



Things in racing? New F2C rules mandate them. 3 up action at the U.S. Team trials
Dave Fischer, Jason Allen & Dave Hull (covered)

**Torque Roll Issue #88
October, 2009**



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

To:

PRESIDENTS' COLUMN- BOB WHITNEY



October already. The Nats meeting is over, and the Nats will be July 12 - 17, 2010. I have not had any input so the events will be---

Sunday, 11th, as far as I know the circles will be open for practice

Monday, 12th - f2c, f2cn

Tuesday 13th - quickie rat, AMA 25 slow rat

Wed 14th-- Goodyear, clown.

Thursday 15th - 15 rat, btr.

If you would like to have any other events please let me know. You will need to get someone to run them for you or you can organize them your self.

I went to St Louis last weekend for a stunt & scale contest .they had 7 entries in 1/2A multi engine profile scale. Plus 4 class's of stunt. We flew all weekend, the club there still remembers the racers coming there and flying F2C. I think we could talk them into having another racing contest if we could get the racers to come.

North Central District-Les Akre



Our President is currently soliciting all NCLRA members to determine which racing events should be held at the 2010 Nationals. Personally, I thought the current format and number of events worked out fairly well. However, this does put an incredible burden on the all those who help with the various aspects associated with running a weeks worth of events.

I'm a little stuck on this issue as I like to enter as many events possible so I can to make the trip worthwhile since I have quite a distance to travel, but I have heard some rumblings about pushing for a shorter week with fewer events. This year there were sixteen registered entrants, competing in the various AMA and NCLRA events. It's no secret the Nat's numbers are dwindling due to varying reasons, but what can be done? If you think you have the answer, contact our President and let him know.

Our contest season is winding down here in the North, and soon the "Building Season" will arrive. I have a growing list of airplanes I want to have ready for the 2010 season (Three so far).

I'm sure the "WilkFish" team, Dave Fischer and Steve Wilk are busy tooling up for the 2010 World Champs. Help these two guy's and of course the other F2C team members however you can, they all worked hard to make the team.

'Till next issue...

NORTHEAST CONTEST REPORT- BRIAN SILVERSMITH

On the first weekend of September we had one of the finest contests I've ever had the pleasure of competing in. The weather for all 3 days of racing was about 80 degrees with little wind and low humidity. Seventeen entrants made for lots of action. The highlight of the event was the Clown race between Walt Gifford & Al Ferraro.

Please double check the racing schedules for the Middlesex Model club or the South Jersey Aeromodelers. Sometimes there is confusion about events; always call Brian Silversmith to confirm dates & events. Phone # 732-274-8945. As a footnote, we never run engines before 10 AM on any day at Mountainview park; our home field.

Sportsman Clown (Slower than 22 seconds for 8 laps; and no more than 140 laps in 7.5 minutes)

9 Entries

1 Jim Gall	127 laps
2 Brian Silversmith	123 laps
3 Phil Valente	119 laps
4 George Conners	118 laps
5 Steve White	116 laps

Fox Race (4 entries)

1 Brian Silversmith	6:03
2 Jim Gall	7:17
3 George Conners	7:21
4 Phil Valente	9:58

Texas Quickie (1 entry)

Brian Silversmith 37 laps

F2CN (1 entry)

Raul Diaz 51 laps

Clown Race- 7.5 minutes (8 entries)

1 Al Ferraro	173 laps
2 Walt Gifford	168 laps
3 Jim Gall	146 laps
4 Tom Schaeffer	143 laps
5 Brian Silversmith	141 laps

Slow Rat 140 laps (8 entries)

1 John Ross	6:51
2 Walt Gifford	7:32
3 Al Ferraro	7:56
4 Brian Silversmith	7:58
5 Tom Schaeffer	8:03

Scale Racing 140 laps (3 entries)

1 Jim Gall	6:49
2 Brian Silversmith	7:02
3 Al Ferraro	8:41

SOUTHWEST REPORT- DAVE HULL

Hello again from the Southwest! We've got some more racing to do this year and that should be exciting. We are getting ready now for the Virgil Wilber Memorial in October, and then the Toys for Tots in December. I've heard from a few of the SW members and other local racers. There are quite a few guys that want to try doing things differently to see if we can generate some interest.

