



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

To:



**Vic Garner
1929-2010**

Torque Roll Issue #94
December, 2010

PRESIDENTS COLUMN

BOB WHITNEY

At the end of my column is a note that I received from R.F.Tanner. As it says he is trying to find some of the other winners so he can put their names on the trophy and give it to AMA for the museum.

I believe the F2C team trials have had two proposals one from N.J. and one from N.C. , I have been to the N.C.field, it has two circles, a covered work area, it is 15 min from the free way and has hotels and food with in 10 minutes. I asked them to put in a proposal and they voted yes. Huntersville is just north of Charlotte. I understand the N.J. site has one circle and an adjoining parking lot for possible practice. Jason says the circle is really nice. We will know more when the full proposal comes in.

With the two proposals in we won't need Friday at the NATs for F2C so it will just be Mouse 1.

We are taking offers from people willing to run some of the NATs events.

Almost forgot the Rebel Rally...a small turn out, but some good racing. In Clown, Jim Bradley and Jim Demeritt's OS18 and Bill Lee's hot Fora 15 could not over come bad starts and the old reliable OPS 19 of Whitney and Hallas took 'em by about 3 laps. Bradley should have some results.



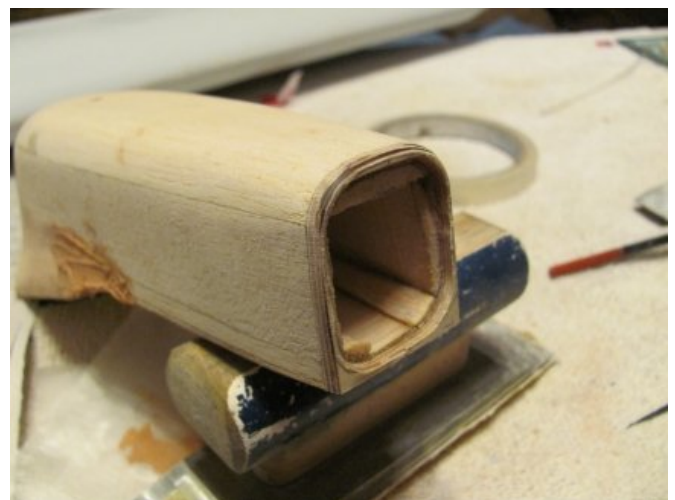
Speaking of Jim Bradley, he was over in Calif attending the FF FAI team trials and while there took a spill chasing one of his models on a motorbike. He banged up his leg but didn't think much of it. But after getting back to Fla ,went to the doctor and ended up in the hospital for over a week. He had bruised the tissue next to the bone and they were afraid it would get infected so went in and cut out the dead tissue. Being a true modeler, out of the hospital and to the contest! He is just now getting back to work full time, tough guy.

Sunday was F2C. Sad to say only the team of Fluker & Lambert could get under 3:20. We still have a lot of work to do if we want to do any good at the next Worlds.

On a sad note,we have lost another true modeler. Vic Garner passed away last week. Vic has been around longer than racing it self ...before that he was a very good speed flyer. Vic was known for his Dykes rings for the K&B 40'. If you didn't have one you probably didn't win. He was the man to beat in 36 Slow Rat and Mouse 1. He is probably running the races up there now. God Speed, Vic.

On a happier note, a tip for cowled in engines. Did you ever notice how the openings of the cowl get dinged up on the edges? Charlie Reeves showed me how he does his on his stunt ships. He makes a ring of 1/8 plywood and glues them the the inlet and outlet, then blends them in. Presto a hard edge.

The Prez.



LOOKING FOR PAST WINNERS

“In the 1950's at the Greater Southeastern contest in Atlanta/Chamblee, Georgia there was a perpetual trophy awarded for a seasons performance named for Arthur Godfrey who provided the funds for it. It was last awarded in 1957 and with the demise of the contest it is still in possession of the last winner.

The AMA museum has indicated that it would be interested in having it since it represents a piece of model aviation history. Unfortunately the plate which listed all of the winners has been lost and attempts to replicate it have been thus far unsuccessful. I am hoping that some older modelers in District 5 may be of assistance in identifying or verifying past winners and the particular year.

