



*New Super Slow Rat by Bill Bischoff
A Brodak and a rubber band!*

*Torque Roll Issue #102
June 2012*



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

To:

PRESIDENT'S COLUMN- BOB WHITNEY

This will be my last column as the NCLRA PREZ , sorry it couldn't have ended under better circumstances. I have enjoyed my time as overseer of this group and want to thank all who helped along the way.

If agreed on by the members, we have had three very able people step up to lead us forward: Melvin Schuette, Les Akre, and Dave Rolley. They will need everyone's help.

We have had little or no response for our request of help for this year's NATs and time is getting short.

On a very serious note. By now most of you know AMA, NCLRA and myself received papers in the mail saying that we were being sued by one David Wallick for slander by myself BOB WHITNEY while representing NCLRA and AMA. I have not heard back from AMA but NCLRA and myself BOB WHITNEY have obtained the services of one of the better Attorneys in Dade County, Evelyn Merchant AKA my sister. As of now, all that has happened has been the threat letter sent by Mr. Wallick's attorney. No lawsuit has been filed in any court, despite what you may have read or been told in other places. We don't know how far this will go, only time will tell.

On a lighter note ,it looks like we will have a good turnout for the Bluegrass World cup. I don't know about speed but we have reservations from four or 5 countries including the Zalp group from the Ukraine . It is unbelievable what they have to go through to get out of their country.

The Brodak contest will be coming up before the NATs and they are finally asking us to come fly with them. Dave Hallas and I will be going up to give it a try, come join us.

Thanks to all,

BOB WHITNEY , THE PREZ

TREASURER'S REPORT - DAVE McDONALD

Account Transactions
NCLRA

3/31/2012 – 6/2/12

Date	Category	Credit	Debit	Balance
Balance as of 6-2-2012				4,230.22
6-2-12	Transfer from Pay Pal			
		104.17		4,334.39

Respectfully Submitted
Dave McDonald

NATS NEWS

Here is the schedule for CL Racing at the NATs:
July 16-20, 2012

Monday July 16

F2C
NCLRA F2CN

Tuesday July 17

Slow Rat
Super Slow Rat - Fox Race

Wednesday July 18

Scale Race
NCLRA Quickie Rat
1oz GY

Thursday July 19

Rat Race
NCLRA Clown Race

Friday July 20

Mouse I
B T/R

As you know from the last issue of the *Torque Roll*, the person who had agreed to be the Event Director for this year's NATs decided to not to fulfill that agreement. Consequently, we have been left in the lurch. We asked for others to volunteer with the same offer that was made (and accepted) by our original ED: come and run the NATs and all proceeds after expenses for the trophies for the unofficial events will be yours to spend as you see fit.

Unfortunately, no takers. As a result, we will not have an over-all Event Director, but will have directors for each day. We have volunteers for Monday, Thursday and Friday. We still need volunteers for Tuesday and Wednesday. **If you're available on either of those days, let me (Bill Lee) know asap and we'll get your name on the list.**

Also be reminded that there will not be a NATS NCLRA banquet this year. The annual NCLRA business meeting (required by the NCLRA Bylaws) will be held on Sunday afternoon, July 15, at 4p.m. at the McCool Racing site.



<http://www.bluegrassworldcup.com>

Organizer

The Southern Kentucky Model Aero Club (SKYMAC) invites you to participate in the 2012 Bluegrass World Cup. The first ever American world cup in F2A and F2C.

Date

October 19-21, 2012

Contact

General Inquiries

bluegrassworldcup@gmail.com

Registration

Registration will be handled through our online form at

<http://www.bluegrassworldcup.com>

Registration fees will be \$75USD, or €50 euros per entry in F2A, and per competitor in F2C.

BBQ/Banquet

There will be a catered BBQ meal on the field Friday evening, and a Banquet at the National Corvette Museum on Saturday Night. Both are included in the entry Fee for competitors. The BBQ meal will be \$9, and the banquet will be \$16 for friends and family.