Personally, I have had to cut down on the time invested in modeling and racing since the Nats/Team Trials due to work commitments. Unfortunately, you have to pay the bills first. All the same, I think it is important that racers stay in contact and not drop out of sight completely. It might just be a friendly phone call that brings someone back to the sport. Every racer, new or retread, is important to our being able to continue enjoying something that is very unique.

At the last SCAR race, the Wayne Trivin Memorial, I was pretty much snake-bitten. Now I could give you the song and dance about pulling the planes off the wall late Friday night to see what was still in one piece that I could bring out. (The Mouse didn't run right at the Nats; no way aging it on the wall like cheese was going to make it run better!) But that's not the kind of snake-bit I'm talking about. After an early practice flight I was walking the lines back to talk to my esteemed pitman, "McNabbit" Dawson, when I almost stepped on a snake! The little guy was laying right across my lines, coiled up and looking for a taste of pilot. So I did the smart thing—step away from the lines and holler for some pit men to take care of the problem. After all, pilots are only responsible for the equipment when it is airborne! Never did figure out what kind of snake it was. The picture I took was blurry. My camera does that a lot; it doesn't mean my hands were shaking. The manly association of pitmen finally managed to get it off the pavement and down a hole in the grass area. Not before the little guy put the bite on McNabbit's glove.... (for a *good* picture, go to www.microair.info/SCAR/contest/09Triv/09WT.htm)

So how was the racing? It was HOT! Even so, team Kusik had it going on in Mouse with the two fastest

planes. With Dawson/Hull out in the prelims, Krystina picked up Dawson for a pit man, Kevin went with the old man, and Jim Holland gave the handle to Dave Braun. A very fun race to watch! Kevin had a slight airspeed advantage over Krystina, who had one over Braun. The pilots were working together and working hard! Deep into the lap count, Kevin's go-faster-and-whup-'em strategy came apart when his engine did—the front of the crank let go on his Venom. That left Krystina to finish off Braun/Holland for the win. I felt bad about the crank (I know how it feels!) but it was a very competitive race by all.

The other events are jumbled in my mind but you can check out the score sheet on the SCAR website and see who did what to whom. We dropped F2C and Funny Mouse Saturday, since Hull/Dawson were the solo entries. There was some test flying of the Gee Bee Mouser. I had forgotten how squirrely that one was. Unlimited and SSR/Fox were also dropped on Sunday. Grab some friends and let's go racing!

Photos from the SoCal Air Racer's "Wayne Trivin Memorial"—



Impending traffic jam during the Mouse race finals at the Wayne Trivin Memorial held Sept. 20, 2009. Kevin Kusik (L) is passing Krystina Kusik (C) who is getting ready to pass Dave Braun (R). A very competitive race! (Photo: Ron Duly)



Krystina Kusik (C) and friends getting ready for SCAR Goodyear. Much easier to get stuff ready to race when you have friends helping out. Note the SIG Shoestring racer---now a veteran of many races. (Photo: Ron Duly)



Now, I'm not sure you can call this racing, but I think Kevin's got the right idea. A training flight with a friend in between races at Whittier Narrows. The K&B hat hides pilot's eyes, but not his intentions? (Photo: Ron Duly)

EDITORS' COLUMN- TIM STONE



NCLRA Quickie Rat finalists: Dawson/Hull (L) put out a serious fire in time to nab second place. Kusik/Kusik had airspeed but struggled with their “prewar” Rat. Braun/Burke showed up with their “Spirit of Halloween” and buried everyone else. Race promoter “Dirty Dale” Long in the middle with the winner’s prize. (Photo: Ron Duly)



With the air temps over 100° F on the pavement, these guys worked hard during NCLRA Clown. Dawson/Hull (L), Kusik/Kusik (C), and Braun/Holland after all the maneuvering was over. Only a couple of close calls at the end of the tanks. (Photo: Ron Duly)

I’ll have to admit to be having very little to do with racing since the Nats has passed. I was disappointed in many ways but the contest was not a complete loss. In Texas Quickie practice I had my up line break creating a golf ball size divot in the blacktop. It was just sickening seeing an almost new MK3 Vic motor bite the pavement. The damage was pretty rough, broke 1 motor lug off, but I was able to get it back to flyable condition with about ½ hour of work. The damage slowed me up & I didn’t do so well. Anyway I wound up flying Russ Greens’ entry to 1st place in an exciting & close race. TQ is one of those events that I need about 500RPM more to keep up with the rest!