I believe it was initially awarded in 1953 with the first category being FF gas. The category the next year was Rubber/Glider and the following years sequence being Stunt/Scale and then Speed. The only dates and names that I know for certain was in 1956 when the winner for Speed was Clifton "Buddy" Medlock. In 1957 the category was FF Gas when the winner was R. F. Tanner.

If my fuzzy memory is correct, I believe, there was an individual named Marvin Burley from South Carolina who may have been the initial winner in 1953 for FF Gas. In 1954 it would have been

awarded for Rubber/Glider with George Perryman the winner. In 1955 it would have been awarded for Stunt/Scale and I think the winner was Bob Elliott.

If after reading this, you have any information to add or can verify my thinking, I would appreciate your contacting me. I can be reached by phone at (561) 626-3625. My email address is mjotann@bellsouth.net.

Thanks,
R. F. Tanner AMA 1230”

Account Transactions

NCLRA

11/1/2010 - 12/27/2010

Check	Date	Category	Credit	Debit	Balance
		Balance as of 11/1/2010			12,818.09
1002	11/4/2010	Bill Lee		(911.49)	11,906.60
	11/15/2010	Deposit	120.00		12,026.60
	11/19/2010	Deposit	40.00		12,066.60
	12/3/2010	Deposit	100.00		12,166.60
	12/6/2010	Transfer from PayPal	101.96		12,268.56
	12/20/2010	Transfer from PayPal	120.25		12,388.81
	12/27/2010	Deposit	102.00		12,490.81
	12/27/2010	Transfer from PayPal	61.88		12,552.69

Income for the period was derived through member dues.

Expenses were for Newsletters for Feb-Oct 2010, printing of ballots for NCLRA election, domain name and web hosting for the NCLRA www site.

Respectfully Submitted

Dave McDonald

TREASURERS REPORT

DAVE MCDONALD

NORTHWEST REPORT-LES AKRE

It's Holiday season again. With Snow covering much of the North Central District, now is a good time to plan which contests to attend in the coming year, and build all those new racers you've been thinking about. Now is also a good time to renew your NCLRA membership for another year, or two.

I've recently added a Mouse racer to my fleet. It is a Streaker IV with Gibeault prepared Cox Venom Clone, and hope to put it through it's paces at Cabin Fever. Speaking of contests, I've contacted the CD Ken Gulliford for the Cabin Fever dates, and they are just waiting for site approval from the city fathers so we should know by next issue.

That's it until the New Year, everybody have a happy holiday season.

SOUTHWEST REPORT DAVE HULL

No solid rumors from the Arizona guys that came out to the last race regarding the site for the 2011 Cabin Fever. Recall that Ken Guiliford had been contacted by the folks at the raceway in Phoenix. In either location, Cabin Fever should be one of the best racing contests of the year, and you should plan on going.

SCAR Racing: Toys For Tots Benefit, December 5th

The Southwest district held our last race of the year in true laid back fashion. I find it hard to get real competitive at the end of the year, and this race just seemed friendlier than most. Plenty of folks came to help out. And we collected a nice bag of toys for the Marine Corps program. We had one new participant, and we had one potential new participant who is working on a Mouse. Jim Holland is a bit more mobile but is still healing up from his motorcycle accident. Of all of our races, the December race is the most likely to encounter less than perfect weather...and we came close this time. The approaching storm was slow in arriving, and the real sprinkles didn't start until the last racer was packed up at 4:30 p.m. I'm sure that most got wet driving home!

Orange Crate—Postponed until next year! We need more entries. (I think we need to add a club challenge to the Knights and the Circle Burners and put some reputation out there!)

Mouse I—There were only two entries, and in Full-Race Cox fashion, one of those didn't make it to the line.... But we did run practice heats and final for a new local racer—Scott Dinger. He pitted for the "heats" and flew for the "final," giving him his first taste of the procedures used in racing. Notably, he was able to whip the plane back into the pit each time and no sprints were needed by the pitman. Hopefully, everyone will reequip in the Mouse Motor department and be ready for more fun next year.