Rules

Competition will be held under current FAI sporting code and regulations.



Area Attractions

There are lots of fun things to do in Bowling Green and the Surrounding areas. Bowling Green is home of the Corvette, and the National Corvette Museum is a great place to spend an afternoon learning about the history of the Corvette, and viewing showroom quality Corvettes from the past and present.

The longest cave in the world is also located just minutes from Bowling Green, in Mammoth Cave, Ky. Mammoth Cave National Park is a great place to visit to see the natural beauty of Kentucky, and take a cave tour deep underground.

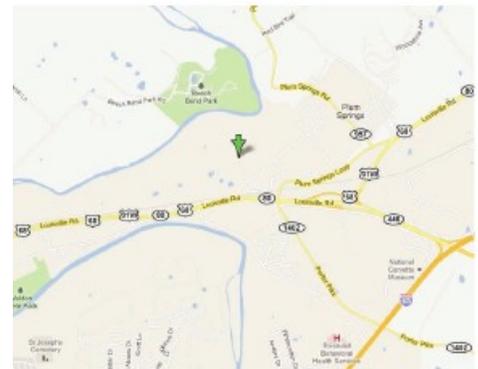
Location



SKYMAC

Southern Kentucky Model Aero Club
185 North Graham
Bowling Green, KY 42101
<http://skymacrc.com>

GPS N 37° 00' 48.12"
W 86° 32' 40.68"



Accommodations

CAMPING Free in the club site

HOTEL



165 Three Springs Road
Bowling Green, KY 42104
1-270-843-3200

generalmanager17874@wynhg.com
<http://www.baymontinns.com>

Baymont Inn offers a 10% SKYMAC discount.

Incentives for Foreign Competitors

SKYMAC will be offering travel vouchers to help offset the cost of travel from countries outside the North American continent of \$500USD per entry in F2A, and \$500USD per registered competitor in F2C. This will be paid out after completion of one round of flying.

Bluegrass World Cup for F2A and F2C

As you can see from the flyer above, We are having a world-class competition for speed and team race in Bowling Green, Kentucky, in mid-October. This is the first Open International FAI contest for Control Line that has ever been held in the United States and promises to be very exciting.

The term "World Cup" isn't just a title for a contest! Every year, contests around the world are nominated to be on the World Cup calendar of the FAI. Each country is allowed two such contests. (For large countries such as the United States, it's two contests per time zone.) At the end of the contest season, each person who competed in a World Cup event is awarded points based on how well he did in each contest, and a World Cup Champion is declared. Needless to say, it is a demanding effort that is



