



Break Time at the Toys for Tots contest
(Dave Hull Photo)

Torque Roll – Issue #89
December 2009



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

To:

PRESIDENTS' COLUMN
BOB WHITNEY

Merry Christmas, Happy Hanukkah, and happy New Year to all. A fresh new year is almost upon us. I feel this year will be a pivotal one for us as to how much longer we can keep the group going.

We need to support our existing major contests, Cabin Fever, Rebel Rally, Northwest Regionals. The Jersey group is asking if anyone would show up for F2C and F2CN over Memorial Day, and the Calif guys have a pretty good line up for next year. We need to give the promoters a reason to hold a contest. This year's Rebel Rally would have been nothing without the F2C flyers, Jim Bradley Dave Hallas and Ralph Aaburg were the only non F2C flyers there.

All 3 of our F2C teams are working hard getting ready for next year.

The New Jersey guys have been asking if anyone would show up for an F2C and F2CN contest I would be willing to go, Steve that shouldn't be too far from you.

It is not too early to start looking for event directors for the NATs we should have a new place for the banquet this year. It will be where the speed guys had theirs last year, we have the room to our selves and the food was good..

I will be building a modified Midwest rat for 15 rat for Cabin Fever so let's see how many rats we can get to show up with no diesel to run against.

Again happy new year to all the circle burners, the Prez.

North Central District

Les Akre



Building season in the North Central District is now in full swing. I've made my list and checked it twice. No, your not all getting Christmas presents this year. I'm talking about the list of projects to get started and finished before the 2010 racing season begins. One of those projects might be a Class 1 Mouse racer. I've avoided building one for nearly 25 years, yet curiously my name has sometimes appeared in Class 1 Mouse race results of the past. I'll admit, I've never bothered to campaign a Class 1 Mouse racer as I've never had any desire to mess with a Cox .049...thought I'd just leave that to those brave souls with mountains of patience. What changed my mind was the fact that fellow Racer and North Central member Paul Gibeault has decided to offer some quality Class 1 Mouse engines. I'll let him tell it in his own words.

Fellow Racers:

I have decided to make available a small batch of custom built Class 1 mouse race engines. These will essentially be a Cox Venom equivalent with mods for increased reliability & mileage. My engines will not break a piston or shear a crank like the production original. They will be set up using my Class 1 record holding engine as the basic pattern. The price will be \$125 + shipping for the first batch.

Perhaps in the future I will be able to offer a JR. Version at a reduced price if there is interest. (using lower quality parts...)

For those of you with a bunch of unknown parts, I will be willing to sift through them & build up your engine(s) as req'd for a nominal fee.

I am hoping to put to rest the idea that one can no longer buy a competitive Class 1 mouse race engine anymore since Joe Klause of Kustom Kraftsmanship has passed away.

I cannot really believe that I'll make any money at this endeavor, but I do believe I can offer the racing fraternity a better option than anything currently available.

Cheers, Paul (aka Mr. Open Mouse)

p.s. Any questions? I can be reached at pgibeault@shaw.ca

Engines and More Engines...

It appears that O.S. Engines is going to manufacture a new .25 engine, the O.S. 25XZ (P) Truggy ABC. It should be suitable for B Team Race, or Slow Rat with the usual modifications to adapt it for Aero use. Price from Tower Hobbies is \$329.99 with availability estimated to be February. The price is high, but if this engine is anything like the O.S. 18TZ in terms of overall quality and Piston/Liner fit, it will be money well spent.



O.S. Max .25XZ (P) Truggy ABC.

Another engine brought to my attention is the SH Engines PT2503. This is a 6 port .25 with an ABC Piston/Liner that would also need conversion for Aero use.

Hobby Shack <http://www.hobbypeople.net> is the U.S. Distributor.

For more information go to the SH engines website <http://www.shengines.com/>



I couldn't find this exact model on the Hobby Shack Website, but it is currently in production. Price I've been told, is around the 180 to 200 dollar range.

Merry Christmas and a Happy New Year to everyone.

'Till next issue...

