



Bill Lee's "10 Day Wonder"

**Torque Roll Issue #96
April, 2011**



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

To:

PRESIDENTS' REPORT- BOB WHITNEY

Greetings all. I just got back from a stunt contest at Huntersville N.C., the site of the 2011 F2C team trials. The club is really looking forward to doing this, Jason and I flew a couple of TR's so they could see how they go. They had people asking to help time or what ever we will need.

We flew on both circles and had no problems. We shifted the center over 10 ft on the practice circle and had no problems with the dip on the up wind side. The main circle has a pylon pipe in the center and is a bit rough. They are going to grind it down and paint some epoxy with some sand in it around the complete center.

As far as I know there have been no nominations for dist reps. Also I haven't had any volunteers to help with the NATs. Don't forget that we need to pre-register so we can get our full allotment of trophies

Bill Lee has been asking for support for an F2C and F2A world cup here in the US. It would be at Bowling Green Kentucky. When Jason and I flew in the world cup in Kiev it was great, there wasn't the pressure that there is in a world champs... we really got to meet a lot of the other flyers on a personal basis.

Well I need to go freshen up my Rat for the NATs, The Prez



Walt Perkins new F2C model.
More on this later.

SOUTHWEST REPORT-DAVE HULL

Welcome back again. I hope you guys have finished your winter building projects and had the chance to go out and test fly--and attend a race or two! We've had two recent events in the Southwest, so let's hear some details and then go on to other District business.

Cabin Fever Contest

This year was not a biggie, but it was definitely a goodie. I hope other reports will cover this one better than I can, but here are a few highlights and lowlights. This year I got to share the driving with Lenard Ascher. That meant it cut my gas cost in half so it was cheaper for me than last year, even though gas is a lot more expensive. And, I got to rest part of the way, and do a lot of "armchair racing" instead of just listening to the radio.

The weather this year was very good. It got breezy in the afternoon and early evening, but for a well-trimmed plane it was very flyable. You did need lots of sunscreen and drinking supplies. The VSC guys said they had a lot of good weather on order and some was left over for us. Bill Lee said things were looking dicey right after VSC when it blew really hard for a day and then dropped back despite all predictions for continued winds. All right, Arizona!

Most of the California contingent couldn't make this one for various reasons, so Les Akre and I teamed up again as the CanAm team (Cal-Can team? Canned Ham team?) for everything but F2C. It is hard for a team to come to Cabin Fever well prepared when you live 2,000 miles apart and one teammate is still shoveling snow at home. You are lucky to be able to get your plane painted under those circumstances, and forget about having test flown it! *But guys, that is why this is called Cabin Fever!* If you have other expectations, then we aren't aligned with the racers that are coming to this event.

I felt very fortunate that most of my equipment could be dialed in to a decent level while working with Les before the contest and after each day's scheduled events. Some of my stuff came off the wall the same as it was last year, and it wasn't very good then. But we worked hard on most of it. We also tested out Les' new Rat and got it close—but not quite close enough, as events would prove out.

Les and I struggled with some things, like his new Rat, but especially with his Clown. The Clown was not really harder to debug than the Rat, but it was more frustrating because it had always worked before. The only thing really changed was the needle valve assembly. But we just couldn't get a setting—the adjustment wasn't linear, or even predictable. After doing everything short of machining a new engine right there on the circle during a two hour period one evening, we swapped parts between planes and isolated the problem. A quick call to Burt Brokaw saved our day. Burt delivered exactly the right part, and we stuck it on my plane (and Les' part went back on his plane and Dave's bogus part went into the recycle bin) and we packed it up. Next day, Burt's needle valve put up 341 laps for the win. Thanks, Burt!

As far as F2C went, I was just glad to get any contest experience. Lenard and I wanted to see if our setup from home would work, and how much adjustment we would have to make for the different conditions. And, we wanted some practice for the pilot! We got some of that. The only thing lacking was some 3-up, but this was a good start for the season and no one objected to the way the rounds were set up. We had a couple of glitches along the way. Mr. Pilot dude, aka McSlow, made a few errors that cost us time. We also got bit by a sneaky circle bump that relaunched the plane on rollout and caused a missed catch. Lesson re-emphasized....