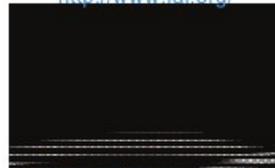
<http://www.bluegrassworldcup.com>



<http://www.skymacrc.com/>



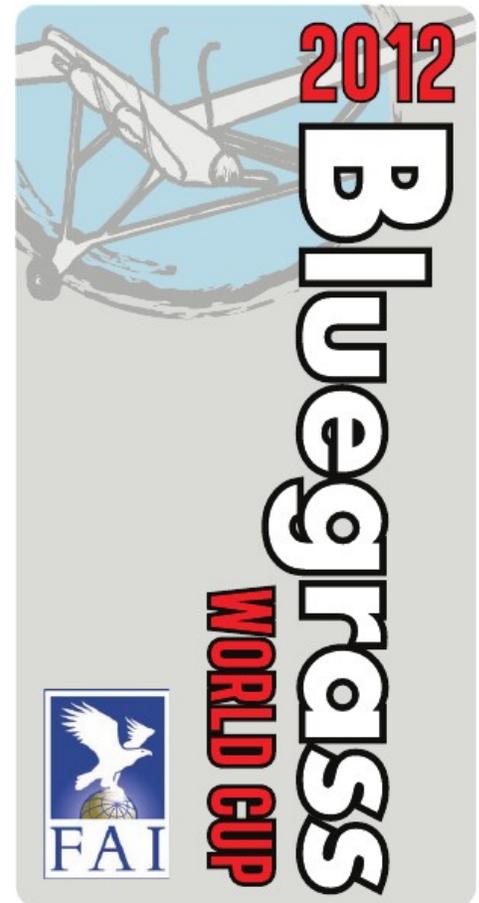
<http://www.fai.org/>



<http://visitbgky.com/>



<http://www.baymontinns.com>



Control Line F2A - F2C
October 19-21, 2012 Bowling Green, KY

needed, but the reward is to be named a world champion.

The planning for this event has been going on for over a year, and as you can see, the host club is very serious about bringing the foreign competitors that will make this a successful event.

We need volunteers from the racing community to help. The club will provide man-power, but as you know, having an experienced person in a crew makes the effort a lot smoother and the results more reliable.

If you would like to help, contact me, Bill Lee. Anybody that helps will be provided with the Friday on-the-field barbeque and the Saturday banquet at the Corvette Museum.

This promises to be a great event!

NCLRA Elections

According to the NCLRA Bylaws, the offices of President, Vice-President and Secretary Treasurer are elected in the even-numbered years.

Nominations closed the end of April, and there has been one nomination for each office. You will find a ballot enclosed in this issue of the *Torque Roll* (or mailed directly if you do not receive the paper copy). Please vote, fold and seal, add a stamp and mail as the ballot is addressed.

Following are the nomination statements from each of the candidates.

For President: Melvin Schuette

Let me start by giving a heartfelt thank you to our current and past NCLRA officers for the work they have done for the NCLRA and its membership.

I know that some of you may be disappointed and just hoped that the NCLRA would just go away, but I, along with Dave Rolley and Les Akre feel that it is worth saving.

While Dave, Les and I have volunteered to become officers of the NCLRA at the time of my writing we are still looking for someone to be the newsletter editor and someone to be the webmaster of the web site if the membership decides to keep it in its current location. I have been told that the web site is paid up until around November.

I have been asked to give you some insight as to where I would like to see the NCLRA to go. To me the purpose of the NCLRA is to promote the building and flying of Control Line Racing model airplanes. The one thing that I would like to see is for the NCLRA to become a source of information, a place where you can find technical information along with rules for unofficial events, and a contest calendar for contests with racing events.

As of now we have a number of districts that do not have representatives. I feel that anyone who volunteers for a position should do so because they honestly want to do it and not because they have been pressured into doing it. I recommend that they stay vacant until someone volunteers or do we need the number of districts we now have?

The primary function of the NCLRA should be the promotion of C/L Racing. How do we get people flying racing at the local level. What events work at the local level, can these events work in other parts of the country? Will changing rules get people flying racing?

Even though the emphasis of the NCLRA is racing on the local level, we need to determine if as an organization we want to continue running racing at the nationals. The good thing about the NCLRA running racing at the nationals is that we say what events we want to run. The downside to it is we must also provide the event director. The NCLRA also gets the money collected from event fees and can choose to either pay the event director or put it in the treasury. If AMA takes back control of running racing at the nationals, AMA decides what events are run, and provide the event director. If AMA runs racing all entry fees will be turned over to the event director to distribute as they see fit.

We will need to determine before the Nats planning meeting if the NCLRA wants to continue running racing at the nationals and if so what events we want to fly. Traditionally the Nats planning meeting is held in September or October. If we do decide to continue running racing at the nationals, I will be the NCLRA representative at the planning meeting.

I strongly believe that just because you are an officer of the NCLRA doesn't automatically make you the event director at the nationals. If no one single person steps up and volunteers then I recommend that we ask for people who are willing to run one or more events. We can do what is being done at the 2012 Nationals: offer the event director a cash incentive. Or continue asking for unpaid volunteers.

