



USA 2010 F2C Team

**Torque Roll Issue #92
August, 2010**



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

To:

PRESIDENTS' REPORT

BOB WHITNEY

Greetings sports fans. Well the Nats have come and gone. Once everyone figured out that it was going to be a group effort to get things done everything smoothed out, and I want to thank everyone who help make it work. The results should be elsewhere so I won't go into detail.

The meeting room didn't turn out as good as expected; they must not have paid the AC bill. But we did have a good meeting with people voicing there opinions on what we can do to keep the Nats going... Dave Rolley has kept it going on the racing forum

The results of the elections were reported. Bill Lee as VP and Dave McDonald as Sec/Treasurer, THE GREAT TIM STONE said he would continue as TQ editor for one more term, and I will carry on for another term as PREZ. Will try to keep the ball rolling, but as we keep saying we can't do it without everyone's help.

One special moment for me was when I got to announce Dick Lambert as the 2010 Hall Of Fame inductee. I am just sorry he wasn't there to accept it in person.

The F2C teams had another rough time at the world champs this year. Both of our more experienced teams ran into trouble early and just couldn't recover. Lambert/Fluker lost their #1 ship in a big crash and never quite recovered ...I am told that Albitton/Perkens had re-start problems . Fisher/Wilk put in a 3:19 first flight for a personal best, but then I am told they ran into some mis-catch's. There is already talk of getting ready for the next trials

There is talk of having a double round of F2C at next years N.W.Regionals. We need to let them know if it would be worth while for them to do it.

We also need to start thinking about next years team trials. Bill should be putting out the invite to hold the trial in the near future.

This year's Rebel Rally will be Nov 13th and 14th in Starke, FL. A flyer is available upon request.

There has been some talk about holding another world champs at Muncie. I heard that this years weren't very well run. I believe 2012 is already taken, so that would put it at 2014.

Let's build some airplanes and do some racing. Still King Rat, Rad

North Central District-Les Akre



Congratulations to the North Central F2C team of Dave Fischer and Steve Wilk who placed 16th in the World at the recent CL World Championship held in Gyula Hungary July 23-31. Steve, ever the racing junkie, drove all day Sunday July 11 to Muncie, IN for the Nat's to compete in the F2CN and 1/2A speed events on Monday, then drive home that evening to be at work Tuesday Morning, then leave for the World Champ's the next week. Steve and daughter Ashley took 4th place in F2CN, after frantically repairing their model which lost the engine during the test flight. Ashley somehow managed to land the suddenly tail heavy model, and their Nelson 15 Diesel was discovered hanging in the protective netting, undamaged. Four bolts later, and they were on their way.

As for myself, I had an excellent Nat's. Andrew Robinson from New Zealand (who flies mainly speed these day's) enjoyed flying my Clown Racer so much two years ago, that he was almost falling over himself at the chance to fly the event again. Since his first speed event wasn't until Thursday, I snagged him as my pilot for 3 of my 4 events. I'd like to take this opportunity to thank him for enduring the 3 day's of racing events, and for also helping me finally get my F2CN sorted out after a few years of attempts to get the settings correct. A correct warm-up sequence does wonders.

My newly repaired Clown Racer flew as well as before. I had to replace the leading edge, trailing edge, ribs and wingtips, stab and elevator from its crash at Tucson earlier this year. Speeds for this

event are getting faster and faster. A team from Florida was also using the O.S. 18tz engine and had airspeed and laps good enough for a 167 lap heat. Had they been able to finish the final, it would have made for a very good race.



Les Akre's Clown Racer. O.S. 18tz with cooling fins turned down, replaceable mounting plate allows 3 different engines to be used.

TQR was, well, TQR. The final included Les Akre, Tim Stone, and Bill Lee and it was said by a few spectators to be one of the better races during the week. I was awarded first, with Tim Stone close behind for second, and Bill Lee, taking third with a now well worn K&B with a very sloppy connecting rod.

AMA Rat. I tried, I really did, but just couldn't knock Bob Whitney's Diesel powered Rat into second place, had to settle for that myself. I will try again though, as this has gone on far too long, and something really needs to be done. Darn smelly diesels anyway... Maybe I'll show up with one. Fix his wagon...