SCAR offers tutoring to Timers: time one race - get one answer to school work. These young ladies timed all day for us and we sincerely hope they get "A's" on their homework. Photo: Ron Duly

Clown—There were three Clown entries and all three made it to the horn. Real racing! Holland was campaigning one of his matched pair of racers, this one with the OS .18TZ and flown by Dave Braun. The Burly Dukes were Fora powered, if memory serves. McSlow was still flogging the OS .15CV-A, and picked up Jed Kusik to pit it. As expected, there was a large speed differential among the group---and differing pitting strategies. Holland was somewhat faster than Duly, and both were much faster than Hull. Hull on the other hand, was up to 62 laps per tank, although the fuel feed was not quite even. There were the usual Clown traffic problems with the "deadstick pass," but with only one exception that I saw, we enjoyed favorable shutdown timing. Duly earned some pilot cred for successfully switching from a pass to a landing in

one case. He “undid” his passing footwork and managed to get his high floating machine back into the pit. Braun had his hands full doing all the passing and trying to stay level. I can count the lumps on my head and tell you how many times he passed. It was a lot. That plane is probably not a eyes-off flyer so he had his hands full as sometimes we were stacked 3 high. Whoohoo! Real racing!!! Things felt a little sloppy out in the middle at times, but there were no real mistakes, and everyone brought equipment home that they can race next year. The Burly Dukes put up 310 laps, Hull/Kusik collected 301, and Braun/Holland managed 258. Going directly from the 7-1/2 minute heat right into the 15 minute final let the pilots get some exercise. I noticed that the pitmen were not breathing too hard afterwards, though....

SCAR Goodyear—Wait, there was no SCAR Goodyear at this race...but Jim Holland squeezed in some test flights of his brand new Deerfly during the lunch break. (Wish I could have gotten you a picture, but my camera has been on strike lately, even after feeding it new batteries....) This bright red plane sports a new “Ollie” diesel that Jim says is a current reproduction of the 1970’s version of this truly vintage design. Jim noted that every other scale racer in England seems to be a Deerfly, and it has a lot of nostalgia for folks. Well, Dave Braun got to hold the handle on a half dozen flights on this example. On the last flight he tried to shut it down, noting a change in the sound. Afterwards we looked at it and couldn’t immediately see anything wrong—until Jim noticed that the aluminum motor mount had cracked on both sides. Unusual. Probably a minor fix, but McSlow did *not* get a free ride before it went back into the car. We will likely see the Deerfly in action next year against Kusik’s new Lil’ Quickie. Any other takers? As a rules change note, after the meet, it was generally agreed to allow single wheel landing gear in SCAR GY next year. A rules change was to be worked up by Jim. So if you have input on this one, get it in to Darrell right away!

SSR—Only two entries in SSR this time around so we got right to it. Hull teamed up with new guy Scott Dinger for a pitman. Scott got the second installment of pitman safety training (amplified from the earlier one-up Mouse training to include



Yes, the In-N-Out package actually wishes a Merry Christmas to all! SCAR Timers, Pilots, Pitmen and CD enjoying a break in the action for lunch. Photo: Ron Duly

issues like traffic and hold) and put up three practice “needle flights” to gage how to short tank and to get a feel for the choking and flipping. We ran way too rich (it was practically 4-stroking in the air!) but went for a cooler setting to make restarting as easy as possible. And he did an awesome job, knocking almost 30 seconds off the time between the heat and the final. He short tanked and hit the laps perfectly. On one pit, both planes quit at the same time and the Burly Dukes coasted into their pit first because they were one segment closer. Scott got us back into the air a second before Don. So he was probably around 3 seconds faster. Not bad at all for handing the plane to him the day of the contest. But the Burke Pencil Bomber had all the airspeed and the Brodak 25 was putting out good power. So with no major pitting problems, they coasted to the win. Final: Duly/Burke 5:48, Hull/Dinger 6:14.



