

**From: National Control Line Racing Association
Melvin Schuette P. O Box 240
Auburn, KS 66402**



TO



**Torque Roll Issue #103
August 2012**

PRESIDENT-Melvin Schuette

To My Fellow NCLRA Members,

Hello, I'm Melvin Schuette, the new President of the NCLRA. Not so long ago I graduated from college with an associate's degree. When I started my college career the thought of having to write anything would scare me, and if you told me that I had a three page paper due in the next sixty days I would panic. By the end of my college career if you told me the same thing my response would be no problem I'll get it done this weekend. Then why am I sitting here wondering what to write. Most of the writing I have done since school has been my monthly president's column in my club's newsletter. There it is easy to write about who was seen out at the flying site flying what, report about the last contest we went to, or talk about the latest project I'm working on. But here, most of my writing will be about an abstract idea, which is what I have difficulty writing about. In the near future we will have to start talking about what changes we need to make to the NCLRA. The one thing I can tell you for certain is that neither I nor the other officers can do everything by ourselves. This is your organization and we will need your help to keep it going.

We are still are looking for people to fill some important positions within the organization. We need a newsletter editor and a web master, and there are also a number of districts without representatives.

This year at the nationals we had a number of people volunteer to runs the different events. This allowed people both the chance to compete on those days they wanted to compete, and a chance for someone else to compete while they ran the events they weren't entered in. I want to thank Dave McDonald, Jim Ricketts, Jim Bradley, and Bill Lee for taking turns at being an event director. I am certain that the rest of the contestants would like to thank them also.

I am not sure why, but the entries in racing were down this year at the Nationals. Not just a little, but noticeably down. The small turnout did not diminish the quality of the racing. The entire US F2C team chose to use the Nationals as a practice session before going to Bulgaria. I wish them well and know they will make us proud.

It was also nice to see Jim Ricketts after a long absence from the Nationals. Unfortunately this will more than likely be the last time Jim will be at the Nationals. Jim has decided to retire from competition and decided to come to the nationals one last time. He will retire as the 2012 Goodyear National Champion in a very close race.

Jim beat out Steve Eichenberger by 1.56 seconds. I know that if sometime in the future Jim decides to come out of retirement, he will still be a force to be reckoned with.

This Year's Nationals also saw the return of the Biscuits and Gravy racing team comprised of Bill Bischoff and Mike Greb. A new team to emerge on the National racing scene is the TSG (Two Stunt Guys) team which is made up of Richard Oliver and Dale Gleason. Both Dale and Richard have been competing at the Nationals for a number of years up on the L pad in Stunt, but have teamed up to fly together in the Super Slow Rat event.

Muncie Indiana along with a lot of the rest of the country was extremely hot during the week of the Nationals. The only day when heat wasn't a factor was Friday, which happened to be Mouse day. A storm came through Thursday evening, and Friday morning was quite a bit cooler and drizzling. The sun did come out and dry out the circle in time to get Mouse done.

This year's High Point Trophy award went to Bill Lee, while Jim Bradley was awarded the Sportsmanship Trophy.

There are two upcoming contests that should be of interest to racing enthusiast. November 19-21 is the 2012 Bluegrass World Cup in Bowling Green Kentucky for F2A and F2C. Check out the bluegrassworldcup.com web site for more information.

The 2012 Rebel Rally will be held on November 10th and 11th in Starka Florida. Scheduled events are Fox Race, Super Slow Rat, 25 Slow Rat, Clown, F2cN, and F2C. For more information contact Mike Schmieder at 904-371-4995 or by email at mas23@comcast.net.

Maybe we should consider making the contest calendar part of the newsletter?

I will be attending the 2013 Nats Planning meeting on September 15. The schedule for 2013 will be set at that time.

Melvin

The results for the 2012 AMA C/L Racing Nationals are:

F2C	200 Lap
1st Dave Fisher	6:43.59
2nd Dick Lamabert	7:05.31
3rd Dave Wallick	119 Laps
F2CN	200 Lap
1st Bill Lee	8:31.98
2nd Dave Wallick	9:02.31
Goodyear	70 Lap
1st Jim Rickets	3:14.48
2nd Steve Eichenberger	3:15.94
3rd David Betz	3:33.27
1 Ounce Goodyear	140 Lap
Jim Gall	8:33.83
Slow Rat	140 Laps
1st James Gall	6:44.00
2nd Steve Eichenberger	7:44.28
3rd Jim Bradley	3:29.64 (70 Laps)
Super Slow Rat	100 Lap
1st Bill Lee	3:35.06
2nd Bill Bischoff	5:42.06
3rd Mike Greb	6:17.30
Rat	70 Laps
1st Steve Eichenberger	3:19.50
2nd David Betz	7:35.22
Quickie Rat	70 Laps
Bill Lee	3:08.22
Bill Bischoff	3:23.59
Mike Greb	3:29.19
Mouse 1	100 Laps
1st Bill Lee	4:48.20
2nd Melvin Schuette	11:06.94
Clown 7:30	Laps
1st Bill Lee	167
2nd Jim Bradley	153
Fox Race	
1st David Betz	33 Laps.