The NCLRA annual meeting was held at a different location this year. There was some griping, mostly about the lack of air conditioning. I found it didn't really offer anything over the Sirloin stockade though as the selections were fewer, so maybe we should consider going back. The Stockade's in a nicer area of town too.

Some of what was discussed was the need for help with running events, timers (who are always in short supply) and time constraints. I think we've

outlived the necessity for doubling up on timers during the heats. There are just too few entries now and people to draw from to make this happen and still have time for the competitors to practice, sort out some problems etc. I'm still for doubling up the timers for the final though, as that would leave more people available at that time.

While were on the subject, how do you feel about having to "work" the Nat's as a competitor?

The NCLRA as the SIG, runs the racing at the Nat's.

Certainly, we would not have had much of a Nat's had the competitors not helped in various capacities. However, as the premier Control line event in the country, do you feel you should have to spend the whole week helping in addition to competing? How about compensation?

I have suggested before that we at least entertain discussions on the possibility of compensation for "working" the Nat's. One idea is that it could come in the form of a subsidy on your accommodations. If you're going to be there anyway as a competitor, but are required to help, then why shouldn't you be compensated somewhat for your efforts? The F2C timers at the 2004 World Champ's were compensated for their time.

I mention this, because it is only going to get more difficult to get competitors to come to the Nat's. We can't continue as we had in the past when there were 20 plus entries in most events. Those days are gone.

There will be more discussion on this and other Nat's related topics in the future, and I'll keep you updated when I can.

'Till next issue.

Les

Southwest District- Dave Hull

Here in the SouthWest, we are gearing up for racing again after the usual hiatus for the Nationals. I was not able to go this year, but I understand a few SW fliers did make the trip. Look for results and commentary elsewhere in this issue.

SCAR Racing: Wisniewski Memorial June 20th

Very limited turnout for our last contest, but we did a little racing, got some practice in, debugged some equipment, and traded lots of lies about how fast we *could* go, if only we could get out of our chairs.... The day was not without a few foibles. For example, Krystina Kusik forgot to place her wager before the **Mouse** race started, and did not become \$1 richer after stomping on Hull/Forbes or her brother, Dee. The New Guy Chris Forbes showed that stunt fliers really can set a needle and peak an engine. He got everything he could out of the still-new engine on the Chameleon. A rare appearance by Mr. Dee (Kusik) showed that he can still get around the circle. And all the equipment they brought was running good and was plenty fast....

Only one entry each showed up ready to go in **Cal 15** and **SSR**. In Cal 15, Krystina put in a practice race using her SCAR Goodyear—the now famous Green Machine. She’s looking good, but needs a little more arm in it for whipping back to the pits. And in SSR, Hull/Forbes flew out a practice race. Again, Chris did well with the fuelin’, flippin’, and catchin’. Not so easy as you might think if you are short tanking.

A race was in the offing for **Cal Quickie**, but then the rot set in. McSlow brought out the old Lumberyard (K&B .40) and teamed up with Dave Braun to wiggle the handle, but they had trouble with the needle slipping in warmup. Tried to tighten the collet to no avail, then tried to replace the whole assembly. Still no luck. The Burly Dukes (DRRT) loaned them Ron’s Scorpion and after getting their needle flights with a bonafide Cal Quickie (Evo .36?) on a Don Burke special. You already know how this is going to end, right? Everyone on the circle, the race starts, and the Cal Quickie catches a bad case of mechanical problems. Coulda been plumbing, coulda been nasal drip, but it wouldn’t run in the air, so DRRT withdrew. Thru all the troubleshooting of two planes, Dave Braun has been

standing out on the 130 degree asphalt sweating, but was still willing to put in a practice race. Believe it or not, these two got in and out of the pits easily each time with no fires, no bleeding, no crashes or missed catches, and all one flippers. (But they ran way rich all the way thru. McSlow’s excuse was that there was no reason to tear up Ron’s Kay Und Beast engine. Certain other racers spread the vicious untruth that McSlow was so nervous he forgot to tweak the dang thing every time Dave Braun brought it back to him!) Regardless of which lie you chose to believe, it is certain that Ron has a nice plane. Thanks for loaning it out!