Bob Oge & I spent a lot of time getting together our Slow Rats. We had disappointing problems with our XTM’s at Tucson & decided to work with the GO .25 engine.



We found an internet dealer that had the 3 port versions of the GO .25 for a very good price, and Bob Oge went to work on them. The quality of these engines is far nicer than the XTM’s, which we had run across some pistons that were quite soft. Bob came up with some quick, good starting motors. We spent precious little practice time working out props, and the GO’s seemed to really like the higher RPM’s.

The 5 port GO run by Russ Green seemed to have more power than our 3 port motors, but at a \$150.00 premium. The Slow Rat final at the Nats with Russ Green vs myself was a picture perfect race. We both had 1 flip pits and not one pass the entire race. I blew a plug on the 3rd pit which was very disappointing. We had no practice time prior to the Nats, and it showed!

I also spent a considerable amount of time building a new .15 Rat. Steve Eichenberger helped me a lot on this project, supplying the Top, Shutoff, landing gear & construction details. I wanted to build an inverted Rat because I just think they're cool!

I also feel that this event is being killed by competing against big bucks F2C planes. It was proven at Tucson that the diesels are every bit as quick as glow motors. They have no plugs to burn, and are much more reliable than most other one-off planes. Perhaps it is already too late for this event as the West coast is dropping .15 Rat for their own version of it.



I had an electrical short somewhere that I couldn't get figured out and I was not able to compete with this new plane. I WILL get the bugs sorted out on this one.

Toolboxology—Story and photos by Dave Hull except as noted

Everyone knows that you have to start—and finish—a race to be eligible to win. At least you have to finish more laps than the nearest competitor. So what is in the pitman or mechanic's arsenal that he can bring onto the circle and make it happen? Since I got to fly with a lot of different pitmen at Muncie this year, I thought I would pay a bit more attention to their tools of the trade. In short, I started looking at their pit boxes and tried to figure out what their strategy was. After culling through my photos looking for pit boxes I am ready to share a few ideas and hope that someone can explain the deeper mysteries to me.

The simplest approach was to bring a container that carried stuff to the circle. Some containers didn't have special purpose compartments or anything else. This seemed to work better for simpler events, or those where it was expected that any mechanicking would ensure a non-competitive time. In other words, your competitors were not going to screw up and you were out if you had to reach for a new prop or plug. This seemed most applicable where there were a number of heat races and the level of competition was high.

The next level of complexity up seemed to be an open tray, generally with at least two compartments. Some mechanics seemed to have a place for each tool, spare part, or support element (battery, etc.)--- and others did not. If the stuff all fit in, they would find it. I couldn't tell if some guys used color to help locate a tool in a random storage box or not. You know, glo driver is red, plug wrench is silver, etc. It seemed like the bare minimum of support stuff in a large tray didn't get lost. Enough stuff to support any event raced during the contest seemed to get jumbled, even in a large tray.

The more specialized boxes seemed to have a specific tool set and a place for each tool. These guys could almost reach and grab a tool by feel while doing something else critical, like pulling the plane out of the circle for a bit more safety clearance. Some looked like commercially available boxes, but most looked like they were custom made by the mechanic for racing. Still, the decision about how big they

should be, and how many tools and parts to bring to the circle, varied a lot.

The tiered approach: I noticed that most pitmen keep a major box or boxes off the circle at a worktable, and bring either a portable tray filled with only the critical items, or have a separate set of tools in a portable tray. Moving the tools back and forth all the time seemed to cause problems when something didn't get put back. Loading up the box before each heat made getting ready even more hectic.

A few parameters that seemed to be important:

1. Portable—Small and light, with handle. Arranged so that the contents do not fall out or spill.
2. Rugged—Handles abuse on the circle, in the truck, and when stored in the garage. Impervious to fuel, and will withstand a pilot missing the pit line and running into it.
3. Versatile—Holds all the stuff needed to finish a race, regardless of the problem, except a replacement airplane. (The rules prohibit changing engines during a race.)
4. Preparedness—All the stuff is easy to find, it works, and can be used without fooling with it. Even better, there is room for a backup starter battery, and perhaps an extra fuel bottle.