Men at work ... or boys having fun? The pilots pound it out in SSR. Photo: Scott Dinger via Ron Duly



Don Burke pitting an SSR powered with a Brodak 25. One flip starts. Unfortunately he never knew which "one" would be the right one. Flip...flip...flip...flip...flip...you get the idea. Photo: Scott Dinger via Ron Duly



Opposing pilot whispering sweet nothings in the ear of slower pilot. Who needs to watch their own plane? Photo: Scott Dinger via Ron Duly

NCLRA Quicky Rat/Cal 36—The year's racing concluded with the traditional Quicky Rat/Cal 36 event. With three entries, there might have been some tough racing. But McSlow hadn't really fixed the needle valve problem from the last race, so he and borrowed pitman Jed had to bow out. That left Holland's QR 8011/Torpedo hybrid against Burke's OS AX powered Cal 36. The Cal 36 had the speed but suffered inconsistent starts. And everyone knows how that racing story ends.... Braun/Holland 7:03.55, Burly Dukes 8:02.99.

I would like to say thank you to all of the SW district members that hosted or helped run races during 2010, from CD's, ED's, sanction and permit people, pull testers, timers and tabulators. Also the photographers, fuel providers, and parts people. We have some dedicated folks that are doing a good

job. While all the racers know this, sometimes we don't say it loud enough or often enough: so one more time this year—*Thank You!*

Be safe this holiday season,

McSlow

EDITORS' COLUMN-TIM STONE

I got some nice pictures from Barry Tippet of some real cool old school Team racers;



"I Finally got these finished ! The B racer has been raced a bunch, back in the day, and has had several engines, over the years. It currently has my first engine, an Enya .29, under the cowl. The 1/2 A has a Cub .049, only to have something to hang the prop on. The Banner wheels are interesting along with a 6x9 Tornado prop.



Both of these models were designed and kitted by an old friend, Joe Nedela, under the brand "Ned Air".

Thought you might like to see these."

SOUTHEAST REPORT

JIM BRADLEY

We had wonderful weather for the Rebel Rally this year. It was warm and along with light winds it was just a very pleasant weekend. The parking lot at Starke easily allows an official circle and a practice circle and if press could support a third circle. Once again Mike Schmieder and Jacksonville Flying Rebels club ran and tight contest and kept things moving along very efficiently. Thanks again guys.

The entries were down slightly from last year but we almost had at least 3 entries in every event. There would have been 3 in Slow Rat if President Bob and Dave Hallas had both gotten their Slow Rats going on the same day. Jim DeMeritte and I couldn't stay for Sunday as I was hurting from pitting all day. I hurt right leg in an off the road motorcycle accident in California in early October. It's still not healed but that's another story. .

There were 3 teams flying Super Slow Rat and it actually was a lot closer than the times suggest. The Enya 25 that Jim DeMeritte and I run in the SSR usually starts very well, at least it did up until the contest. We had complete airspeed but the Pit Monkey, that would be me, dropped the ball. Bill Lee once again sent us swamp rats packing.

Only Hallas & Whitney and Bradley & DeMeritte contested Slow Rat. Bradley & DeMeritte pulled out when it became obvious that we weren't going to close the laps we lost. Lack of practices was starting to show itself. I have noticed that the more I practice the luckier I get.

Clown was one of the events with a very good turn out. Bradley & DeMeritte were rolling along and got 176 laps in the second heat but it was only a one up heat. This was a good backup to our 168 laps, 2 up; at the NATS proving that wasn't somebody's counting by 2's. Like several people we are using the OS 18 TZ in our Clown. What most people

don't know is the engine had never been run nor had the model ever been flown before we got to the NATS.

In the end Jim DeMeritte didn't feel he was up to a 15 minutes Clown finals just yet, so we enlisted Tom Fluker as a ringer pilot. But since Jim DeMeritte had entered the Clown he had to start it. This presented a slight problem for the Bradley & DeMeritte team. Since Jim and I are both primarily free flight flyers and he uses a starter it is likely he hadn't hand started an engine in something like maybe 30 years. We had a few problems with pit stops. Thought we blew a plug, we didn't, thought we flooded the engine, we did. Actually we repeated this scenario a few times. This time the Hallas & Whitney team won with 294 laps.

That ended the first day and gave the F2C guy's the afternoon to practices for Sunday F2C show. The first event flown on Sunday morning was TQR and once again Bill Lee showed us why it is called TEXAS Quickie Rat with a very quick just under 3:05 70 lap heat.