5TH BEV&BILL WISNIEWSKI		20-Jun-10		
MOUSE 1	PILOT/PITMAN	50L-1P	50L-1P	100L-2P
	KRYSTINA/JED	2:48:52	2:56:32	5:40:19
	HULL/FORBES	2:53:39	3:05:17	5:56:29
	DEANGELO/JED	2:45:45	3:00:31	6:34:23
CAL 15	PILOT/PITMAN	70L-1P	140L-3P	
	KRYSTINA/JED	5:23:30	11:00:59	
SSRAT	PILOT/PITMAN	100L-2P		
	HULL/FORBES	7:25:57		
Q-RAT	PILOT/PITMAN	70L-1P	140L-3P	
	BRAUN/HULL	5:07:19	8:31:06	
	DULY/BURKE	DNF	DNF	

There has been some talk that teams from outside the normal traveling distance will attend the Virgil Wilbur Memorial race in October. We really need to make an effort to hold one “big” race this year in California. This should be the one! Start making your plans to attend now....

Master’s Class?

After listening to various people discuss the state of racing today, I wonder if we are ready for a new type of entry. Call it Master’s Class. What if we allowed an entry that was entered by the builder, but proxy flown and pitted? Let’s face it, we aren’t getting younger, yet some of our best builders can no longer jog around in the center or do all the deep knee bends that are required for pitting.

So how would Master’s Class work? At least for local contests, it would seem to be little different than the make-up teams we are already using. The master’s class entrant would bring out his equipment, and sign up. Then, recruit his teammates. The CD would have to work the matrix to avoid conflicts, and then away you go. Of course, a bit of telephone work beforehand might prove very helpful. What about the former racers that are too busy to get the equipment together, or are using their cash on a new family? Hmmm, the perfect match for a Master’s team?

How would we benefit? We get another entry, a little more racing, and more participation from our Masters group and maybe from those with family constraints. The Master's entrants get the challenge of showing they can still build and prepare competitive equipment--and the satisfaction if they walk away with a trophy.

Comments?

B-TR

A competitive B-TR can really pull when it gets up to speed if you didn't watch your construction methods and wood selection during the build. After this year's Cabin Fever contest, Ron Duly commented on the strength required to hang on through a full race--especially if you have to pass. Well, apparently he decided he was going to make some improvements, and his recent trip to Australia (the land of the light weight B-TR) gave him some ideas. They seem to be able to build a lightweight plane, install a modified Brodak .25, and keep the weight under 19 ounces. No small feat if you use traditional or vintage team racer design methods. And adding fiberglass over everything to improve the durability just compounds the problem. So we are looking forward to seeing how Ron's most recent experiments turn out.



Ron Duly's latest B-TR. Super light-weight construction reduces pilot fatigue and improves proto times. Use of strings and a jig builds fast and straight. More work needed on installing firewall, R/C motor mount, and other internal systems. Hope to see all of you out racing soon. Fly safe!

TREASURERS' REPORT -
DAVE MCDONALD

The NCLRA at the time of my becoming Treasurer had a checking account in Colorado and a PayPal account. At this time a portion of the total treasury has been transferred into a new account. I expect Mr. Rolley to transfer the balance of the money within the next few days.

The PayPal account had a balance of \$3,068 dollars. Three Thousand dollars has been transferred into our checking account leaving a balance of \$68 dollars in PayPal.

Account Balance NCLRA (Checking)

8/13/2010 through 8/29/2010

Num	Date	Payee	Amount	Running Balance
		Opening Balance as of 8/13/2010		100.00
	8/24/2010	Checks	(28.25)	71.75
	8/25/2010	Transfer from Paypal	0.09	71.84
	8/25/2010	Transfer from PayPal	0.10	71.94
	8/25/2010	Deposit	8,000.00	8,071.94
	8/25/2010	Dave McDonald (check #1001) (100.00)		7,971.94
	8/29/2010	Transfer from PayPal	3,000.00	10,971.94

Pay Pal.	
Opening Balance	3068.00
8/29/2010 Transfer to Checking (3000.00)	68.00

Submitted Respectfully
D. McDonald

2010 NATIONALS REPORT **TIM STONE**

Things were looking bad for the 2010 Nats. A month before the contest I had still not committed to go, and my planes sat in the garage, unprepped from last years' Nats & in need of repair. The pre-entries in racing were dismal at around 2 entries per event, if even that. It is also a World Championships year so the 3 top F2C Teams were not going to Muncie. It hardly seemed worth the effort to go.