SOUTHWEST REPORT

DAVE HULL

Racing is over for 2009 here in the Southwest. We stepped off our last few laps, flipped our last props, and wrapped it up. Now it is time to clean out your pit box and wipe off your planes. Shoot a little oil through all your engines just in case you forgot one. And time to throw out the lines that have gone as many laps as you could expect. They don't owe you a thing.

Are you hoping for a "racy" holiday gift? Maybe that engine that you were saving nickels all year for? Maybe some of those fancy props that go so fast? A prebuilt F2CN from the UK? I am hoping for some time to relax and maybe to finish off a few of the many project planes that have somehow piled up in the hobby room. A half built B-TR, a Clown rebuild, an AMA Scaler to replace the "no longer repairable" old faithful hand-me-down, or to start shaping that F2C wing blank. There is no way all of it is going to happen, but I'm sure the urge to pick up one of these and get it ready to race will hit me. It always does about now. For me, it is a precursor to Christmas. As sure as Christmas carols and fudge... I hope all of you racers find the spirit too. Happy Holidays!

Race Report

At the last race, our Toys For Tots contest, there was not a diesel (or a mouse) in sight on Saturday, but there was some test flying and a lot of jawing going on over at the speed circle. They had a good turnout, especially for the jets. Both New Zealand and Texas were represented, along with the usual suspects from Utah, Nevada, Northern California and the locals. On the racing circle, Stan did some test flying on his new SSR, first breaking in the engine and then working on trim and settings. Unfortunately, a separation of the down line at the leadouts ended the progress. McSlow tried to keep it looping long enough to get it over the grass, but it wasn't to be. Pretty much shattered the case on a new engine. The plane was converted into a handy carrying size, too--but not anything you want to see happen. This knocked him out of Sunday's events.

The boys came out for the glow events on Sunday. The Kusik Clan was missing, so with our #1 and #2 Mousers absent, the other guys got a chance at the title. Holland got on the circle early

and the mechanicals sounded good. Duly/Burke have steadfastly foresworn all forms of Mouse after their last try at "March Madness." Dawson had "retired" his fleet, but donated a \$5 yard sale motor to the Hull/Dawson enterprise. Hull tore it down to remove the taffy from the fuel tank and under the watchful eyes of CD Darrell, got the screws back in and the plane onto the circle. Jim's plane rested during all of this strenuous mechaniking. In the heat race, DDRT found out that a Golden Bee with a stock backplate, including the screen filter, (but minus the tank taffy) will easily do 50 laps when leaned out. Jim was going pretty good—and way faster than DDRT. But with the "no pit stop" heat out of the way for Hull/Dawson, and Jim perfecting his needle, everyone put together their strategy for the final. Jim was looking good if he could keep the engine together. Dave Braun was doing just fine on the handle. Dawson opened up the needle on the Goldy for a rich setting in an attempt to get the two pits in and settling for an unsteady 4 cycle. The starts were good, everyone was off. With radically different settings and dramatically different airspeeds it was only a matter of time. But somewhere in the first tank, Holland/Braun's setting went away and the engine became erratic. Then it started quitting in the middle of the tank. And the restarts went away. I stopped counting, but the pilot kibitzing in the center said it took about 7 stops in all. Meanwhile, Dawson/Hull motored along seemingly forever on each tank. Dawson got all worked up about the lap count, so Hull started holding the plane back. There was some yelling from the pit area, so Hull tried shaking the plane and managed to get the engine to quit. Dawson grabbed the mouse by the neck before it could get to the pit on lap 99. So they had to fuel up and start it to go another couple of feet---and then went another three minutes or so to run out the tank. Don't you just love those Golden Bees?

The SSR/Fox event showed was a display of those who prepared and those who suffered. As mentioned, Stan got scratched the previous day. Hull had a new fuel tank and Dawson was still learning the engine and tank setup. A couple of bad pits dropped them to last place. The Braun Fox was steady and was predictable in the pits and in the air. He wiped out those that made mistakes, but could not match airspeed with Duly/Burke.