A big thank you to all of the folks that organized and made CF 2011 happen. From the CD, ED, timers, setup folks, fuel supplier, and on—this event was worth it, regardless of the turnout situation this year. Bottom line for me: I had a lot of fun; got to see some good racing buddies (long time no see, Dave Hallas!); got to go head to head with some of the best, and you had to give it your best shot or you would get eaten alive! It was a great mini-vacation—I got home exhausted, but very satisfied with the experience. I will be back!

Herb Stockton Memorial Contest

4/17/2011

Clear, sunny, and H-O-T! That summarizes the Stockton Memorial for this year. I think the temps broke 100 degrees out on the pavement. Still, there was plenty of racing to be had, and the folks that came, came to race!

Most of the turnout for the SCAR Stockton Memorial Contest. It was fitting to include F2C at this race in honor of one of America's most successful FAI pilots. (Photo courtesy of Fred Anderson)

Mouse—The racing got started with a desperately fought Mouse event. With the Kusiks absent, the field was thin...and much slower. New Guy Mike (Mike Callas) had worked hard the day before trying to get *any* Cox engine to run on his plane. There seemed to be a few key lessons to be learned there. First, take the engine apart and check to see if your reed is flat, or if it came with a custom crease in it. These are a bit hard to see in a clear mylar racetrack-shaped reed. Even a small crease along the edge will do you in. The symptoms are a bit odd. The engine will fire off a port prime, but it never peaks as a normal burp from a prime should. Instead, it appears to “flood off” and die. Second, if you think the reed is ok, and it still does this, check under the reed for bugs, rocks, seeds---or a big balsa chip. These produce erratic symptoms that sometimes match the bent reed symptoms. The only remaining issue was that with the currently available black plastic backplate, the fuel was siphoning from the vent and limiting the laps to about 20. Mike resolved to fix that with a new plumbing arrangement that still needed some work. On the other hand, Dave got a chance to test his engine just before the event got going. Unfortunately, the engine on his plane had tank problems, too! A quick engine swap to a backup and folks were ready to form up teams.... After a lot of confusing negotiations about who would get to pit and who would get to fly, it was decided that Jim Holland would flip for Mike, who wanted to work on piloting skills, and Ron Duly would fly for Dave and coach Mike in the middle. After all the laughing subsided (mostly) about Dave trying to pit, the teams put their equipment out on the circle. Mike had a custom long-wing V-tail bird and Hull/Duly went with a Chameleon Mk I. After a needle flight on the Chameleon, and subsequent consultation with Mr. Burke, the plane was promptly renamed the “Lil' Porker.” It isn't heavy—it just flies like it is! About the only positive thing Ron could say was that it sure whipped and rolled nice on the gear.... Next, with Mike's short engine runs, there was plenty of practice getting in and out of the pits during the race. Perfect for working up his pilot skills. Jim did a little chasing, and their

wheel was *hors de combat* during the first heat when the plastic hub surrendered in outrage, but the reinforced gear leg held up. (The night before, Mike added a trailing wire support to prevent repeated bending.) Other than one prop “nub job” (this is a trick whereby the team manages a “three point takeoff” using the monowheel and the two ends of the propeller), there were no serious incidents. Mike is working on the “race to finish” stage—and making good progress!

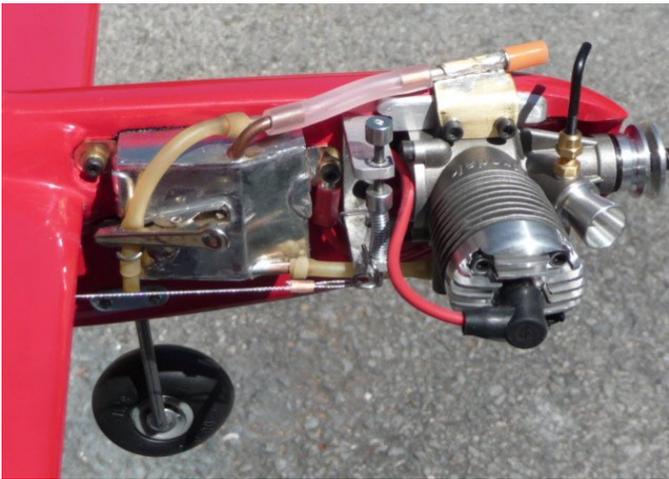
Clown—There were three entries in Clown, but only Duly/Burke and Braun/Holland made it to the circle. The potential was there for some high lap counts since these guys have all done it before. (There was one mixup of note: Ron brought his backup plane instead of the one he prepped the day before....) Lots of airspeed but some unfavorable shutdown locations and some extra flippy kept the 7-1/2 minute lap counts to 156 and 147 respectively. Due to the temperatures, both teams decided to stand on their times and forgo the final. And did we need to say that both Clowns went home in one piece?