In spite of all the minuses I gave Bob Oge a call and we somehow convinced each other to give it a go....and it turned out to be well worth the effort.

Turnout was even a little better than last year and we had some excellent races. What made a big difference was the attendance of Charlie Johnson & Andrew Robinson of New Zealand... now we had 2 more pilots than usual! Charlie had committed to fly for Steve Eichenberger and helped with anyone that asked him to fly. Andrew Robinson teamed up with Les Akre and he too helped fly for others. A great big thanks go out to Charlie & Andrew, it would not have been possible without them. Newcomers Jim Demeritte & Jim Bradley made this their first C/L Nats; see Jims' article in this issue.

It was quite disappointing to see no turnout from the West & East Coast racers with the exception of Charlie & Jim Gall. It still confounds me that these groups can put so much into the hobby at a local level and not come out to compete with the best at the Nats. I can assure you it was their loss. We look forward to renewing old friendships and it is sad when they do not come out.

This was a real 'do it yourself' Nats. There was no one event director, but turns were taken by Bob Whitney, Dave McDonald & Bill Lee in running events. The competition was more relaxed than usual, and it added to the fun of the event.

Monday 7/12 **F2C TEAM RACE**

The 2010 Nationals kicked off today with the 'Formula One' event of C/L racing-F2C Team racing. The entries this year were way off due to the World Championships being held in Hungary. 3 of the top USA's teams were there; Dick Lambert & Tom Fluker, Steve Wilk & Dave Fisher, and Walt Perkins & J.E. Albritton. This year saw 4 teams enter this tough event.

Preliminary races were all run 2 up due to lack of manpower, and two rounds were flown.

The level of competition was pretty tame, and after 2 rounds of preliminary races there was so much broken or unfixable equipment that a final was not flown.

#1 was Alex Tupenov/Alex Elbert with a 3:47 followed by Canadians Vadim Poliak & Gustavo Urtebeau with a 4:03 and Melvin Schuette/ Dave Rolley 4:09



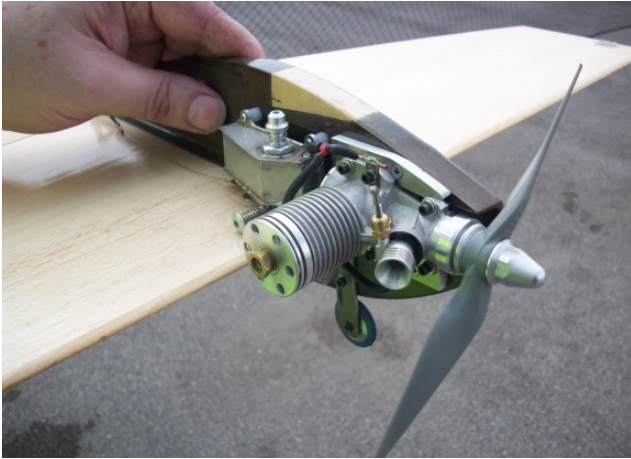
F2C winners

F2CN PROFILE TEAM RACE

The attempt to start competitors in F2C resulted in the creation of F2CN Profile team race. The planes are of much simpler design than F2C, and the motors & tanks setup are far cheaper & simpler. Unfortunately the interest in this event has been quite low. This year there was a respectable 5 entries. 2 rounds of preliminaries were flown. Bill Lee/Dave McDonald posted the fast prelim time with a 4:37.36 followed by Les Akre & New Zealander Andrew Robinson with 4:38.25 followed by Francisco Rodriguez & Ricardo Arencibia with a

4:49.62. A three up, 200 lap final was planned but Lee/McDonald had to scratch due to mechanical issues.

Canadian Les Akre with Andrew Robinson edged out Francisco Rodriguez/ Ricardo Arencibia 9:19 to 9:25 in the clean final.