Both F2CN and F2C had 5 teams contesting the events and only 2 or the teams contested both events. F2C and F2CN are alive and well. F2CN ran a 200 lap final and it was pretty close with Holland & Fitzgerald coming out on top with an 8:55.

When F2C came around it looked like it was going to be pretty close. Fluker & Lambert ran 3:32 and a 3:27 in 2 of their heat races and the team of Wallick and Brozo ran 3:29 in one of their heat races. Everyone else was in a different time zone. In the 100 lap finals Fluker & Lambert showed that had just be toying with everyone and put down a 3:16.

Thanks guys for showing up and thanks again to the Flying Rebels for hosting the Rebel Rally.

MEMORIES OF VIC GARNER

"I wish I had known him longer. I learned a lot from Vic in the short time I knew him. He was always willing to reach out to help a fellow racer. He was a great supplier to the hobby. I will always cherish my memories of Vic. God rest his soul."

-Tim Stone

"Vic was a super guy, who helped me a lot with K&B 40s, he certainly knew how to make them go!"

-John Starkey

"Vic Garner, the Mayor of Livermore, that is what I always called him when I would call his insurance agency and it started 34 years ago. 1976 Ohio Nats is when I meet Vic, he was flying slow rat and my Dad and I were at the top of our game in fast rat so he wanted to learn from us, little did he know that I would learn as much from him as he did from us over the years. This was the start of a long-term friendship that never faltered.

It was my pleasure to introduce Vic into the 2001 Control Line Racing Hall of Fame.

Among many of Vic's accomplishments was his record in 1/2A Mouse that stood for years and he always gave me as much credit for it as him because I was the pilot.

Vic always wanted to go to a World Champs with us but was restricted by the government from going because of his work on the Manhattan Project. He worked on the triggering of the A bomb and still to this day is kept in top secret.

I have many good stories of Vic over the years that would start a good book but now the stories must end. Vic's favorite saying was, what ever. What ever now I think he is with the Wiz, Wayne and Jerry, four guys that the racing world will never see their likes again.

Vic you were a good friend, may you Rest in Peace."

-Dick Lambert

"I've known Vic since the early 70's. He was a regular at the NW regionals for many years.

Vic was always exceptionally honest in his dealing with me. He always delivered engines or parts on

time or earlier than he would tell me and he always told me how long a job would take.

Over the years I've had many engines that Vic put together for me. Every one performed exceptionally well. His ring work was exceptional. He even built several K&B 6.5's with rings for me for flying Fast Rat. They were typically super starters and hot restarting engines and kept up with Timmy Gillott's Rats in a day when he had the fastest gear around.

One of my fondest memories is having dinner with Vic and Todd Ryan in Muncie at the Nats. He would share his knowledge and then flat out tell you he was going to kick your butt and you didn't have a chance when competing against him. Early on I thought the rivalry he fomented was an affront but I came appreciate that he was taunting us so he had more competition. And Vic was a fierce competitor.

I hope and pray that he is going in circles fast and competing with the best who have gone before now."

-Scott Newkirk

"I first met Vic Garner in July of 2000 when I was in the Livermore area interviewing for a job. I subsequently moved to Livermore in November of 2000, living approximately one mile from Vic. Vic was still living in the same unassuming home that he and Jenny had moved to in 1963 with their two daughters. The two car garage had been converted into a workshop by Vic and was the headquarters for his modeling work. I spent a lot of time with Vic during the two years I was in Livermore and as I got to know him better, he told me about his life inside and outside model aviation.

Vic told me that he spent the early part of his life living in (what I understood to be) grinding poverty in south Texas. Vic grew up in the era of the great depression. His father and mother had split up and he found himself responsible for feeding the family. I remember he told me that he became an expert beach fisherman because if he didn't catch any fish, the family didn't eat that evening. Later on he spent a little time with his father who ran a cigar store in Phoenix. Vic joined the Marine Corps as soon as he was eligible (I think it was in 1944) and proved to be a natural with the rifle, doing so well with it that he ended up as a rifle range instructor. Vic told me that he wasn't afraid to use the rifle – he shot a would be deserter in the calf while on guard duty

one time. While he was not posted overseas during the war, Vic told me that he was most definitely down to participate in the invasion of Japan, so he had no problem whatever with the use of the A bombs on Hiroshima and Nagasaki ending the need for a physical invasion of the country.