SCAR Goodyear—The “biggest” event of this contest was in Goodyear, with four entries and one that almost made it. The almost was a brand new Lil’ Rebel built by Ron Duly powered by a Brodak .15. This is part of an experiment to see if we want to go with a stock, single engine rule. Don Burke entered his Shoestring which is also Brodak powered. Both Don and Ron’s planes take advantage of a recent rules change to allow a monowheel in this class. Mike Callas entered his new Buster and recruited McSlow to fly it. And Hull entered his venerable (ancient?) Buster which had a few more mods intended to reduce the wandering flight characteristics. After a needle flight, Charlie Johnson noted that it still wandered, despite the new elevator gap seals and a bit of downthrust. Racing was round-robin, with Johnson/Hull in the first heat with Duly/Burke. Johnson had the advantage of airspeed, and spent most of his time trying not to wander into the ground after passing. In the second heat, Braun/Holland looked good except for some glide and landing issues. A possible trim problem. But Hull/Callas really ran into difficulties. Mike was still struggling with his new equipment and the resulting slow starts. Then, the settings wouldn’t hold while in the air, consistently going rich and surging. But what really did them in was when the

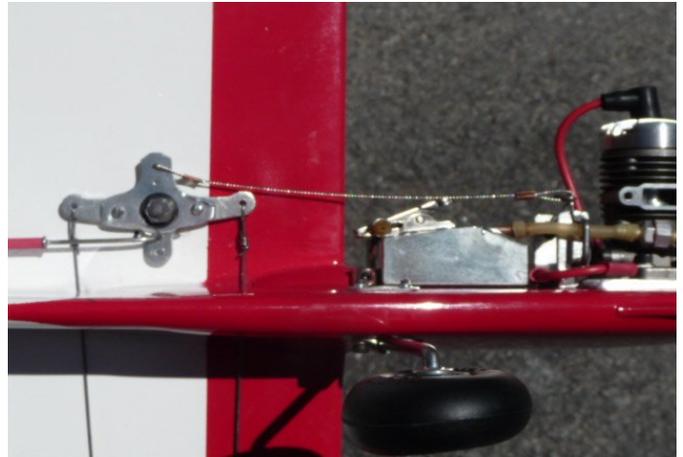
plane took off after one pitstop and started doing consecutive wingovers. As if in appreciation, the Cox Conquest went into a beautiful full-race setting, and gave no indication of quitting! Dave Braun managed to get their plane shut down and on the ground safely, which left McSlow to fly out the tank with increasingly low pullouts from each wingover. The shutoff did not work, and seemed to make the pullouts worse! By aggressive “G-Lining” and exploring what control there was, the flight kept going, and going, and.... With Braun/Holland down, and the pit men out of the way, Braun got McSlow moving off the pavement and over to the grass—but they didn’t quite make it. The plane pancaked at full speed at the bottom of yet another wingover, and that was that. Surprisingly little damage to the plane, and no visible damage to the engine. The cause? The horizontal stabilizer glue joint failed, and it was only held on at the very front (by a flap of MonoKote?), so that every time control was applied or air loads were right, the whole stab TE lifted up by half an inch. Mike has vowed to rebuild...



Ron Duly’s new Lil Rebel built from John Barr's 1968 plans. Many magazine designs from years past are perfect for the SCAR Goodyear racing event. Note that Ron included a scale intake. (All photos courtesy of Ron Duly).



Lots of details shown here: B15 engine, Smith's tank and shut-off. Note the wire loop retainer used to keep the overflow tube in the alligator clip and the location of the trip wire at the bottom of the shut-off. Hot glove contacts are the tank and a brass tube on other side of fuselage. The plug wire fitting comes from the R/C car parts rack.



Extra arm added to bellcrank to operate shut-off on "down". Plane weighs 20 oz. Paint is Klass Kote over SIG nitrate. CF tissue applied with nitrate.



Mono-wheel gear is a new SCAR rule to ease "turn-in" problems with two wheel gears. Ron used oversized wire for reliability. The "depth" of the canopy achieved by the paint shading technique is remarkable.