Dave Rolleys' F2CN, built by Melvin Schuette

Tuesday 7/13

Slow Rat

This is the third year that the reduced .25 cubic inch max displacement engine has been mandated. Most teams seem to have their equipment pretty well sorted out. The engine of choice is the GO Tech .25 conversion of an RC car/boat engine. The engines are easy to get & not too expensive and put out a lot of power. The 6 port version seems to be quite a bit faster than the 3 port. Steve Eichenberger ran the new O.S. ZX .25 car motor conversion that seemed to have some good potential. New to C/L racing, the team of Jim Bradley & Jim Demeritte ran an AXE Rossi .25 conversion that also ran well. In practice, Jim Gall was running some of the fastest airspeeds we have seen in this event at around 14.5 seconds with his GO 6 port .25 engine and 'Sonofabat' design.

Races were run 2-up with some very quick final times. Jim Gall/ Les Akre ran a sub record 2:57 but with fouls wound up with 2nd best preliminary time of 3:04.92. Tim Stone/ Bob Oge set a new preliminary record of 3:02.92 with Eichenberger/Johnson in 3rd with a 3:19.

2 final 140 lap races were run. Final standings were Jim Gall with a sub record 6:07 that was essentially a 1 up race due to Bob Oges' mechanical

problems. Stone/Oge came in #2 with 6:56.35 followed by Steve Eichenberger with 7:04.

Slow Rat is quickly becoming the 'Top Gun' event; just slightly more manageable than with the .36 motors.



Slow Rat winners

Texas Quickie Rat

Historically this event always draws the most entries with the closest racing times. This year was no exception. The motor of choice was again the K&B 4011/8011 modified by Vic Garner, John McCollum & Bob Oge. 7 teams entered running 2 up prelims due to a lack of manpower. Les Akre/Andrew Robinson posted the fast time of 3:07 followed by Stone/Oge (3:12) and Bill Lee/ Charlie Johnson (3:14). The 3 up final was a really fine race with all quick pits & close airspeed; Bill Lee was slowed down by a deteriorating connecting rod. In the end it was Akre/ Robinson with a great 6:23; Stone/Oge 6:43 and Lee/ Johnson 7:11.



Wednesday 7/14 Scale racing (Goodyear)



Goodyear surprisingly had the most teams pre-entered at this year's Nats. The airplane of choice was the OR-71 Little Quickie as it has been for years. Rossi MK 2 & 3's modified by Tim Gillott & the Nelson .15 were the dominant motors. Despite some rumors, Henry Nelson continues to make his fine .15's & .40 engines available for racers. Preliminary testing showed some pretty average airspeeds as the air was hot & quite humid. 70 lap Preliminary top times were Tim Stone/ Bob Oge (3:03) followed by Jim Ricketts/ Dave MacDonald (3:07) and Steve Eichenberger/Charlie Johnson (3:16) Bob Oge also made the final cut for the 2 final races; He also made a blazingly fast engine change to race in the final. Two final races of 140 laps were run with two teams each. Bob Oge posted a 7:34 with Steve Eichenberger forced to quit due to mechanical problems. Ricketts & Stone had the best finals with Ricketts (7:07) placing second behind Stone with a good 6:10 final.

NCLRA Clown racing

What started off as a sport event has in recent years become extremely fast & competitive. The formula is simple enough, take a stock PDQ Clown with maximum .19 cubic inch displacement and a one ounce tank, no fuel shutoffs allowed. There has been a major effort by competitors to get the most

out their engines. RC car engine technology has been co-opted for this event as well as FAI F2D combat engines. There is a high degree of development of engines in these segments of the hobby.



Jim Bradley with a fine looking Clown.

While 7 teams pre-entered, only 4 were able to make it to the racing circles. In the 7 ½ minute preliminary races newcomers Jim Bradley & Jim Demeritte tied Les Akre & Andrew Robinson with 167 laps. Through attrition, Jim Gall/Steve Eichenberger were the last team standing to make the 3-up final. Early in the final Bradley/Demeritte were DQ'd due to flying fouls, leaving Akre/Gall to a 2-up race after 45 laps. Les Akre ran a new record 344 laps for the win with Jim Gall far behind at 245 laps.