The “race what you bring” policy was in full play at this contest. We skipped B-TR since there were none, and flew Clown instead. Even though it was not on the calendar, we managed three entries. They provided some of the best racing of the day. Other than a pitting conflict in the 7-1/2 minute race, things ran pretty smoothly. Not too much damage, but teams need to work together to ensure that a landing plane clears before launching behind them. Hull didn’t have competitive airspeed, flying his rebuilt plane with an OS .15 and lost laps somewhere too. (Wrong propeller Dave!) Duly was making excellent speed using an F2D engine. Not sure what kind of laps he was getting but it was enough. Holland was also going fast with his OS .18. The final tally: Duly/Burke 312, Braun/Holland 281, Hull/Dawson 272. The fast keep going fast and the slow keep trying.

Next, we dropped Formula Unlimited and ran NCLRA Quicky Rat and Cal .36 together to get two entries. Another ring collapse and some engine problems plagued the two teams. Perhaps chalked up to running what you have left at the end of the year, and running something brand new and perhaps unfamiliar? Anyway, Ron generously supplied his competition with a backup plane with a Kay und Beast who then promptly beat his Evo 36 with it. Seems like it always works out that way....

In Cal 15, Don brought back his F2D powered F2CN with a repaired fuel tank and Jim debuted his purpose designed entry. These are fast enough that 3-up is going to be interesting if we can get some more entries. They definitely seem more tractable than running a wide open venture on pressure. I am very curious to see how fast these will go with a fully cowled design, and whether you can get an F2D engine to behave inside a full cowling. All new ground for the motivated to plow....



Don Burke and Jim Holland warm the engines prior to the start in the Cal 15 event. This first running was flown 2-up. Don’s entry is a reworked F2CN. Jim’s profile model is similar to a scaled down NCLRA Quicky Rat. Jim had a strong first outing and won easily. (Photo: Dave Hull)



Just one of those things that happen in racing: Don Burke’s Cal 15 gets out of shape on the ground. There’s nothing touching the ground at this point! (Photo: Dave Hull)

After the racing, we packed up all the toys for the kids and got to feel good about that, too. Some cool stuff that should bring a smile to a few more kids this year and a way to share a little more holiday spirit. Thanks again to all of those who came out; especially to the timers, scorer, CD and moral support folks. We know how much you contributed to the fun!



Jim Holland's new Cal 15 was winner of first running of the event. Design has much in common with NCLRA Quicky Rat configuration. Was a bit lean during the race but was consistently clocked in the low to mid-16's. (Photo: Dave Hull)



The racers at the SCAR Toys For Tots events. Don't know how all the event workers escaped the camera again! Flying a variety of planes was encouraged since the park "owners" were touring the site. Never seen a Fox .59 powered autogiro? A tough one to pit, and loooong taxi runs. Proves if it can fly, Dave Braun has tried it. (Photo: Tall Rodney)

Other Topics

The SCAR folks are faced with possible changes and even loss of their main flying site at Whittier Narrows. Quite a few people are working on the issues now, but it is time to take the planning for the "new vision" park seriously. And to do so in ways that all the agencies involved can respect. I was unaware of this planning until late November, but the process started back in 2008. The current proposal shows five new soccer fields where we currently have an RC runway and grass areas for helicopters and park flyers, along with three paved control line circles (one with speed cage), one grass circle with concrete carrier deck, and two grass combat circles. The next stage is the Scoping Meeting on December 16th, and comments for the Notice of Preparation to the Environmental Impact Report, which are due December 30. The various modeling activities, especially the ones on strings, are starting to coordinate. This includes SCAR, the Knights of the Round Circle (stunt and sport club), the speed guys, combat guys and the tether car guys. I have not figured out the position the RC plane and helicopter guys are taking. They have a few different issues and our paths may not be fully shared. Fred Anderson took the initiative to invite the responsible person at the lead government agency out to the field during the Toys for Tots contest. There was considerable activity (would have wished for more stunt guys) on four or five circles. They toured all of the circles to observe the activities and to brief the different groups of modelers. Anyway, this is your notice: get involved and show your support now. Later may be too late. Contact Dave Hull, John Wright, or Fred Anderson if you need more info. Most of what we know is available at http://watershedconservationauthority.org/plans/whittier_narrows.html

By the way, the definitive word on our new racing buddy, Mr. Snake, is that he is a plain old California Gopher Snake. So we got the pitmen to stow the tourniquets and razor blades. The pilots were much relieved....

