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 19-20--El Monte, CA (AA) 4th Annual Wayne Trivin Memorial. Site: Whittier Narrows. Events: Saturday: F2C, F2CN and Mouse 1 (Any plain bearing .049 engine); Sunday: Mouse 1, SCAR Goodyear, NCLRA Clown, SCAR Formula Unlimited, NCLRA S/S Rat, and Texas Quickie Rat; Saturday and Sunday: All Speed (% of Record). Sponsor: Southern California Air Racers #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA. 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.MICROAIR.INFO/SCAR

CA

OCT 17-18--El Monte, CA (AA) 23rd Annual Virgil Wilbur Memorial. Site: Whittier Narrows. Events: Saturday: Mouse 1 (Cox Engines), Formula Unlimited, AMA 15 Rat and F2CN; Sunday: NCLRA Clown, NCLRA B Team Race, SCAR Goodyear, NCLRA S/S Rat, Texas Quickie Rat and SCAR Orange Crate; Saturday and Sunday: All Speed (% of Record). Sponsor: Southern California Air Racers #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA. 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.MICROAIR.INFO/SCAR

CA

DEC 05-06--El Monte, CA (AA) 20th Annual Toys for Tots. Site: Whittier Narrows. Events: Saturday: F2C, F2CN and Mouse 1 (Any plain bearing .049 engine); Sunday: Mouse 1, NCLRA B Team Race, NCLRA S/S Rat, SCAR Formula Unlimited, and NCLRA Texas Quickie Rat; Saturday and Sunday: All Speed (% of Record). Sponsor: Southern California Air Racers #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA. 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.MICROAIR.INFO/SCAR

NORTH CENTRAL DISTRICT

None

SOUTH CENTRAL DISTRICT

TX

SEP 05--Dallas, TX (AAA) Charles Ash Memorial Southwestern CL Championships Site: Samuell Hobby Park. Events: 312, Sport Goodyear, Quickie Rat (JSO); 313, Fox/Goldberg (JS)(O). Sponsor: Dallas Model Aircraft Association #1902. CD: Tom Farmer, 3621 S. Elm St., Grand Prairie, Texas 75052. Phone: 972-262-4772(day) (same)(eve) E-Mail: Tom.Farmer@sbcglobal.net WebSite: www.DMAA-1902.org Entry fee \$15 first event, \$5 each additional. \$25 maximum.

MIDWEST DISTRICT

None

NORTHEAST DISTRICT

NJ

AUG 23--Middlesex, NJ (A) Racing in Middlesex Site: Middlesex Flying Site. Events: Foxberg, Slow Rat, Clown Race. CD: John Ross, . . Phone: 908 722 4961(day) E-Mail: pjr50@aol.com

NJ

SEP 05-07--Middlesex, NJ (AA) Racing in Middlesex Site: Middlesex Flying Site. Events: Scale Race, F2C, F2CN, Quickie Rat, Fox Race, Slow Rat, Clown Race. CD: Brian Silversmith, 86 Kingsland Circle, Monmouth Jct., NJ 08852. Phone: 732-274-8945(day) E-Mail: lrlieberman@verizon.net

NJ

OCT 18--Middlesex, NJ (A) Racing in Middlesex Site: Middlesex Flying Site. Events: Foxberg, Warbird, Clown Race. CD: John Waskiewicz, . . Phone: 908 755 1646(day)

SOUTHEAST DISTRICT

FL

Rebel Rally Nov 14 & 15 see flyer in this newsletter

Officer's Addresses

President

Bob Whitney

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

Vice- President

Jim Ricketts Jr

3916 East 20th Street
Sioux Falls, SD 57103
Email jrsiouxfalls@yahoo.com

Secty/Treas

Dave Rolley

Mailing address:
NCLRA
P.O. Box 468
Bennett, CO 80102-0468
Email:soar.rubber.duck@gmail.com

Editor

Tim Stone

4919 Country Oaks Dr
Johnsburg, IL 60051
Phone 815-344-5728
Email CLWHIPPER@YAHOO.COM

Northwest Representative

(Position open)

Midwest Representative

Tim Stone

4919 Country Oaks Dr
Johnsburg, IL 60051
Phone 815-344-5728
Email CLWHIPPER@YAHOO.COM

Northeast Representative

Jason Allen

1103 James St.
Sinking Spring, PA 19608
Email jallen@mpgis.net

Southwest Representative

Dave Hull

704 35th Street
Manhattan Beach, CA 90266
Home: 310-545-6029
E-Mail: dahull@raytheon.com

South Central Representative

(Position open)

Southeast Representative

Walt Perkins

3368 Parkchester Sq. Blvd. #104
Orlando, FL 32835
walperkins@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

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.

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Note that a \$.90 (\$1.10 for foreign membership) 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/>

REBEL RALLY 2009



Bradford County Fairgrounds * Starke Florida - November 14th and 15th, 2009
Sponsored by the: Jacksonville Flying Rebels "Class - A"
AMA Sanction No. (number pending)

Contest Director: : (904) 743-4317 E-Mail: mas23@comcast.net

Entry Fee: \$10.00 1st Event, \$10.00 2nd Event, \$10.00 for 3rd Event or more.
 2009 AMA License Required.

Rules: All Events Will Be Conducted According To The Most Current Edition Of The Appropriate Rules
 (i.e. AMA, FAI, NCLRA, MACA)

Note: Both the paved and grassed areas available for practice, Friday, 11-13-09, Noon / 5:00 PM

<u>Saturday 11/14/07 9:00 AM</u>		<u>Sunday 11/15/07 9:00 AM</u>
<p>Racing - Cash awards 1st, 2nd and 3rd place to be 50%, 35% and 15% respectively times 65% of each event's entry amount. Combat – Awards (as per Combat Event Director)</p>	<p>(Unless there are insufficient entries in a particular event, events will be flown in the order listed below, each day. If this order presents a hardship, please advise the Contest Director during the initial Pilot's Meeting each day. All consideration and accommodation will be made.)</p>	<p>Racing - Cash awards 1st, 2nd and 3rd place to be 50%, 35% and 15% respectively times 65% of each event's entry amount. Combat - Awards (as per Combat Event Director)</p>
<u>RACING</u>		<u>RACING</u>
Fox Race & Super Slow Rat **		Texas Quickie Rat (TQR) **
Slow Rat (if enough entries)		F2CN **
Clown Racing **	<p>(Will begin TQR on Saturday if time permits with adequate daylight remaining following completion of "Clown Racing")</p>	F2C
<u>COMBAT</u>	<p>Each combat event will be run as either "double" or "triple" elimination depending upon the number of entries.</p>	<u>COMBAT</u>
75 MPH Combat (may start 1/2A Combat Sat. If time permits)		1/2A Combat (330) 42-ft lines & starters for 1/2A allowed

**** - as per this NCLRA rules:** <http://www.nclra.org/Rules/>

For additional event information contact:

Mike Schmieder (for Racing)
 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

Bill Duane (for Combat)
 3326 Hermitage Road East
 Jacksonville, FL 32277
Cell: (904) 422-1519
weduane@bellsouth.net