The Clowns

Thursday July 15

Rat Race

Rat race has been given the nickname “Hamster” since the reduction in motor size from .40 to .15 cubic inch. With the .40 size airspeeds were in the 160 MPH range and very few people could handle them. While the speeds have become more manageable, most teams still do not have their equipment sorted out. Currently a Goodyear aircraft holds the Rat racing records. This year 8 teams entered a wide variety of planes in Rat.

Bill Lee used a Texas Quickie Rat with a Nelson .15, several teams used their Goodyear planes, and there were 3 ‘purpose built’ Rats. Bob Whitney entered a F2C Team racer with an extended tank for the 3rd year. The preliminary races were well run & times were close; Les Akre/ Jason Allen were 1st with 2:58.34 followed by Tim Stone/Bob Oge (2:58.88) and ‘King Rat’ Bob Whitney/ Jason Allen (3:06).

2 -140 lap finals were run and the Muncie heat & humidity began to take its’ toll on the glow motors. Bob Whitneys’ diesel powered F2C model won easily with a 6:05 followed by Les Akre (6:31) and Bill Lee/ Tim Stone (7:31)



Fast Rat winners

B Team race- Was canceled due to lack of entries



High point trophy- for the 2010 Nats was won by Tim Stone, whom Bob Oge had been his sole pitman.

Hall of Fame inductee

At the Wednesday banquet, Dick Lambert was inducted into the NCLRA Hall of Fame. Congratulations, Dick!

NCLRA Sportsmanship Award- was awarded to Zella Betz for her tireless help in timing and keeping things moving.

Thanks to Ritch’s Brew for supplying the fuel for the Nats, it worked well for all.

Thanks to all the participants in the 2010 Nats. There was a level of involvement unlike previous Nats, despite poor pre-entry numbers it turned out to be a pretty good contest.

FIRSTER TIMERS VIEW OF RACING AT THE CONTROL LINE NATS- JIM BRADLEY

Before I even get started I need to add few disclaimers. First, this was not my first NATS. However it was my first NATS since the mid '70, whenever the first Ohio NATS was after the 2 Lake Charles NATS. Both Jim DeMeritte, my pilot, and I are primarily free flight fliers, although I only fly F1B, Wakefield Rubber to you old timers, in free flight and can field 4 events in CL Racing. I flew F1A, A-2 Gliders for the old timers, exclusively from the late 70's until about 8 years ago when I decided I no longer had the speed required to be a world class F1A flyer so I took up F1B. During the 80's I was on 3 US F1A teams.

You can blame Bob Whitney for getting me back into racing. Bob and I have known each other; I went to my first NATS with him in 1961, for a long time. We actually finished 3rd in B Team Race at the 1963 NATS in California as a team. Throughout the years we have always kept in touch.

Jim DeMeritte has a CL Racing background that goes back to the 60's. He last flew 3 up in the late 70's when he was commandeered to fly for Art Chambers, until the Clown finals at the NATS this year. Jim went on to become a nationally competitive RC Pylon racer with his dad through the 70's, 80's, and 90's only recently returning to his free flight roots, and now CL racing roots. Jim and I teamed up right after the first of this year when we both discovered we had a CL racing background. The NATS was only our fourth CL racing session together, although we fly free flight together all the time.

So your thinking this is all very nice but what does it have to do with this years CL racing NATS? As all of you know Control Line, except maybe Stunt, is dying. Same is true in Free Flight. Our part of the hobby is no longer attractive to younger people. When was the last time there was a walk on kid in CL Racing that didn't have some ties to an older person that was already into CL Racing? The future of Control Line racing rest in recruiting some of the retired guys back into racing and getting our

number back up. This will get the ball rolling in the right direction and younger flyers will come in later.

What if every NCLRA member recruited 1 new member every year? The more people that are racing will lead to more exposure and additional new members, including new younger fliers. I had 2 older guys come up to me at the NATS inquiring about what the events were. One was an ex-combat flyer and he said he has several of the old Cipolla 15's, and want to know if they could be used in racing. I handed him my Clown, which he was familiar with, and told him a kit, Brodak's, is available and it is competitive. We talked for over a half a hour. Hopefully he has an old flying buddy and they will get together and be racing with us next year.