Build some stuff that goes fast, and let's get together next year!

REBEL RALLY REPORT

WALT PERKINS

The contest was held in gloriously pleasant weather conditions and was well run by Mike Schmieder and his gang.

F2C holds my interest so I can report that the results were pretty typical: Fluker/Lambert were the 'class act' and everyone else was playing catch-up. They turned in a solid performance with their back-up equipment and used the field to try out some new ideas looking forward to next summer's world championship. Dave Fischer and Steve Wilk are waiting for the delivery of their W/C models and engines but used the contest to sharpen their racing techniques. Dave was racing in Europe over the summer and the good British guidance was in evidence. JE and I used the weekend as a learning experience for our new Yugov-powered models.

Bob Whitney and Jason Allen have committed to another team trials cycle and used the weekend to sort out their team trials difficulties and get their effort rolling again. Mike Fitzgerald was over from the UK to visit with Dave Wallick and they teamed up to fly Dave's models. Both the Green/Lee team and Francisco Rodriguez failed to record times in spite of promising airspeed in practice.

Rebel Rally 2009 – Contest Results

F2C	1stHeat	2ndHeat	3rdHeat	Finals	
Fluker/ Lambert	3:25.03 100laps	3:39.38 100 laps	3:17.28 100laps		1 *
Albriton / Perkins	3:25.19 100laps	3:34.68 100 laps	No fly		2 *
Whitney / Allen	3:45.47 100laps	3:40.82 100 laps	3:39.66 100laps		3 *
Lee / Green	DNF 34 laps	DNF 43 laps	No fly		
Francisco Rodriguez	DNF 0 laps	DQ	No fly		
Dave Fischer	3:51.88 100laps	3:48.47 100 laps	3:55.84 100laps		
Wallick / Fitzgerald	DNF 63 laps	4:49.06 100 laps	4:05.53 100laps		
F2CN	1stHeat	2ndHeat	3rdHeat	Finals	
Dave	4:35.92			8:20.47	1

Wallick	100laps				200 laps	
Lee / Green	6:41.79 100laps				9:43.81 200 laps	2
Steve Wilk	4:54.78 100laps				DNF 119 laps	3
Clown	1stHeat 7½Min	2ndHeat	3rdHeat	Finals 15 Min.		
Bob Whitney	130laps				298 laps	1
Russ Green	160laps				288 laps	2
Ralph Aaberg	124laps				256 laps	3
Dave Hallas	153laps				deferred to Bob Whitney	
TQR	1stHeat	2ndHeat	3rdHeat	Finals		
Russ Green	(**)	(**)			6:29.94 140 laps	1
Ralph Aaberg	3:35.40 70 laps	3:34.03 70 laps			8:31.59 140 laps	2
James Bradley	(**)	(**)			9:10.15 140 laps	3
Bill Lee	3:37.63 70 laps	3:25.37 70 laps			deferred to Russ Green	
SSR	1stHeat	2ndHeat	3rdHeat	Finals		
Bradley / Whitney	5:35.25 100laps				5:36.00 100 laps	1
Lee / Green	8:22.73 100laps				5:38.86 100 laps	2
Slow Rat	1stHeat	2ndHeat	3rdHeat	Finals		
Russ Green	3:03.24 70 laps	4:11.06 70 laps				1 *
Bill Lee	3:34.44 70 laps	3:35.03 70 laps				2 *
Dave Hallas	3:55.72 70 laps	3:48.91 70 laps				3 *
James Bradley	DNF 36 laps	DNF 41 laps				

* - Based on heats ** - Times misplaced

EDITORS COLUMN
TIM STONE

Bill Lee sent me some info on some of the new Profi F2C pressure tank setups;

Hi, Tim;
Just browsing the Profi website: <http://profi-me.narod.ru/photoalbum.html>

Here are some pictures of their latest F2C engine, set up to use the pressure fuel system. Also some pictures of the check valve they use, and how the whole thing is in the model. Note the small brass fitting in the backplate over near one edge: that's the pressure tap.