SOUTHEAST - Jim Bradley

The Southeast had a fair number of flyers at the control line racing NATS. Jim DeMeritte and myself were there flying Slow Rat, Clown, Super Slow Rat, and TQR. In F2C we had the teams of Lambert / Fluker, OK Tom's from Texas but that's close enough, and the Perkins /Albright team from Florida. There were only 5 F2C teams there. Our, the United States, team was there to practice. I won't rehash the results as most everyone who is interested followed the day to day racing on the AMA NATS News site.

The total number of racing contestants was down but then again the whole control line NATS, except for combat, entries were down from last year. Most lacking were pilots for racing and this resulted in mostly 2 up racing.

We need to get more of the younger people into racing if racing it is going to survive. To be competitive in racing requires a lot of time a bucks. Younger people may have the time but not the bucks. Here is where our mostly older group of racer can step in. Find a younger person who is interested in getting into racing, try stealing them from combat as combat fliers make good pilots, and offer them a deal. Since you are going to contest anyhow trip cost are fixed regardless if it you by your self of you take someone to talk to. These younger people don't have to be teenagers and actually one in the 20's and 30's are perfect. They also may have young kids of there on so we can later start having more father-son, or daughter, racing teams. Not all will stay with it for a lifetime but some will. Besides if we don't get some new people in to racing now there won't be anybody left to talk about us when we are gone.

The Rebel Rally control line racing contest is coming up in November on the 10th and 11th. The entry blank may be in this issue. The CD is Mike Schmieder and you can reach him at mas23@comcast.net. This is a good time to come to Florida for a visit. It has cooled off and the site at Starke will easily support 2 circles for racing, one official and 1 practice. If you plan to extend you stay it is a good time to go to the attractions as the crowds are not at the parts yet. If you are a history buff then St. Augustine is a great place to visit and it's only about 1/2 an hour away from Starke.

At the NATS I spoke to a few people about how could we come up with an electric racing event. Most thought electric motors wouldn't work in control line racing. How would you "pit" them was the biggest question. Maybe we should look a redefining what racing would

be without pit stops. As a beginner event it has a lot going for it. Starting an engine is no longer an issue. The rules could be we would race for a certain number of laps. After all the idea is to get people into racing so the emphasis should be on the flying end. The modeling world is going electric so we might as well consider how we could incorporate it into control line racing. I am planning on building and electric powered Clown for a starting. It would also be a good model to try and get some younger people into control line. Anybody want to talk about it?

FROM THE EDITOR – Les Akre

After this past election, I find myself wearing two hats, one as the Vice President, and now one as the newsletter editor. We are still actively looking for a full time editor. However, until someone is found, I will try and produce something worth reading but I will need your help. We need your articles to publish! I'm sure that everyone has something they can contribute. If you find that you don't have time for a big detailed article, don't worry, it doesn't have to anything elaborate, just a few paragraphs about a new model or design, or maybe some tips on making model construction easier in certain areas. Pictures of your latest greatest new racing model will gladly be accepted, and engine articles are always welcome. So please try and contribute something, after all, it is the first of the objectives in our bylaws.

We are also still looking for someone to take over the duties of webmaster for the NCLRA Website. Bill Lee has decided he would like to free up some time to pursue other interests so we need an interested party to step up very soon. Bill has agreed to continue to operate the website until someone is found, but to be clear, he does not want to do this full time anymore.

As you all know, the NCLRA has a new slate of officers and they campaigned to change of the direction of the organization. Well, now it's the members turn. The president has mailed out a ballot to all the members. If you haven't already, please fill this out as honestly as possible and return in the provided envelope. This information will be used to gauge the membership's direction for the organization.

Lastly, I would like to thank everyone in the North Central District who supported my efforts as district representative these past several years, and look forward to the challenges in my new roles.