There have been some ideas thrown around regarding the NCLRA the membership should consider. The NCLRA currently has enough money in the treasury to cover the cost of operating the NCLRA for over two years, should there be a moratorium on dues during this time period? That the newsletter be made available on the website for 30 days to the members before it is made available to the public after that. The NCLRA set up a forum on Yahoo, Delphi or stunt hanger for a place for

people to discuss topics pertinent to C/L Racing and to the NCLRA. It would have two sections, one public and one open only to members.

Other than the decisions regarding the 2013 Nationals we need to take our time and figure out exactly what changes we need to make to the NCLRA.

To those that will be attending the 2012 AMA Nationals I look forward to seeing you there. Those you that can't make it I look forward to hearing from you. My email address mbschuetter@cox.net.

For Vice President: Les Akre

It's been said in the past that doing the same thing over and over again, but expecting different results is the definition of insanity.

Let me put it to you bluntly, it is the intention of Melvin Schutte, Dave Rolley and myself to try and take the NCLRA to the next level. We have a plan.

If you read the campaign statements of Melvin And Dave, you will get an idea of the direction we wish to pursue, so I won't take up space relaying essentially the same information. We can't promise you that it won't be a bumpy ride as we work to implement this change, but we will try and make it as seamless as possible.

We believe it is racers, and racing activity that will determine the future need for the NCLRA. Control line racing does not exist because of the NCLRA, the NCLRA exists because of you, the Control line racer.

If you have a need for us, we will try our best to help or represent you in some way.

Gratefully, your Vice Presidential candidate,

Les Akre

For Secretary/Treasurer: Dave Rolley

I believe the NCLRA needs to shift its focus away from the current Nats and F2C primacy view. The Nats events exist at the top of a pyramid that is based in local participation. If there is no racing at

the lower levels, the top will cease to exist. Somehow the NCLRA needs to reach out to the local level to assist in the establishment, growth, and maintenance of racing throughout this pyramid.

The primary tool to achieve this support is communication about racing across the nation. In most organizations communication has historically been accomplished by a newsletter. In modern times this communication is shifting to websites and social media.

The path forward for the NCLRA should be through its web presence. Except for items dealing with the internal management of the NCLRA (finances, officer deliberations, internal member discussions, etc) the web presence should be completely open to all who desire to visit. If we continue to publish a newsletter, perhaps the current newsletter is available to members for some period to the membership before being released for general consumption.

The NCLRA should:

- 1) Have the calendar for all racing events in the country. Yes, we have a contest calendar but for some reason it seems to be under utilized.
- 2) Become the clearinghouse for all racing rules used in the country. This is different than managing or controlling the rules.

For example, suppose someone wants to attend the August contest in Wichita KS. What are the rules for the Wichita flavor for Foxberg? There should be a link to the contest announcement in the calendar. BTW, the Wichita rules are on the current NCLRA web site. Can you find them?

This gives the NCLRA an opportunity to work with the local groups to help standardize the form of the rules nationwide. That way the structure of local rules don't confuse folks.

- 3) Work to adjust the AMA and NCLRA racing rules to reflect the events being flown around the country. Right now there are 7 AMA events and 6 NCLRA events. Many of these events are not run except at the Nats. It is time to prune the events to match the events being flown across the country. If

we want new people to attend the Nats we need to offer the events they are flying.

4) Continue to manage the racing events at the Nats. This does not mean the president is automatically the event director for all events. We do need to spread the load.

5) Increase NCLRA membership:

The AMA SIG rules require SIG membership be updated annually. That does not mean folks have to pay dues annually, but that they join for a finite period of time and the membership is reviewed annually.

It appears that we have approximately \$4,000 in the treasury at this time. The current expenses of the organization are the newsletter, the web site, and the trophies for the unofficial events at the Nats. In the past the NCLRA has offset some of the expenses associated with attending the Nats planning meeting for its representative. The organization's expenses have been around \$1,000 per year for a number of years. With some adjustments the current treasury could carry the organization for something like 4+ years. Shifting the newsletter completely to electronic delivery and adjusting the unofficial Nats events could offer substantial savings.