Quickie Rat—This one started ok and then got out of hand. The Burly Dukes were rolling along nicely with their CAL Quickie job (and getting the pits out of it, too!) when they were assaulted by the other team! Hull/McCarver suffered from some light takeoffs during practice and at the first pit, Hull dragged the plane away from Stan before he got the clip off. This led to the dreaded "ground spiral" that always goes right thru the pilots circle in Quickie Rat. Hull was too slow to intercept the plane as it barreled in shedding one wing and other debris, and it powered right into Ron. He said that the prop snagged in his jeans and stopped the engine. The remaining wing hit his other ankle. Other than the new hole in his otherwise dapper pilot apparel, he said he was fine. A scary incident, and one that we need to prevent. This points out the need for more practice to achieve team coordination. And, the need to allow every team to test at the contest if they have not recently tested. It is my opinion that for safeties sake, we should always allow a test flight for the pilot to be sure of the handle setting and the takeoff characteristics before the first heat. Similarly, the pitman may need to find where he can grab the plane and how it needs to be released in order for the pilot to handle it. Or, to find out how his preferred pitting gear works on an unfamiliar model.

F2CN—We only had one entry, so we will try again next contest.

F2C—With two teams on the field, we were set to have some diesel racing! The spectators seem to like this event, too. Probably because on the short lines they go fast and the pilots are really working at it! Braun/Holland campaigned Jim's yellow plane powered by a Profi. Hull/Ascher used a Bondarenko plane with Profi engine and tank. In practice, Ascher found a quick setting, and Jim went looking for laps and then had to back down on compression. In the early rounds, Jim seemed to need more heat as the settings were soft thru the first two tanks. In the afternoon, everyone got a chance to switch equipment. Holland wanted to try a new Cobra. After working on settings and not quite getting there, Jim went back to the yellow plane but found the right amount of heat during warmup which really put Braun to work. The second afternoon round was the best of the event, with both planes almost the same airspeed—Hull/Ascher just a bit faster but with a softer setting—and not enough speed advantage to do much more than catch up during each tank. (The soft setting was due to a broken prop incident that we won't talk about. If you are curious, go reread about the three-point takeoff in the Mouse section of this report.) The planes were essentially on the same lap most of the race and came in to pit together. The winning difference turned out to be pit location. Hull/Ascher were in the first pit on the second stop when Braun/Holland came gliding over and they had to hold—giving back a lap that they really needed. This kind of racing is a lot more fun since strategy and circumstances determine the winner, not who couldn't get a restart or who never got a decent setting.

For more photos from this event and to see the results, go to:

<http://www.airacr.info/contest/11Nusz/index.htm>

Other SW District Business

After the racing, most people stuck around for a SCAR business meeting. All kinds of diabolical stuff was discussed (well, not really), but mostly centered on thanking Darrell Albert for his long tenure as club leader, contest organizer, and perennial event director. Everyone present acknowledged his very significant contribution to the club, and to racing in the SW district. But he leaves big shoes. In a nutshell, the club reorganized around a rotating CD approach with four CDs

within our club, and certain other functions. The sanction efforts will still be shared with the speed co-contest, with emphasis on more support in the next year from them. Fred Anderson will still be the point of contact with the Parks and Rec folks for scheduling and fees. This has been working very well, and we need to maintain this arrangement for our long term survival at Whittier Narrows Park. Dave Hull will take over as equipment storer and club treasurer. Charlie Johnson will reprovision our contest fuel supply, which is currently down to a gallon of 20% castor and half a gallon of 10/10/10. The brand was discussed along with availability and discounts, which likely narrows it down to Magnum or Rich's Brew. (We were using Rich's and Performance Plus, respectively.) The final choice will be up to Charlie. We will all rotate as event directors depending on who does not have an entry for a specific event. Everyone present committed to making this arrangement work.

Jim Holland affirmed that he will attempt an update of the SCAR Goodyear rules to include the recent monowheel change. After a review of that draft, and assuming that the general membership is in agreement, this rules update will be approved for posting on the website with the other rules.

Also discussed was promotion of SCAR, NCLRA, racing, and control line in general. Several ideas were floated. Dave Hull volunteered to talk to the NCLRA leadership again about the promotion brochure (draft) that was created several years ago. The idea being that NCLRA needs to be in on this, and the clubs need something to help generate interest and provide a point of contact. Dave also was to provide a copy of the SCAR Solo Certificate to the NCLRA in case that might also generate interest.

By the way, Darrell isn't disappearing. He will be back for our big contest of the year—the Virgil Wilbur in October. We need to promote that contest and make sure those that are interested in racing and having a good time know where to find us.