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 and other published sources. Members can log in to NCLRA.org and submit contest details.

NORTHEAST DISTRICT

Oct. 21 Foxberg, Warbird, Sportsman Clown John Waskiewics CD

All events held at Mountainview Park - Route 28 - Middlesex Boro

(behind Middlesex High School) Contact: Brian Silversmith, President

(732) 274-8945

South Jersey Racing Schedule

Nov. 4 Slow Rat, Warbird, Fox Race Phil Valente CD

Nov. 18 Clown Race, Foxberg, Sportsman Clown Race All contests held at

Mountain View Park Contact: Phil Valente 610-692-6469

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

MIDWEST DISTRICT

OCT 19-21--Bowling Green, KY (AA) 2012 Bluegrass World Cup Site: SKYMAC Club Field, Bowling Green, KY. Events: F2A, F2C Sponsor: Southern Kentucky Model Aero Club #1158. CD: Bill Lee, 601 VZ County Road 4815, Chandler, TX 75758. Phone: 903-852-5599(day) same(eve) 903-288-6029(cell)(other) E-Mail: Bill@WRLee.com

WebSite: <http://www.bluegrassworldcup.com>

FAI World Cup competition. Pre-entry required (see website). On-site barbeque Friday and banquet at the Corvette Museum Saturday included in entry fee

SOUTHEAST DISTRICT

The 2012 Rebel Rally will be held on November 10th and 11th in Starka Florida. Scheduled events are Fox Race, Super Slow Rat, 25 Slow Rat, Clown, F2cN, and F2C. For more information contact Mike Schmieder at 904-371-4995 or by email at mas23@comcast.net.

SOUTH CENTRAL DISTRICT

OCT 06-07--Houston, TX (AA) Houston Columbus

Controlline Championships Site: Scobee Field. Events:

Saturday: Foxberg Racing, Texas Quickie Rat, Super Slow Rat. CD: Frank Williams, 15410 Park Estates Lane, Houston,

TX 77062. Phone: 281-488-1371(day) 281-488-1371(eve) E-Mail: lonestar_77062@yahoo.com

(100 Laps) 4:22 Ryan&Gibeault 7/15/99

SOUTHWEST DISTRICT

WHITTIER NARROWS SCHEDULE

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

All events are AMA sanctioned. Membership is available on site. All pitmen must wear protective headgear while racing and during practice. Before you set out on a cross-country trek, verify the event date and location have not changed.

NATIONAL RECORDS

SLOW RAT (.25 engine)

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 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

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) 6:43.80 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 (.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.) 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



Clown Race - 1st Bill Lee, 2nd Jim Bradley



Rat Race – 1st Steve Eichenberger 2nd Dave Betz



Mouse Race – 1st Bill Lee 2nd Melvin Schuette



AMA Scale Race – 1st Jim Ricketts, 2nd Steve Eichenberger, 3rd Dave Betz. Jim Gall on right with his 1oz. Scale Race entry.



Fox&SSR Entries



The battle for the center in F2C

Nats Photos - Courtesy Melvin Schuette

REBEL RALLY 2012



Bradford County Fairgrounds * Starke Florida - November 10th and 11th, 2012
Sponsored by the: Jacksonville Flying Rebels "Class - A"
AMA Sanction No. 12-2050

Contest Director: : **home: (904) 743-4317 / cell: (904) 703-8104** E-Mail:
mas23@comcast.net

Entry Fee: \$10.00 1st Event, \$10.00 2nd Event, \$10.00 for 3rd Event, etc.
 2012 AMA License Required.