This is the set-up that McSlow described in a TR earlier this year where he had the interference between the shut-off trip arm and the check valve when it was in the "run" position.



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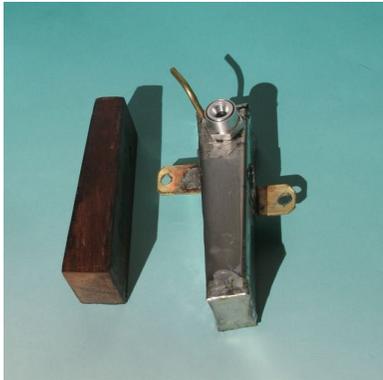
All these years we've tried to use ball-checks only to have such regular reliability problems, and here comes a check valve that seems to work every time.



A SIMPLE TANK DESIGN FOR CLASS B TEAM RACE

John Hallowell, Melbourne, Australia

In response to some requests, here is the way I currently set up my tanks for Classic B or Vintage B racing. It closely follows the KISS principle and depends on a few key parts, the most important being Sid Robinson's fantastic tank valve and filler system. (See photos below) They are now available from Duncan Bainbridge in Oz who



distributes Sid's Gear on this side of the planet. This highly efficient system means you don't waste a drop of fuel and more importantly, nothing flows down to the hot exhaust. Both a long and a short

version of the filler valve are made. I prefer to use the short valve that measures 25 mm. The tank is designed for this. The bigger valve will need a slightly larger tank as it takes up more room inside and may lose a cc.

The combined unflow/overflow is aimed well clear of the model at an angle of around 45 degrees. So again, no waste fuel goes near the hot engine. Angling the pipe directly into the circular airflow also seems to give a more consistent run than having it facing straight forward.

The basic long, thin tank design was developed from the highly successful Vintage A 15 cc tank we used to win the Richmond Nats with Keith Baddock's Voodoo. This Keith-built tank worked a treat and gave as close to a perfect run as is possible. Bigger 30 cc versions also worked well and have been used to win quite a few State and National championships.

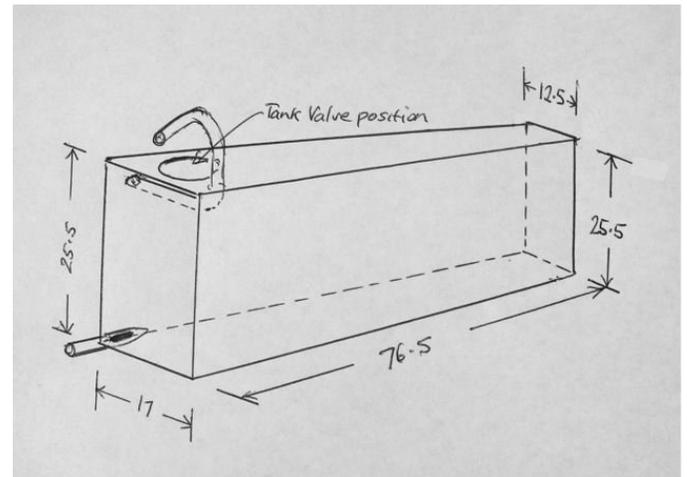
Have tried a few chicken hopper style tanks but have found them to be not worth the trouble. Why bother when a simple tank correctly positioned can give as good a run as you want with a really clean cut out.

Also, a Sid. Robinson valve fill system will save you seconds per fill compared to a Dalesman type cell tank. That's around 5 seconds at the end of a race or the difference between making a final or helping with the lap



counting. A good tip is to tilt the inboard wing down when filling to ensure the overflow is at its highest point and doesn't overflow prematurely. You can easily get a few extra laps this way.

A block of the exact size is made from ramin or similar hardwood. See the size on the sketch below. All measurements are in mm. Then a cardboard template is made and scribed onto the sheet metal. I prefer to make the tank ends separately as it's easier to check that everything is in the correct position inside. Solder on the back end last.