Thanks, again Darrell!!!

In doing a little poaching outside the Southwest District, we have been hearing about a growing group of guys in New Mexico that are flying SSRs and Fox racers. The contest calendar shows they have a race in August, but apparently they meet more regularly for testing, practice and some casual racing. According to Pete Cunha they

had about eight entries during their January event, and one more plane has been completed since then. And they are having fun at it! If you get the chance to drop in on them, you should contact Jim Snelson (CLC) or try nmcla.org.

Race hard and be safe,

North Central District - Les Akre

Elections for the District Representatives are coming up again. If you wish to nominate someone, send your nominations to the newsletter editor Tim Stone, or President Bob Whitney.

The results, as always, will be presented at the annual NCLRA banquet.

There have already been a few contests this year in Florida, Arizona and California, and I believe F2C has been held at all of them. There are still many contests to come, including the Nat's, so there's still plenty of time to get in some heat times to qualify for the upcoming F2C trials in North Carolina this September.

Cabin Fever 2011 was lightly attended this year. The economic woes have surely caused many competitors to re-evaluate their contest schedule. Most events had at least three entries, some with five. While the quantity of entries may have down, the quality of racing was very high. There were many excellent heat and final times produced. I can only hope that this year the Organizers will have released the results to the NCLRA.



Bob Whitney watching his F2C model after a quick pit stop



Bill Lee releasing his model during a pit stop

My new Rat was finished in time for Cabin Fever, but the typical new model bugs prevented any sort of result. Power is by a Nelson 15 fitted to a modified Harters Rat Pan. Gillott Rat Shutoff, and modified Don's 2oz Rat tank round out the hardware. Prop is an Eichenberger 6x4.5. Pan can be removed without removing the needle valve.

'Till next issue.





SOUTHEAST REPORT: Jim Bradley

No contest in the Southeast to report so I'll have to make something up. I imagine that I, like many of you, are thinking and planning for the NATs right now. If not you should be. This is our big show and we need a good turnout to show AMA that control line racing is alive and well.

For this issues report I thought I would pass along what I have learned about Slow Rat engines over the past few years. Like a few of you I thought a likely place to start was looking at the available RC Car engines. What I found out may or may not interest you. Kinds of depends on attitude on racing engines. If you just want to buy the latest "must have" then you might not find what I have to say very interesting, but if you are always looking for a new way to be smarter than the average bear then this might be of interest to you.

When the new Slow Rat rules were released I thought that looked like something that might be interesting in so I begin to search for possible engines that might work. At first I was overwhelmed with the number of RC car engines available. I bought several used engines off of E-bay just to look at them. I really didn't care if they were worn out or not. What I found out was either good news or bad news depending on your point of view.

What I have determined is that it appears there are really only a few companies that are making the RC Car sport engines no matter what they are called. I'll refer to them as RCCS, Radio Control Car Sport, engines from now on. I am not including the Rossi 25; actually it's a 24, the OS 25 and the GO 25, more on this engine later, in this group. If you have looked at these RCCS engines at all you have noticed that they are all really into "buzz words" and outrageous claims. Keep in mind that most of these engines are intended for ready to run RC cars most likely for the first time user. This is the "mine is bigger than yours" class of sportsman.

So what does the RCCS engine family tree look like? Well SH seems to be the biggest producer of these RCCS engines. Keep in mind that a lot of the ready to run RC car are produced in the 1000's and maybe 10's of thousands so the outside of the crankcases can look vastly different but the insides are the same or very near the same. The biggest clue came when I started noticing that different engines had the same bore and stroke. I believe that SH makes the XTM, GS, Dynamite, Mach, Losi, Associated, LRP and likely more I have haven't found engines. All of the parts are totally interchangeable and some can be had with a normal backplate. The really good news is parts are readily available and cheap. While I say cheap you have to be a wise shopper. They all sell parts and the prices vary widely. Here is an example. The connecting rods for the Mach and Losi run \$25 to \$30 on E-bay but the connecting rode for the LRP can be had for \$16 to \$18 on E-bay and it is slightly better because it is bushed on both ends.

The other engine tree is the HPI's and OFNA's and maybe some of the Picco's. I haven't bought any of the Picco's. Again all the parts are

interchangeable and with some digging you can find standard backplates that will work. Note that the OFNA uses a different lug mounting pattern that all of the other engines.