In no particular order, here is a pictorial study in Toolboxology.



This is a typical tool tray approach. Dave Betz told me that this one, which is bit larger than most, was determined to be “surplus to needs” which meant that the cost was right. The main advantage of a large

tray is more space to put stuff. The main disadvantage of a large tray is more space that you did put stuff. I noticed that some pitmen take the tools they are most likely to use and place them on the ground in the pit area for quick access. Generally this is a plug wrench and plug, and sometimes a prop. Some guys lay these out on shop towels, but wind may be a problem.



This is Les Akres' pit box equipped for Rat at the 2009 Nats. You can see the fuel bottle, the primer bottle, the “hot arm” setup, and a plastic box presumably filled with plugs or parts. There are probably a few props and not much else inside. Les pulled off the pitman's dream in Clown. After blowing a plug, he managed to replace it and still win.



This is the steel diamond plate box that Bob Whitney uses. No question the box is rugged, and if you are strong enough, it should be portable. If you make your own, you can pick the perfect size. Welding skill required, but it won't blow over even in the wind at Muncie.



A lot of compartments and a clear container doesn't improve the airspeed at all. Dave Hull's F2C pit box holds a little bit of everything. At least all the stuff that doesn't get strapped to the pit man. Good for preparing the plane in the line-check area or for practice.



Sometimes not everything will fit into an otherwise perfect pit box. Then you just have to make do! Here, Dick Lambert is using the lid on his box to advantage—it was starting to rain. Keeping the box closed may also help keep the speed secrets secret. Fluker/Lambert set a national record at the Nats, and proceeded to dominate the team trials.



Here is the clean F2C pit box used by Steve Wilk and Dave Fisher. Don't need much stuff so it ain't got much stuff! Note that many of the items are used to get the model ready to go on the circle, and not during a race. Line spool, line cleaner, rag, and a compression wrench, stopwatch and countdown timer for the pitman. The bottle of water for the pilot is a nice touch. Must have worked—they made the team!



Here is a larger box by Don Burke that has integrated features like starter and pilot horn. Still easily portable and you are less likely to forget the horn. The starter provision indicates past experience with balky engines during the countdown. Things are easily located, but this one does not include the kitchen sink. One mechanic's version of preparedness.



Although this pit box looks suspiciously like a ladies overnight case, the grease stains and the model stickers refute that notion. There is no place for the paper towel roll or the fuel bottle, making the walk to the circle a three handed affair—you have to leave one hand for the plane! Dave Dawson campaigns this equipment in the Southwest District.



This is what happens when a pilot tries to move out to the circle. You got everything that you or your competitors will need during the whole contest. Getting it there might require a wagon or at the least a luggage dolly. In fairness to Ron Duly, this was a practice day, and this stuff all stayed in the line-check area. During testing, it saves a lot of walking if you bring a bigger box onto the circle.



Jed Kusik during a Clown race. The multi-purpose pit box is almost a necessity when you race four or five events in a day. If you are not careful, it is easy to get disorganized, adding things you don't need and forget stuff you might. Here, Jed has it all together, with backup glo drivers, accessible tools, extra prop on the outside compartment. Flip and release!



If it works, it works! Burt Brokaw used a long extinct SIG cardboard pit box at Cabin Fever 2007. It has all the stuff he needed to get the job done. Fuel, glove, and glow driver with hot fingers. One wonders if the extra plastic bottles contain special range fuel?



Some pilots know exactly what a pitman needs. Here, Bob Whitney pits using a box supplied by his pilot, Dave Hallas. Who cares what is in the box now? What was in it last night was all that mattered. Pilots who need a pitman should consider this approach.



If one of your relatives is a Tupperware rep, you are well on your way to owning a sealed tool tray. With a cover, you can keep out the stuff you don't want (leaves, fuel residue, etc.) and keep in the stuff that might spill out or get blown away. Bill Lee used this "tote" with his F2C. Having a big box with a lot of tools on the circle in F2C won't do you any good at all. If you need it, you are probably wearing it!