With adjustments in the organization's outlay, the NCLRA could declare a dues holiday from Nats 2012 through Nats 2013 to see if the direction of the NCLRA can be changed and the officers can demonstrate progress on the goals outlined above. This would eat into the current treasury but could bring benefits into the future with an increase in dues paying members when dues need to be re-instituted.

Along with the dues moratorium, the NCLRA needs to reach out to prior members as a starting point for increasing participation in the organization and hopefully in racing.

Per the bylaws, this proposal on a dues moratorium has to be voted on at the Nats annual meeting.

6) Update NCLRA web presence:

The current webmaster has indicated a desire to step aside. The current hosting agreement would need to be reviewed and understood by the officers and the new webmaster. The offer has been made to transfer the existing website to a new webmaster. Assuming some period of transition the website should remain operational while the changes outlined above are incorporated.

The recommendation has been made that the NCLRA consider setting up an affinity group on a site like Yahoo Groups as either an interim, permanent, or supporting mechanism for the NCLRA web presence. It has also been suggested that working with an existing control line discussion site (Barton or Stunt Hangar) might be appropriate.

I believe a three prong approach to the NCLRA web presence is appropriate. First, the organization should consider a separate forum mechanism for the discussion of organization business. Such a forum would require NCLRA membership for participation. Second, a discussion racing discussion group should be established. It should be made clear that the topic is racing, not NCLRA politics. This position should be enforced. Third, there needs to be an information sharing mechanism that does not require NCLRA membership.

I think a Yahoo Groups approach for the core NCLRA membership web presence with the racing discussion group on Stunt Hangar plus some variation of the current website for general outreach probably makes the most sense. Robert Storick (sponsor of Stunt Hangar) has indicated that membership in the site can be obtained by contacting him directly via email. (check: <http://stunthanger.com/smf/index.php?topic=11145.0> for the requirements to register) That would provide a public racing discussion forum without the requirement for the NCLRA to set something up and manage it. The NCLRA internal discussion forum would be the Yahoo Group. The website would provide public access to the resources provided by the NCLRA to support racing in the USA.

7) Increase participation in NCLRA operations beyond the officers:

The new officers can not do all that has been outlined above by themselves. We don't have all the skills required nor all the time required to accomplish the tasks necessary to reach the goals of reviving racing in the USA. The key to achieving these goals is your participation. We need your assistance to move forward with these changes. If we share the work among many hands we can achieve our goals without any individual feeling like they had to give up their hobby for the good of the hobby.

Our current newsletter editor has decided to step aside. So we need a new newsletter editor.

We need folks to take on the role of district representatives

We need folks to contribute articles to the newsletter

We need someone to take on the role of webmaster for the NCLRA web site.

Consider creating the following roles:

Technical advisor role similar to the one in NASS to provide critical analysis of rule proposals and other technical issues as they arise.

Web presence coordinator to keep the web presentation consistent across the various resources used to provide the NCLRA web presence

Contest coordinator to keep the calendar (and its links) up to date

Rules coordinator to keep the rules (and their links) up to date

This is the direction I think the NCLRA should be headed. If you agree, then VOTE!

Results for the 2012 DMAA Spring Warm up / Gene Hempel Memorial, Speed, Racing & Carrier 04-28- & 04-29 AMA Sanction # 12-0221

Saturday's weather was windy South 20 to 25 mph with 30 mph gusts, high 86 degrees.

Sunday was windy to south 15 to 20 mph, high 90 degrees.

There were two racing events flown on Saturday, Texas Quickie Rat and (SSR) Super Slow Rat due to the wind conditions.