There actually is a third RCCS tree that may not have many branches. Tower Hobby has an RCCS engine. It is made for them by CY engines in China. It is a cheaper version of the other RCCS engines. Machining is still very good but you can see where corners were cut to make the engine cheaper, especially the ball bearings.

Overall the machining looks to be very good and they all seem to come with good ball bearing, usually from Japan. There are a few problems though. From the ones I have measured there is very little, if any, taper in the liners. Most just cut the skirt of the piston .001" or .002". Another common fault is that the liner ports have not been de-burred at all. Because all of these engines are run using a pipe/muffler the exhaust timing is higher than we want, usually around 170 degrees. This will require dropping the liner in the crankcase. If you are going to do this I recommend that you machine the crankcase and not the liner as the flange is already little thin. These engines come with a head button that uses the OS standard plug. There is a turbo optional for the Losi that will add a few hundred RPM.

The GO and OS engines are entirely different from either of these groups of engines. I have bought several of the GO 25 used off E-Bay and they are a better engine to buy, especially if you just want to buy and forget. The exhaust timing is still too high for our use but they run good. The GO's use a 14 mm journal crankshaft whereas the other RCCS engines use a 13 mm journal crankshaft. The GO engines remind me a lot of the Super Tigre speed engines from the 60's as every batch seems to be slightly different. An example is I have 4 crankcases and all of them are machined slightly different internally. The biggest problem with the GO's is they are a little hard to get and the parts availability is limited.

All of these engines will require you making a suction venturi, a special prop nut, and making a head button holder either from scratch or modifying the big finned RC car head. I have been able to get

my latest version of the RCCS engine to run a little over 25K on the ground using a 7-4 Zinger wood prop. This is on par with the Rossi 25 and the GO 25 with the standard OS plug head button. A turbo head on the GO should add 500-700 RPM's.

EDITORS' COLUMN- TIM STONE

Walt Perkins sent me in some photos of his almost finished F2C model. This is commendable as not too many people build their own team racers these days. Walt's model features adjustable cooling inlets by way of different sized inserts.

In Walt's words;
"Photos of the inside of the engine/tank compartment, hatch cover, and nose and exhaust inserts (in place and 'open passage')."



We can control the exhaust back pressure in six stages and the inlet opening in five stages. Double firewalls isolate/control the air flow through/around the engine crankcase, the venturi inlet, and the tank/shut-off compartment.



We can adjust the heat of the air to the engine in several stages from full hot to full cold. All the passage-ways are visible in the photos along with some of the plug/restrictors to control the flows.”



New and nearly finished model painted by Dick Lambert (in Dicks' shop)

TREASURERS REPORT
DAVE McDONALD

Account Transactions
NCLRA

2/24/2011 - 5/01/2011

Date

Balance

Balance as of 2/24/2011	13,028.15
3/01/2011 Deposit 20.00	13,048.15
4/29/2011 Deposit 20.00	13,068.15

Income for the period was derived through member dues.

There were no expenses for this time period.

Respectfully Submitted
Dave McDonald

(Editor's Column - continued)

“10 DAY WONDER”

Bill Lee got real ambitious and decided to build a ‘B’ Team racer 10 days before the recent “Cabin Fever” contest in Tucson. Bill writes:

“Hi, Tim;

The 10-day wonder: 10 days ago I wondered if I could get a B-TR built for CF. Well, it's all there! And, to make sure I give it the "kiss of death", I took some pre-first-flight pictures.



Actually, the wing was built several years ago and had just been sitting in the shop. A couple of weeks before we left for VSC and CF, I decided to try and get it ready. Was real tight, and if it survives the weekend, I plan on cleaning it all up and putting a decent finish on it. Right now it's just a coat of white epoxy.

Weights 25 oz and has a Webra 28 in it.”