After making the template, marking the tin and cutting out the shape, it is simply bent around the block (use softer 'round' bends rather than hard hammered right angles) and the longitudinal seam is soldered with the block inside. A 3 mm overlap is all that is needed. Include that in your pattern. The block is then gently tapped out and your tank is well on the way to being finished. The tinplate used measures 0.25 mm. Nice and easy to bend around the block.

The unflow/overflow pipe sits in the top corner just in front of the filler valve about 1 mm from the sidewall. The feed pipe is soldered about 4 mm

back inside the tank and then carefully flow shaped and scalloped with a Dremel so it's all smooth inside. It's stronger this way and won't come loose.

The solder I prefer is the high strength flux cored silver solder bought at the local hardware store. It is used in conjunction with a Weller 80 watt iron. When finished, the tank is always processed with a burette. I find methylated spirits the ideal fluid to check capacity. If it's a touch over, carefully dent the side away from the seam until it is just under size at around 29.8 cc. Make sure you include the fuel tubing and filter when you measure.



In the model, the tank is positioned and angled out board to give a rich on the ground, lean in the air feed. The final tank position will often be determined by where the shutoff is located.

Unless you are quite sure of the best tank position, it pays to have elongated slots on the tank brackets so during flight practice, you can move the tank inboard or outboard or change the angle to get the best feed. It does make a difference! When the engine runs without variation and cuts cleanly, the position is correct. When you have the final and best location, fix in position with a thin film of silicone underneath the tank to help absorb any vibration.

I know there are many other ways to make a B tank, but this design is relatively simple and really does work giving very consistent runs in a variety of models. Best of all, it does not encourage the calling of the local Fire Brigade...

Tank making has often been associated with the black arts. No one has ever claimed it is easy. As the late and great Dennis Ward said in his wonderful article on Vintage B tanks in the SIG newsletter from Jan. 2002, "So far to date I have made 26 tanks of which 4 work exceptionally good".

That tells us you have to be prepared to work very hard in pursuit of that often elusive perfect tank run for Vintage of Classic B.

A couple of B-TRs with this type of tank installation are Streak (blue) and Rocket (orange). Both racers have OS 25FX engines.



If you have any questions, I may be contacted at classic.b@pacific.net.au

Robinson valves: sidswheels@yahoo.co.uk

Duncan Bainbridge: duncan@east-two.co.uk

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

FEB 21--Burbank, CA (A) 5th Denny Shauer Memorial Site: Appollo Field. Events: AMA Mouse I(Cox Engines), NCLRA Clown, NCLRA S/S Rat, CAL 15, SCAR Q Rat. Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.FAICLSOCAL.INFO/SCARRules for CAL 15 and SCAR Q Rat can be found on the SCAR website.

AZ

MAR 26-28 – Tucson, AZ (AA) Cabin Fever. See flyer in this issue of the newsletter

CA

APR 24-25--El Monte, CA (AA) 2nd Herb Stockton Memorial Site: Whittier Narrows. Events: Both days: Speed as % of record; Sunday: AMA Mouse I(Cox Engines), SCAR GY, NCLRA B-Team Race, Formula Unlimited, SCAR Q Rat. Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.FAICLSOCAL.INFO/SCARRules for SCAR GY, Formula Unlimited and SCAR Q Rat can be found on the SCAR website.

CA

JUN 19-20--El Monte, CA (AA) 5th Annual Bill&Bev Wisniewski Memorial Site: Whittier Narrows. Events: Both days: Speed as % of record; Sunday: AMA Mouse I(Cox Engines), CAL 15, NCLRA S/S Rat, NCLRA Clown, SCAR Q Rat. Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.FAICLSOCAL.INFO/SCARRules for CAL 15 and SCAR Q Rat can be found on the SCAR website.

CA

SEP 18-19--El Monte, CA (AA) 5th Annual Wayne Trivin Memorial Site: Whittier Narrows. Events: Both days: Speed as % of record; Sunday: AMA Mouse I(Cox Engines), SCAR GY, Formula Unlimited, NCLRA B-Team Race, SCAR Q Rat. Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite:

WWW.FAICLSOCAL.INFO/SCARRules for SCAR GY, Formula Unlimited and SCAR Q Rat can be found on the SCAR website.