Once the war ended, Vic left the Marine Corps and joined the Navy (I believe) as they offered to train him as an aircraft mechanic. Following the completion of his training, he was posted to NAS Alameda in the California Bay and got to participate first hand in the gradual conversion from piston powered aircraft to jet power. I think that Vic's heart was really with piston engine airplanes as he didn't last in the Navy too long into the jet age.

Vic certainly got involved with control line flying at some point following his posting to Alameda and he started flying speed with notable success (possibly in the late 40's, certainly in the early 50's). Reasonably early in the 1950's (I think it was 1952 or 1953), Vic applied for a job as an engineering technician at the Lawrence Livermore National Laboratory (in Livermore funnily enough). He got the job and many years later he told me that one of the reasons he got it was because the people at the Lab saw his interest in model aviation as an asset. Vic worked at the Lab until approximately 1962, assisting in the development of research projects that were key in national defense efforts at the time. It was due to this work that Vic was unable to obtain a passport – he was simply privy to too much sensitive information.

I believe that Vic quit flying speed sometime in the late 1950's or early 60's (he told me he quit because he didn't like monoline) and spent a few years racing go-karts before returning to model aviation. His interest in racing really took off at around this time and he soon rose to the top. In all my conversations with Vic, it became clear that he loved Rat the most of all the AMA racing classes. He competed initially as a pilot and then switched to pitting as the years went by.

Vic was a voracious competitor. He dominated WAM for many years and was so driven to compete and win that after one year at the Oregon Northwest Regionals, where he won pretty much everything, one of the other competitors simply asked him to do them a favor and not return. He arguably reached a pinnacle of competitive success at the 1986 Nats when he won Rat and Mouse I and placed third in Scale Race and Slow Rat (I think it was third in

Slow Rat). Sometime after this, Vic decided to switch to R/C pylon racing (he felt he was no longer fit enough to race control line) and spent a few years in this discipline. He was burned out by the late 1990's however and returned to control line racing (he had retired from his insurance business in 1996 I believe) as an active senior citizen!

I flew with Vic pretty much continuously from 2001 to 2003. Even as a senior citizen, he was the man to beat in NCLRA Quickie Rat and a serious competitor in any event he chose to build an airplane for. His technical expertise was considerable and his skill in fabrication and engine reworking admirable. The peak of his success as a tuner of Quickie Rat engines was probably reached in 2004, when his engines took the first 4 places at the Nats (setting heat and final records). – I still hold the Quickie Rat heat record with a Garner engine. While his work on racing engines is best known (Vic made the rings for the Tune-Hill O.S. . 36's), Vic would also do other engine work. This included preparing an engine that won the world F2B championship.

Vic finally retired from control line racing at the end of 2006 (I flew with him in NCLRA Flying Clown at the SCAR Virgil Wilbur event – we came second). His health had gradually deteriorated and he was starting to have circulatory problems. Following his final retirement, I made a point of seeing him pretty frequently and spent many enjoyable Sunday lunches with him swapping stories at one of the local diners in Livermore.

Vic is survived by his wife, Jenny, and two daughters. I am saddened by Vic's death. I have lost a good friend and a man I respected. Having said that, he lived a long life and got to fit a lot of good stuff into it. Vic has left behind him a wonderful family and many great memories. I miss him.