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

MAY 27-29--Eugene, Oregon (AA) Northwest Control-Line Regionals Site: Eugene Airport. Events: Class I Mouse Race, Northwest Sport Race, Northwest Super Sport Race, Northwest Flying Clown Race Sponsor: Northwest Regionals Management Association #4356. CD: John Thompson, 2456 Quince St., Eugene, OR 97404. Phone: 541-689-5553(day) E-Mail: johnt4051@aol.com WebSite: flyinglines.org

SOUTHWEST DISTRICT

None

SCAR CONTEST CALENDAR 2011

All contests are held at Whittier Narrows
All contests have a speed “Record Fraction” event held on Saturday and Sunday.
Except for the Virgil Wilbur, Racing contests are Sunday only.
The events for these contests are listed below
Sanction numbers will be available later
All contests are “memorial”

June: 19 5TH ANNUAL BEV&BILL WISNIEWSKI
MOUSE 1 (Cox engine), F2C, F2CN, S/S RAT, NCLRA
CLOWN, Q RAT

Sept: 17 5TH ANNUAL WAYNE TRIVIN
Mouse 1, SCAR GY, CAL 15, NCLRA Clown and Q Rat

Oct: 15TH-16th 24RD ANNUAL VIRGIL WILBUR
Sat: Mouse 1 (Cox engine), B-TEAN, CAL 15, ORANGE
CRATE
Sun: S/S Rat, NCLRA Clown, SCAR GY, Q Rat

Dec: -4th 21ST TOY FOR TOTS
Mouse 1, NCLRA Clown, NCLRA S/S Rat, Q Rat

NORTH CENTRAL DISTRICT

None

SOUTH CENTRAL DISTRICT

TX

APR 30-MAY 01--Dallas, TX (AA) DMAA Spring Warm-Up
Site: Dallas Samuell Hobby Park. Events: Saturday/Sunday:
(301-310) Flown to % of record (JSO); NASS Sport Jet;
Saturday: 312, NCLRA TQR, 313, Sportsman Goodyear, Fox
Goldberg; Sunday: 15 Profile Carrier, Sportsman Profile
Carrier, 319-321 (JSO) Sponsor: Dallas Model Aircraft
Association #1902. CD: Patrick Hempel, 304 Becky Ln.,

Rockwall, TX 75087. Phone: 972-841-8766(day) E-Mail:
ptrckhem@aol.com WebSite: <http://www.DMAA-1902.org>

TX

MAY 28-29--Houston, TX (AA) Texas Controlline
Championships Site: Scobee Field, Houston, TX. Events:
Texas Quickie Rat, Super Slow Rat, Foxberg. CD: Frank
Williams, 15410 Park Estates Lane, Houston, TX 77062.
Phone: 281-488-1371(day) same(eve) E-Mail:
Lonestar_77062@yahoo.com

TX

JUN 18--Dallas, TX (AA) Dallas Aero Summer Heat Site:
Samuell Hobby Park. Events: Saturday: 312, 313, Sport
Goodyear, Goldberg Race, Quickie Rat, Muffler Rat. Sponsor:
Dallas Model Aircraft Association #1902. CD: Mike Scott,
1111 Pack Dr., Hillsboro, TX 76645. Phone: 214-478-
6263(day) 214-478-6263(eve) E-Mail:
AntiSpambotMailto("98|126|128|122|104|120|132|137|137|70|
74|85|124|130|118|126|129|67|120|132|130")
MikeScott15@gmail.com WebSite: <http://www.DMAA-1902.org>

KS

AUG 13-14--Wichita, KS (AA) Air Capitol Control Line
Championships Site: Planeview Park, 2895 S. Oliver, Wichita,
Kansas. Events: Saturday: Scale Racing (Class II), Quickie
Rat, Goldberg Race. Sponsor: Wichihawks #315. CD: Kevin
Seaton, . . Phone: 316-775-3427(day) E-Mail:
kevin.seaton@att.net Flying Begins at 9 AM. Registration
closes at 9AM

NM

AUG 20-21-- Albuquerque, NM (AA) High Desert Control
Line Fiesta. Site: Maloof Airpark. Events: NCLRA Fox Race,
NCLRA Super Slow Rat Sponsor: NM Coalition of CL
Addicts #4323. CD: Richard L. Perry, 427 Live Oak Lane NE,
Albuquerque, NM 87122. Phone: 505-263-0763(day) 505-
856-7008(eve) E-Mail: tailhooker@comcast.net WebSite:
<http://www.nmcccla.org>

MIDWEST DISTRICT

IN

JUL 04-08--Muncie, IN (AAAAA) 2009 U.S. National
Championships Site: AMA National Flying Site. Events:
* 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: Class I Mouse
Sponsor: AMA/NCLRA # . CD: Bob Whitney, 456 Garvey
Road S.W., Palm Bay, FL 32908. Phone: 321-676-0554(day)
E-Mail: f2cracer@aol.com WebSite: <http://www.NCLRA.org>
(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.