Jim and I had a great time at the NATS and spent several hours on the way back to Florida talking about next year. It was great to finally meet a lot of the people I have been reading about in Torque Roll for 3 years. We never felt we were being treated as outsiders. Everyone we met was friendly and helpful. We are never going to get into F2C or Rat. They are just too fast for us and we aren't getting any younger. Clown and Slow rat are about as fast as we can go. This brings up a point I would like to make. There always needs to be some "slow" events for new comers and returning old timers to fly. Maybe they will pick back up and move into some of the faster events and maybe they won't, but they should always feel they are welcome at the level they are capable of competing at.

The Clown Jim and I had turned out to be a surprise. We had had never flown it nor had the engine been run before we arrived at the NATS. It had more speed than I have ever imagined but laps were low. Les Akre adopted us and helped us work through venturi problems and by the time Clown came around on Wednesday we were doing 102 to 105 MPH and getting 43 to 45 laps. If the pit monkey, that would be me, had done a better job we might have even gotten more laps in the 7 ½ qualifying heats.

Les came to our rescue again in slow rat when we discovered that the big venturi I was running wouldn't get off the ground. Ran great on the bench, and even on the ground, until I let go of it.

With Les's magic bag of various sizes of tubing we were able to sleeve down the venturi and at least get off the ground.

The TQR was slow because I ran out of time to build up an engine that had some compression. None the less it started well and we finished both heats. Next year I'll have compression and a new model.

Our goal was come to the NATS, meet everyone, and have fun. By that measure it was a great success for us. I wish only more racers would show up. Back in time the NATS WAS the contest you had to attend if you wanted to be considered a serious competitor. Once a year all the big dogs, and want-to-be big dogs, got together and decided who really was number 1. Maybe you know you aren't one of the big dogs and don't want to be either. If all your are after is coming to the NATS, meeting everyone, and having fun there are plenty of plenty of people who will be there to make sure you will feel the trip was worth it. I know they made the trip worth it for Jim and me. Thanks to all of you who were there and made our trip worthwhile.

Jim Bradley

2010 World Champs – Bill Lee

The 2010 F2 World Championships were held July 23-August 1 in Gyula, Hungary. Gyula is a small city on the very southeastern edge of Hungary, about 140 miles southwest of Budapest and just a few miles from the border with Romania. It is a very pleasant city. The actual contest was held at the local airport about 6 miles west of town.

I was the team manager for the entire U.S. Team. Because of that responsibility I was unable to totally focus my attention on any one of the disciplines. I tried, mostly successfully, to be at every flight that had a U.S. Team member in it. Fortunately I had Ted Fancher as my Assistant Team Manager and he covered all of the F2B action for me, with an occasional call to one of the other disciplines.

Organization of the contest was not as good as it should have been. There was a definite lack of overall tabulation and management support, and getting results and schedules for following days was very difficult and time consuming. There were many evenings when I was at the contest HQs until very late trying to get information for the team from them.

Focusing on my impressions of F2C: Overall, it was a disappointing contest. Lambert/Fluker had some bad luck that when coupled with a couple of mental errors made for poor results. E.g., in their first race, Tommy simply came in far too fast and Dick could not handle it, resulting in a missed catch and a DNF.

Perkins/Albritton had ongoing starting problems. Both of their first two races were slowed dramatically by poor restarts. And then their third, where the starts were good ended with 20 +/- laps of burn-down at the end of the last tank for another slow time.

The Fish and Steve did very well, considering that they have come from nothing to the World Champs in only a couple of years. Their first race was a personal best at 3:19.1, a race that showed a lot of potential since a good portion was 3-up and slow (I clocked mid-18's at that time). Unfortunately their last two races ended with missed catches for one reason or another. They ended a commendable 16th place.

The F2C site was a new donut that looked great but simply wasn't. The entire surface had whopdee-does that would launch a landing model, resulting in many missed catches. The center pad was not large enough and the organizers had to resort to placing concrete paver blocks adjacent so the pilots could have something to step on during starts and pit stops. The grass between was in need of mowing almost the entire time, and the one day when it rained, was muddy.