James Holland
December 17, 2010

-Jim Holland

Rebel Rally 2010 – Race Results

Event Contestant	Heat 1	Heat 2	Heat 3	Finals	Place
SSR					
Bill Lee	5:26.19	5:11.03			1
Bob Whitney	7:10.91	7:14.15			2
Jim DeMeritte	53-laps	8:18.00			3
Slow Rat					
Dave Hallas				7:16.72	1
Jim Bradley				72-laps	
Clown					
Dave Hallas	147-laps	157-laps		294-laps	1
Bill Lee	123-laps	168-laps		286-laps	2
Jim DeMeritte	93-laps	176-laps		237-laps	3
Bob Whitney	155-laps	(no fly)			
TQR					
Bill Lee	3:04.97			(used heat race as final)	1
Dan Sopka	4:48.82			(used heat race as final)	2
F2CN					
Holland / Fitzgerald	4:29.12	5:29.31		8:55.28 / 200-laps	1
Orlando Gonzalez	5:10.00	4:33.44		9:26.78 / 200-laps	2
Rodriguez / Richard	4:59.43	4:28.94		DNF / 36-laps	3
Dave Hallas	DQ	73-laps			
Wallick / Brozo	71-laps	38-laps			
F2C					
Fluker / Lambert	3:32.32	3:27.32	DNF	3:16.15 / 100-laps	1
Wallick / Brozo	3:50.66	DQ	3:29.09	3:49.68 / 100-laps	2
Allen / Whitney	21-laps	3:48.63	3:48.66	DNF	3
Fischer / Wilk	4:27.65	DQ	4:04.91		
Holland / Fitzgerald	4:07.44	DQ	40:08.60		



2011 NATs CL Racing Schedule

Event Director: Bob Whitney

- Monday, July 4: Rat Race, NCLRA Clown Race
- Tuesday, July 5: Slow Rat, NCLRA Fox Race/Super Slow Rat
- Wednesday, July 6: Scale Race, NCLRA Quickie Rat
- Thursday, July 7: F2C, NCLRA F2CN
- Friday, July 8: Mouse I

(The schedule on the AMA website does not include Mouse I on Friday. We're getting that corrected.)

NCLRA Meeting will be held on Wednesday, site TBDL.

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

March 25-27 -- Cabin Fever, Tucson. More Info later

NORTH CENTRAL DISTRICT

July 4-9 – U.S. Nationals

SOUTH CENTRAL DISTRICT

None

MIDWEST DISTRICT

None

NORTHEAST DISTRICT

None

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 (.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.) 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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Time to renew your NCLRA Membership

Use the form in the newsletter or via the website.

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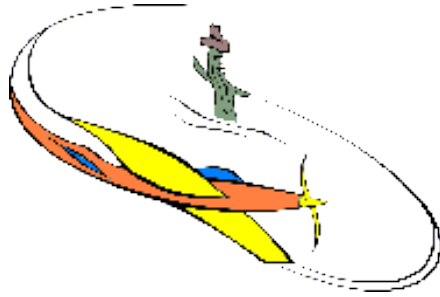
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456 Garvey rd sw, Palm Bay FL 32908
f2cracer@aol.com



2011 Cabin Fever - March 25, 26, 27, 2011



Contest Director: Ken Gulliford (623) 877-8823 kgrtr@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: Bill Lee

Race Procedure:

Friday 25th - Diesel Day

Saturday 26th - Speed Event

Sunday 27th - Racing

This isn't REALLY the flyer for the 2011 Cabin Fever. We just wanted to make sure everybody knows it is still 'on' and the dates. Keep an eye on the Delphi Forum, and we'll have an "official" flyer in the February Torque Roll

and Test and Tweek - North Circle
 and Needle - South Two 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
- Mouse I
- Mouse II
- Perky .15 Speed
- Rat Race / 60' F2C
- External Controls Requirement Waived
- Modified Production Reed Valve Engines Only
- Spring Starters Allowed, Any Fuel
- Any .15, See AMA - NASS Rules
- 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, NASS, NASS Forms, NASS Perky OTS Speed Rules)

NCLRA Membership Form

Name_____

Street Address_____

City_____ State_____

Country_____ ZIP_____

Home Phone#_____

Work Phone#_____

Cell Phone#_____

E-Mail_____

AMA or Other National Organization #_____

Would like electronic Newsletter ONLY: _____

(Must supply an e-mail address if checked)

Send Dues & Membership Form to: US Dues: \$20
Dave McDonald (Add \$.90 if paying by PayPal)
P.O. Box 384 International: \$22
Daleville, IN 47334 (Add \$1.10 if paying by PayPal)

(Membership Expiration date on mailing label)

Payment can be by check or Money order to the address above.

Payment by PayPal to Treasurer@NCLRA.org

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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/>

Thoughtful sayings:

Don't take yourself so seriously. No one else does.

Your children get only one childhood.

Don't sweat the petty things, and don't pet the sweaty things.