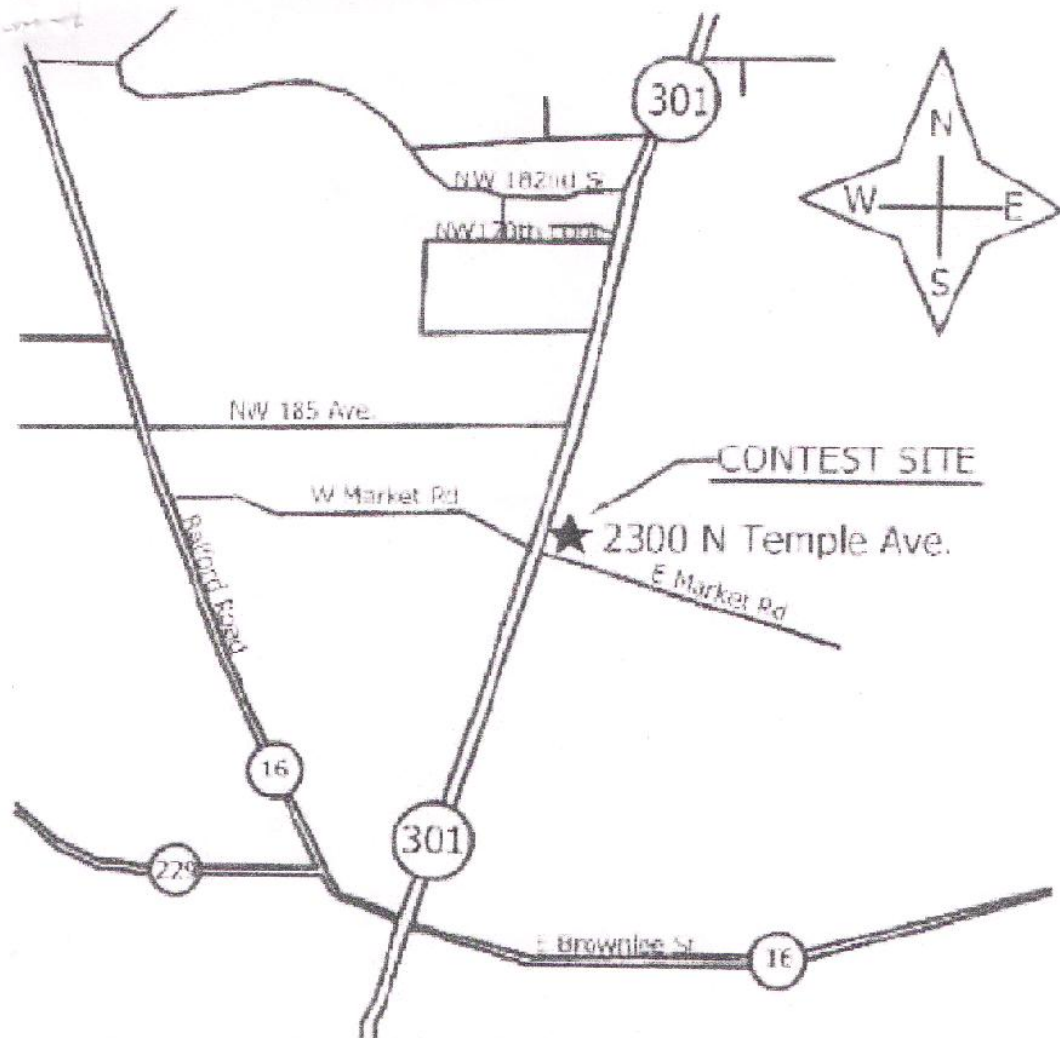
Rules: All Events Will Be Conducted According To The Most Current Edition Of The
 Appropriate Rules (i.e. AMA, FAI, NCLRA)

<u>Saturday 11/10/12 9:00 AM</u>	(Unless there are insufficient entries in a particular event, events will be flown in the order listed below, each day. If this order presents a hardship, please advise the Contest Director during the initial Pilot's Meeting each day. All consideration and accommodation will be made.)	<u>Sunday 11/11/12 9:00 AM</u>
Racing - Cash awards 1 st , 2 nd and 3 rd place to be 50%, 35% and 15% respectively times 50% of each event's entry amount.		Racing - Cash awards 1 st , 2 nd and 3 rd place to be 50%, 35% and 15% respectively times 50% of each event's entry amount.
<u>RACING</u>		<u>RACING</u>
Fox Race & Super Slow Rat (if enough entries) **		Texas Quickie Rat (TQR) **
25 Slow Rat (if enough entries) **		F2CN – 3rd heat & Finals
Clown Racing **		F2C – 3rd heat & Finals
F2CN – First 2 heats		
F2C – First 2 heats		

** - as per this NCLRA rule-set: <http://www.nclra.org/Rules/SlowRat/index.html>

For additional event information contact:

Mike Schmieder
 5390 Emerald Reef Court
 Jacksonville, FL 32277
Home: (904) 371-4995
Cell: (904) 703-8104
Work: (904) 357-4814 (it is OK to call me at work)
mas23@comcast.net



CAUTION: PLEASE OBSERVE SPEED LIMIT SIGNS AND
 DRIVE SAFELY THIS IS A SMALL COUNTRY TOWN
 NO ALCOHOL IS ALLOWED ON CONTEST SITE

motels close to contest (on HWY 301)

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f2cracer@aol.com



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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/>