The F2C panel of judges was well, I won't go into that. Suffice to say that there were many protests and many(!) very suspect decisions, both by the F2C Judges as well as the FAI Jury. Far too many "make up a rule on the fly" decisions, supported by an FAI Jury without the guts to overrule.

F2C at the 2010 World Champs



Lerner



Thierry and Roland



Walt and JE



2010 Champions
Fitzgerald/Ellins



Walt & JE



The pressure....
gets to Fluker



The Fish



and Steve



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 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.

NORTH CENTRAL DISTRICT

None

SOUTH CENTRAL DISTRICT

TX

OCT 09-10--Houston, TX (AA) Columbus Controlline Contest Site: Scobee Field. Events: Saturday: Sport Goodyear, Foxberg (both Dallas Rules) Super Slow Rat (.25 engine) (NCLRA Rules). CD: Frank Williams, 15410 Park Estates

Lane, Houston, TX 77062. Phone: 281-282-2852(day) 281-488-1371(eve) E-Mail: lonestar_77062@yahoo.com

MIDWEST DISTRICT

None

NORTHEAST DISTRICT

NJ

OCT 31--Middlesex, NJ (A) October Contest Site: Mountain View Park. Events: 2 OZ Big Goodyear, Warbird, Slow Rat - New .25 . CD: Phil Valente, 1523 Ulster Way, West Chester, PA 19380. Phone: 610-692-6469(day)

NJ

NOV 14--Middlesex, NJ (A) November Contest Site: Mountain View Park. Events: Fox Race, Warbird, Slow Rat - New .25 . CD: Phil Valente, 1523 Ulster Way, West Chester, PA 19380. Phone: 610-692-6469(day)

NJ

DEC 05--Middlesex, NJ (C) December Contest Site: Mountain View Park. Events: Clown Race - NCLRA, Clown Race - Sportsman, 2 OZ Big Goodyear . CD: Phil Valente, 1523 Ulster Way, West Chester, PA 19380. Phone: 610-692-6469(day)

SOUTHEAST DISTRICT

FL

Rebel Rally will be Nov 13th and 14th in Starke, FL. Contact Bob Whitney for details.

National Records

SLOW RAT (.25 engine)

Op (70 laps) 3:02.92 Tim Stone/Bob Oge 7/13/10
(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

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.) 344 Laps Les Akre/Andrew Robinson
07/14/10
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

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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/>

Truths For Mature Humans

- 1. I think part of a best friend's job should be to immediately clear your computer history if you die.**
- 2. Nothing sucks more than that moment during an argument when you realize you're wrong.**
- 3. I totally take back all those times I didn't want to nap when I was younger.**
- 4. There is great need for a sarcasm font.**
- 5. How the Bleep are you supposed to fold a fitted sheet?**
- 6. Was learning cursive really necessary?**
- 7. Map Quest really needs to start their directions on # 5. I'm pretty sure I know how to get out of my neighborhood.**

- 8. Obituaries would be a lot more interesting if they told you how the person died.**
- 9. I can't remember the last time I wasn't at least kind of tired.**
- 10. Bad decisions make good stories.**
- 11. You never know when it will strike, but there comes a moment at work when you know that you just aren't going to do anything productive for the rest of the day.**
- 12. Can we all just agree to ignore whatever comes after Blue Ray? I don't want to have to restart my collection...again.**
- 13. I'm always slightly terrified when I exit out of Word and it asks me if I want to save any changes to my ten-page technical report that I swear I did not make any changes to.**
- 14. I keep some people's phone numbers in my phone just so I know not to answer when they call.**
- 15. I think the freezer deserves a light as well.**
- 16. I disagree with Kay Jewelers. I would bet on any given Friday or Saturday night more kisses begin with Miller Lite than Kay.**
- 17. I wish Google Maps had an "Avoid Ghetto" routing option.**
- 18. I have a hard time deciphering the fine line between boredom and hunger.**
- 19. How many times is it appropriate to say "What?" before you just nod and smile because you still didn't hear or understand a word they said?**
- 20. I love the sense of camaraderie when an entire line of cars team up to prevent a jerk from cutting in at the front. Stay strong, brothers and sisters!**