Super Slow Rat (JSO) 100 laps

1st Bill Lee 5.36.06

2nd Richard Oliver 6.19.31

3rd Dale Gleason 7.30.34

Texas Quickie Rat (JSO) 140 laps

1st Bill Lee 6.19.53

2nd Bill Bischoff 8.00.86

3rd Phill Dunlap 8.24.72

Fast Jet

1st Dave Layman 184.35 mph

2nd Patrick Hempel 182.29

NASS Sport Jet

1st Patrick Hempel 146.16 mph

2nd Mike Fiske 144.06 mph

3rd Dave Layman 137.98 mph



Bill Bischoff and Dale Gleason flying --- something



“Muffler” Rats – TQR with Jett 30 and muffler. Venturi restricted to approximate TQR speeds

Orientation of the hole in a spray bar

In the June 1982 issue of *Model Aviation*, I wrote the following in my CL Racing column. Now, 30 years later, the topic arises time and time again: what is the "best" orientation for the hole in the needle valve body relative to the flow of air through the venturi? Perhaps the following echos from the past will help.

Regards,

Bill Lee
May, 2012

Recently I read an item in one of the specialty newsletters that claimed some fantastic gains could be made in the ability of a venturi/needle valve to draw by placing the hole in the side of the needle valve body in a particular position relative to the throat of the venturi. Since some of our racing events require suction fuel systems, I decided that I would see if I could duplicate the numbers given. Well, I couldn't. Upon investigation and a talk with the author of the item, I learned that the numbers he had printed were incorrect but that *some* gain could be had. But how much?

In order to measure this effect, two test items were needed: a reliable source of suction to draw air through the venturi, and a means of accurately measuring the draw created on the needle valve. The first item was provided by a piece of rubber hose of about .325 i.d. into which the venturi was inserted. This was then attached to my shop vacuum so that a *portion* of the air inlet to the shop vac was through the rubber hose. In order to measure the draw of the needle valve/venturi, I rigged up a water manometer. This is a simple device that any high school physics class can explain. It was made from a length of large diameter polyethylene tubing that I bought at a hardware store. (I suppose a piece of fuel line would also work.) This tubing was about four ft. long and was mounted to a board in the shape of a "U." I filled the tubing about half-full with water and noted that the level of the water was the same on both sides of the "U." I connected a piece of fuel line to the top of one of the legs of the "U" and ran it to the needle valve inlet. As I drew air through the venturi with the shop vac, the water in the attached leg of the manometer rose a

certain amount. With this setup, you can measure the effects of such things as venturi size, shape, and (as we were doing here) the effect of where the hole in the needle valve is in relation to the throat of the venturi.

In my testing, I clamped the venturi (I was using a K&B venturi) in a vise on my bench so that I could rotate the body of the needle valve while the shop vac was running. While rotating the body I could watch the suction being created on the needle valve by watching the level of the water in the manometer rise and fall.

I got some interesting results. With the hole in the body pointed straight downstream, I observed a vacuum on the manometer. As I rotated the body through about 90°, I found that the draw on the needle valve changed very little—as long as the hole in the body was anywhere downstream from perpendicular to the venturi throat. But as I rotated the body so that the hole was right at 90° to the air flow, I found a very small area where the venturi action on the hole in the needle valve increased strongly! Using a K&B venturi with a .375 throat, and a K&B universal needle valve assembly, I found an increase in draw of 13.6%. Then I tried a K&B venturi with a .345 throat and the same needle valve assembly and found a 16.2% increase.

Now what does this all mean? In those events which require a suction system, it might mean the difference between being able to draw fuel through a given venturi or not. Or it might mean being able to use a larger venturi for more power! In any case, it is an advantage to be used.

How do you go about getting this advantage? I believe you will have to do it by setting the needle valve body position in the venturi in the same way I did in my testing. I found that the additional draw appeared in a very small rotational angle, and I doubt anybody would be able to hit it "free hand." Once you get the needle valve body into the venturi and rotated to the point of maximum draw, you should tighten it down good, recheck the position, and then *leave it alone!* When installed in the engine, you should be getting the maximum draw the venturi is capable of producing.