Dale Long at work on his Formula Unlimited using the "big tray" approach. Note the spare plugs on the top of the tray handle. The tools are upright, and spread out so they are easier to grab. Tray includes a horn with the buzzer button attached to the tray divider. As part of the overall system, check out the army utility belt and pouch that holds the Globee. Watching Dale catch a plane is fun—he has a very soft touch!



This is what one pilot came up with to hand out to his rent-a-pitmen. Dave Hull took the Goldberg! Mini Tote and cut it down some more. It was under \$10, but now apparently discontinued, this was a good starting point on a custom box. Portable, but the tool rack is not very flexible if you decide to change the arrangement around. Wood boxes require fuel proofing or else they attract dirt!

2010 Control Line World Champs - Bill Lee

The 2010 World Champs will be held the end of July 2010 in Gyula, Hungary. Gyula is located in southeast Hungary, right on the border of Romania.

Our F2C team was selected at the Team Selection Finals held the weekend after the NATs at Muncie and consists of

Tom Fluker/Dick Lambert

J.E. Albritton/Walt Perkins

Dave Fischer/Steve Wilk

Dave and Steve are newcomers to the team. They have taken up F2C only within the past couple of years, but are serious (and it shows!). J.E. And Walt may be new names to some, but they are old hands. They were on the U.S. Teams several times in the early 80's, and were the de facto World Champions in 1980. (Actually were awarded second after being taken out in the finals and getting an exceedingly poor judgment from the F2C Jury.) And everyone knows Dick and Tom!

I was appointed as the Team Manager. (About the only way I will ever be on the team, I guess. :-)) We have a team website that I am sure you will be interested in visiting:

<http://www.2010CLWC.org/>

Lots of good information there.

Souvenir hats and t-shirts are available. Go to the website and look up the "Uniforms" link.



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) 3:16.47 Lambert/Fluker 7/07/09
(200 Laps) 6:56.61 Fluker/Lambert 7/08/09

F2CN (NCLRA RULES)

100 Laps 4:49.99 Bill Lee/ Russ Green 7/08/09
200 Laps –No record established since line diameter change

‘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 Ferraro/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

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

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

None

MIDWEST DISTRICT

None

NORTHEAST DISTRICT

None

SOUTHEAST DISTRICT

FL

NOV 14-15--Starke. FL (AA) Rebel Rally 2009. Site: Bradford County Fairgrounds, Starke Florida. Events: Saturday: Fox Race & Super Slow Rat, Slow Rat, Clown Racing; Sunday: Texas Quickie Rat, F2CN, F2C Sponsor: Jacksonville Flying Rebels #4423. CD: Mike Schmieder, 5390 Emerald Reef Court, Jacksonville, FL 32277 . Phone: 904-357-4814(day) 904-371-4995(eve) 904-703-8104(other) E-Mail: mas23@comcast.net All events will be conducted according to the most current edition of the appropriate rules (i.e. AMA, FAI, NCLRA). Cash awards 1st, 2nd and 3rd place to be 50%, 35% and 15% respectively times 65% of each event's entry amount. (Will begin TQR on Saturday if time permits with adequate daylight remaining following completion of "Clown Racing")

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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.

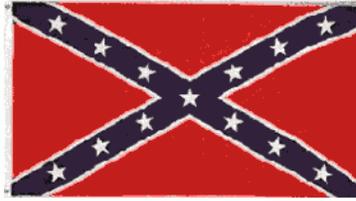
Apply for membership by mailing annual dues of \$20.00 to the Secretary/Treasurer at the address on this page. Make checks out to the order of "NCLRA" and be sure to provide the correct address for receiving the newsletter.

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

Note that a \$.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>	(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.)	<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.</p> <p>Combat - Awards (as per Combat Event Director)</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.</p> <p>Combat - Awards (as per Combat Event Director)</p>
RACING		RACING
Fox Race & Super Slow Rat **		Texas Quickie Rat (TQR) **
Slow Rat (if enough entries)		F2CN **
Clown Racing **	(Will begin TQR on Saturday if time permits with adequate daylight remaining following completion of "Clown Racing")	F2C
COMBAT	Each combat event will be run as either "double" or "triple" elimination depending upon the number of entries.	COMBAT
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:

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 Work: (904) 357-4814 (it is OK to call me at work)
mas23@comcast.net

Bill Duane (for Combat)
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