CA

OCT 16-17--El Monte, CA (AA) 24th Annual Virgil Wilbur Memorial Site: Whittier Narrows. Events: Both days: Speed as % of record; Saturday: AMA Mouse I(Cox Engines), NCLRA B-Team Race, CAL 15, Formula Unlimited. Sunday: SCAR GY, NCLRA Clown, NCLRA S/S Rat, SCAR Q Rat, 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:

WWW.FAICLSOCAL.INFO/SCARRules for SCAR GY, Formula Unlimited, Orange Crate and SCAR Q Rat can be found on the SCAR website.

CA

DEC 04-05--El Monte, CA (AA) Toys for Tots Site: Whittier Narrows. Events: Both days: Speed as % of record; Sunday: AMA Mouse I(Cox Engines), NCLRA Clown, NCLRA S/S Rat, SCAR Q Rat. Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.FAICLSOCAL.INFO/SCARRules for SCAR Q Rat can be found on the SCAR website.

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None

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None

MIDWEST DISTRICT

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NORTHEAST DISTRICT

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SOUTHEAST DISTRICT

None

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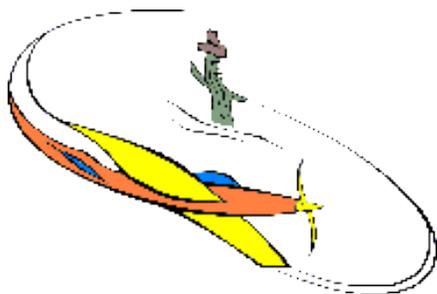
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2010 Cabin Fever - March 26, 27, 28, 2010



Contest Director: Ken Gulliford (623) 877-8823 kgtr@cox.net

Assistant Contest Director: Bill Lee Bill@WRLee.com

Friday CD / Event Director: Bill Lee

Saturday Speed Event Director: George Brown

Saturday and Sunday Event Director: LeRoy Black

Race Procedure:

Friday 26th - Diesel Day - North Circle, Open Flying, Tune, Tweek and Needle - South Two Circles

Saturday 27th - Speed Events - North Circle until 2:00 PM, Racing on the Center Circle, and Test and Tweek on the South Circle

Sunday 28th - Racing - Two South Circles, and Test and Tweek - North Circle

Mark Smith will call Race Infractions all day Saturday and Sunday. George Brown will call Speed Saturday.

Pilots Meeting: 8:00 AM Each Day, Racing Starts at 8:30AM Sharp

FRIDAY (Diesel Day) EVENTS

F2C (318)

*F2CN

SATURDAY RACE EVENTS

*Mouse I (313)

*Mouse II (314)

Slow Rat (312)

NCLRA Super Slow Rat

B-Team Race

SATURDAY SPEED EVENTS

*SW Sport Speed .36

*SW Unlimited Sport Speed .36

*Perky .15 Speed

1/2A Profile Proto (305)

.21 Sport Speed (307)

Formula .40 (308)

SUNDAY EVENTS

*Rat Race (311)

NCLRA Clown Race

SCAR / ACLA Formula Unlimited

NCLRA Texas Quickie Rat

*RULES CHANGES / APPLICATIONS

- F2CN

- External Controls Requirement Waived

- Mouse I

- Modified Production Reed Valve Engines Only

- Mouse II

- Spring Starters Allowed, Any Fuel

- Perky .15 Speed

- Any .15, See AMA - NASS Rules

- Rat Race / 60' F2C

- 60' F2C Flown with Rat Race, 3 or more fly a separate final, Qualified F2C Airframe, 60' Lines
F2C lines accepted

AMA Rules available from: www.modelaircraft.org

NCLRA Rules available from: www.nclra.org

SCAR Rules available from: SCAR4641@aol.com

All Sport Speed Rules available from: George Brown, tempemachine@gmail.com

Perky Rules available from: www.modelaircraft.org (in Competition / Events, NATS, NATS Forms, NASS Perky OTS Speed Rules)