One other item I found interesting was the comparison of the draw of the .375 vs. the .345 venturi. I believe the venturi shape is the same since they are both factory stock units, and they certainly look the same to the eye. The .345 venturi has a 29% smaller effective cross-sectional area with the K&B needle valve than

the .375 venturi. The difference in drawing ability was nearly 45%! If I hadn't made the test and read the answers myself, I would never have guessed that there would be that much increase. Learn something new every day. The next effort will be to try and evaluate some venturi shapes. If anybody out there has some pet ideas or theory that they would like to share, let me know, and we'll give 'em a try.

NATIONAL RECORDS

SLOW RAT

Op (70 laps) 3:01.52 Jim Gall/ Les Akre 7/04/11
 (140 laps) 6:17.59 Russ Green/ Bill Lee 7/07/09
 (no Jr or Sr record)

½ A MOUSE I

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 II

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) 6:43.80 Fisher/Wilk 7/07/11

F2CN (NCLRA RULES)

100 Laps 4:14.84 Bill Lee/ Russ Green 7/07/11
 200 Laps 8:54.66 D. Hallas/Whitney 7/07/11

"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.) 167 Laps Les Akre/ Dave Hull 07/05/11

NCLRA TEXAS QUICKIE RAT

Op (70 Laps) 3:04.28 Jim Holland/Bill Cave 7/14/05
 (140 Laps) 6:07.01 John McCollum/Bill Lee 7/14/05

NCLRA SUPER SLOW RAT

(100 Laps) 5:14.30 Bill Lee/Russ Green 7/05/09

CONTEST CALENDAR

NOTE! Confirm all contest details with Contest Director! NCLRA cannot be held responsible for errors or omissions! This calendar is compiled from data collected at the NCLRA website nclra.org. Members can log in there and submit contest details. All contest information must first be posted to the web site.

2012 FAI World Championships for Control Line Model Aircraft Pazardzhik, Bulgaria 25 Aug to 01 Sep Good luck to the U.S. Team!

NORTHWEST DISTRICT

None

SOUTHWEST DISTRICT

WHITTIER NARROWS SCHEDULE

June 16-17

Bill & Bev Wizniewski Memorial Speed and Racing
All speed events including electric, 301-310 & 606-607 + perky & NASS Sport Jet & C Speed.
Racing events Sunday only: Mouse I, Clown, SCAR GY, & F2CN
Speed ED: Howard Doering h.714-638-4937 c.714-394-5304
Racing CD: Ron Duly 818-843-1748

Sept 15-16

Wayne Trivin Memorial Speed and Racing
All speed events including electric, 301-310 & 606-607 + perky & NASS Sport Jet & C Speed.
Racing events Sunday only: Mouse I, Clown, SCAR GY, & SSR
Speed CD: Joe Brownlee h.714-895-1857 c.714-393-1940
Racing ED: Ron Duly 818-843-1748

Oct 13-14

Virgil Wilbur Memorial Speed and Racing
All speed events including electric, 301-310 & 606-607 + perky & NASS Sport Jet & C Speed.
Racing events Saturday F2CN, F2C, SSR
Sunday only: Mouse I, Clown, SCAR GY, & TQ
Speed CD: Howard Doering h.714-638-4937 c.714-394-5304
Racing ED: Don Burke 951-679-0349

Dec 1-2

TOYS FOR TOTS Speed and Racing
All speed events including electric, 301-310 & 606-607 + perky & NASS Sport Jet & C Speed.
Racing events Clown, SCAR GY, SSR, Musciano race (Mouse I rules, Musciano designs only)
Entry fee: 1 new unwrapped toy, approx value \$10-\$20.
Racing CD: Jed Kusik 714-669-0205
Speed ED: Howard Doering h.714-638-4937 c.714-394-5304