NORTHEAST DISTRICT

NJ

MAY 01--Middlesex, NJ (A) Racing Site: Mountainview
Park. Events:
315 - 1/2A scale Racing (COX ONLY)
1 oz Goodyear
Clown Racing - NCLRA
Clown Racing - Sportsman
Sponsor: South Jersey Aeromodelers #434. CD: Phil Valente,
1523 Ulster Way, West Chester PA 19380. Phone: 610-692-
6469(day) E-Mail: phil_valente@millipore.com

NJ

JUN 05--Middlesex, NJ (A) Racing Site: Mountainview Park.
Events:
317 - AMA Scale Racing
Fox Race - NCLRA
Clown Race - NCLRA
Sponsor: Middelsex Modelers #423. CD: Brian Silversmith,
86 Kingsland Rd, Monmouth Junction, NJ 08852. Phone: 732-
274-8945(day) E-Mail: phil_valente@millipore.com

NJ

JUN 26--Middlesex, NJ (A) Racing Site: Mountainview Park.
Events:
312 - AMA Slow Rat
1 OZ Goodyear - SJAM rules
Clown Race - Sportsman
Sponsor: Middelsex Modelers #423. CD: Brian Silversmith,
86 Kingsland Rd, Monmouth Junction, NJ 08852. Phone: 732-
274-8945(day) E-Mail: phil_valente@millipore.com

NJ

JUL 17--Middlesex, NJ (A) Racing Site: Mountainview Park.
Events:
315 - 1/2A scale Racing (COX ONLY)
Foxberg
Clown Racing - NCLRA
Clown Racing - Sportsman
Sponsor: South Jersey Aeromodelers #434. CD: Phil Valente,
1523 Ulster Way, West Chester PA 19380. Phone: 610-692-
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NJ

AUG 21--Middlesex, NJ (A) Racing Site: Mountainview Park.
Events:
312 - AMA Slow Rat
FOXBERG - MM Rules
Clown Race - Sportsman
Sponsor: Middelsex Modelers #423. CD: Brian Silversmith,
86 Kingsland Rd, Monmouth Junction, NJ 08852. Phone: 732-
274-8945(day) E-Mail: phil_valente@millipore.com

NJ

SEP 25--Middlesex, NJ (A) Racing Site: Mountainview Park.
Events:
315 - 1/2A scale Racing (COX ONLY)
2 Oz Big Goodyear
1 Oz Goodyear

Sponsor: South Jersey Aeromodelers #434. CD: Phil Valente,
1523 Ulster Way, West Chester PA 19380. Phone: 610-692-
6469(day) E-Mail: phil_valente@millipore.com
NJ LogNumber: 134

OCT 16--Middlesex, NJ (C) Racing Site: Mountainview Park.
Events:

WARBIRD - MM Rules

FOXBERG - MM Rules

Clown Race - Sportsman

Sponsor: Middlesex Modelers #423. CD: Brian Silversmith,
86 Kingsland Rd, Monmouth Junction, NJ 08852. Phone: 732-
274-8945(day) E-Mail: phil_valente@millipore.com

NJ

OCT 30--Middlesex, NJ (A) Racing Site: Mountainview Park.

Events:

312 - Slow Rat

2 Oz Big Goodyear

FOXBERG

Sponsor: South Jersey Aeromodelers #434. CD: Phil Valente,
1523 Ulster Way, West Chester PA 19380. Phone: 610-692-
6469(day) E-Mail: phil_valente@millipore.com
NJ LogNumber: 131

NOV 13--Middlesex, NJ (A) Racing Site: Mountainview Park.

Events:

312 - Slow Rat

WARBIRD

FOX Race

Sponsor: South Jersey Aeromodelers #434. CD: Phil Valente,
1523 Ulster Way, West Chester PA 19380. Phone: 610-692-
6469(day) E-Mail: phil_valente@millipore.com

SOUTHEAST 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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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/>



CL Racing – July 4-July 8

Monday, July 4

**Rat Race
NCLRA Clown Race**

Tuesday, July 5

**Slow Rat Race
Super Slow Rat/Fox Race**

Wednesday, July 6

**Scale Race
NCLRA Quickie Rat**

Thursday, July 7 F2C

NCLRA F2CN

Friday, July 8

**Mouse I (Does not appear on AMA NATs
schedule. Will be flown.)**

NCLRA Banquet: Wednesday evening, site TBD.

PLEASE PRE-ENTER!

Level of AMA support is based on number of pre-entries