NORTH CENTRAL DISTRICT

None

SOUTH CENTRAL DISTRICT

TX

JUN 16--Dallas, TX (AA) Dallas Aero Summer Heat Site: Samuell Hobby Park. Events: Saturday: 313, Sport Goodyear, Goldberg Race*, Super Slow Rat*, Quickie Rat, Muffler Rat** Sponsor: Dallas Model Aircraft Association #1902. CD: Dale E. Gleason, 6003 E. Lone Oak Rd., Valley View, TX 76272. Phone: 940-637-2169(day) same(eve) E-Mail: N42222@ntin.net WebSite: www.dmaa-1902.org
*-Shutoffs permitted, not required, cannot be used during the race
**-Demo event only

KS

AUG 11-12--Wichita, KS (AA) AIr Capital Control Line Championships Site: Planeview Park, 2895 S. Oliver, Wichita, KS. Events: Scale Racing(Class II), Scale Race, Goldberg Race. Sponsor: Wichihawks # . CD: Kevin Seaton, . . Phone: 316-775-3427(day) E-Mail: Kevin.Seaton@att.net

NM

AUG 18-19--Albuquerque, NM (AA) High Desert Control Line Fiesta. Site: Maloof Airpark. Events: NCLRA Fox Race, NCLRA Super Slow Rat Race. Sponsor: NM Coalition of CL Addicts #4323. CD: Richard L. Perry, 427 Live Oak Lane NE, Albuquerque, NM 87122. Phone: 505-856-7008(day) same(eve) 505-263-0763(other) E-Mail: tailhooker@comcast.net WebSite: <http://www.nmccla.org>

MIDWEST DISTRICT

AMA NATIONALS- MUNCIE INDIANA

Monday July 16

F2C
NCLRA F2CN

Tuesday July 17

Slow Rat
Super Slow Rat – Fox Race

Wednesday July 18

Scale Race
NCLRA Quickie Rat
1oz GY

Thursday July 19

Rat Race
NCLRA Clown Race

Friday July 20

Mouse I
B T/R

BOWLING GREEN KENTUCKY

The 2012 Bluegrass World Cup, presented by SKYMAC, will be held October 19th, 20th, and 21st at Stahl Field located in beautiful Bowling Green, Kentucky. See website <http://bluegrassworldcup.com/index.html> for details.

NORTHEAST DISTRICT

Middlesex 2012 Racing Contest Schedule

June 3 - AMA Scale Racing, NCLRA Fox Race, NCLRA Clown Race. CD: Jim Gall 973-546-2099

June 24 - 1 oz Goodyear- S/J Rules, Quikee Rat, 25 Slow Rat. CD: Al Ferraro 908-256-4553

August 26 - .25 Slow Rat, Foxberg- M/M Rules, Sportsman Clown- M/M Rules. CD: John Ross 908-722-4961

October 21 - Foxberg, Warbird, Sportsman Clown- M/M Rules. CD: John Waskiewics 908-755-1646

Site: Mountainview Park – Route 28 – Middlesex Boro, NJ (Behind Middlesex High School)
Further information: Contact Brian Silversmith- President at 732-274-8945

2012 South Jersey Racing Schedule

July 1 – Clown Racing-Sportsman, Clown Racing-NCLRA, 1.2A Scale Racing(COX Only), Fox Race. CD: Phil Valente 1523 Ulster Way, West Chester, PA 19380 610-692-6469

August 12 – 1 oz Goodyear, 2 oz Big Goodyear, 1.2A Scale Racing (COX Only). CD: Phil Valente 1523 Ulster Way, West Chester, PA 19380 610-692-6469

August 30 – 2 oz Big Goodyear, Foxberg, Slow Rat. CD: Phil Valente 1523 Ulster Way, West Chester, PA 19380 610-692-6469

November 4 – Slow Rat, Warbird, Fox Race. CD: Phil Valente 1523 Ulster Way, West Chester, PA 19380 610-692-6469

November 18 – Clown Racing-NCLRA, Foxberg, Clown Racing-Sportsman. CD: Phil Valente 1523 Ulster Way, West Chester, PA 19380 610-692-6469

Contest site: Mountain View Park, Middlesex, NJ

SOUTHEAST DISTRICT

None

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<http://www.NCLRA.org/>
