

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



TO



Photo Courtesy Tom Knoppi

A GROUP OF “B” CLASS TEAM RACERS AT A CONTEST IN VANCOUVER B.C. CANADA SOMETIME IN THE 1960’s. LONG TIME TEAM RACER TOM KNOPPI’S AIRPLANE IS ON THE FAR LEFT.

**Torque Roll Issue #107
April 2013**

PRESIDENT-Melvin Schuette

To My Fellow NCLRA Members;

In my Composition class I learned that writing your first paragraph defines what your article is about and the rest of what you write supports what you said in the first paragraph. Unfortunately I don't have a lot to say about one topic most of the time, so I sort of ramble along jumping from topic to topic, such as this month's article.

Some of you, those who have attended the AMA Nationals in the past should have already received an entry form in the mail, but if you haven't and are planning on attending this year's Nationals you can go to AMA's Web Site at <http://www.modelaircraft.org> and under the Competition and Events tab you can find entry forms for both the official and unofficial events. If you plan on attending the nationals and only plan on entering unofficial events you will have to register as a Mechanic in order to compete in unofficial events. Entry fees for unofficial events will be collected on site the day of the event. The cost of unofficial event entry is \$15.00 per event.

When I first started attending the nationals it meant something if you were good enough to place in an event at the nationals, besides the trophy you got bragging rights for a year. Some of the hardest fought races I saw were in Scale Racing. You really weren't anybody unless you won Scale Racing at the Nationals. Sometimes I get the feeling that people see the AMA Nationals just like another local contest. I would like to see the Nationals return to the elite contest that it once was.

To me placing at the Nationals means something, and the trophies are what I can show others of my accomplishments. Currently the number of trophies that are given out in each event is determined by the number of pre-entries in the event. The cutoff date for pre-entry is June 15th, so I ask that if you are planning on attending the Nationals this summer that you pre-enter, so we can get the trophies that are due the contestants that earn them. In events that do not have enough entries to qualify for three trophies and we have at least three entries in an event I propose that the NCLRA pay for the trophies to third place. The NCLRA receives the event entry fees collected by the AMA for the official events, the money from the event fees would be used to cover the cost of the additional trophies.

Traditionally The Annual NCLRA Meeting has been held at the Sirloin Stockade, but I am taking suggestion

of an alternative locations. To date I have only heard from two members as to where we want to hold the annual meeting. We have one person wanting to hold it at a Chinese Restaurant that has a buffet and two votes (one is mine) for pizza ordered in to the Education Room at the AMA Museum. I will be making the reservations at the end of April, so if you plan on attending the Nationals and the meeting let me know where you would like to have the meeting.

Since the time that the vote was taken to change the line lengths in Clown Racing at the Nats, I have been thinking about C/L racing in general. When I first started flying racing at the local level, at the contests I would attend they would hold Class I Mouse, Scale racing, Slow Rat, and two unofficial events. Most of the time there would be four or five contestants in each event, now days we are lucky to have 3 entrants per event and Class I Mouse is the only official event flown. I still feel, especially at the Nats that the number of unofficial events dilutes the importance of official events, yet I can see the importance of unofficial events. Yet I have to ask myself why the unofficial events are so popular? Is it because of the reduced cost of equipment in unofficial events? Is it because the planes are simpler to build? Or is it because the planes are easier to fly? In most cases the rules for unofficial racing events are such that it puts everyone on an equal playing field. The rules two local clubs use for a version of Fox Racing requires that the entrant must be the pilot. Yet we can use the same plane without any modifications in Dallas, but the contestants can be the pitman. One advantage to the unofficial events is that the rules can be written to meet the desires of the local people easily, and if need be can be changed just as easily, while the process of changing rules for official events takes two years. Then how do we get people interested in flying the official racing events on the local level and at the Nats. Do we dumb down the rules for the official events? I hope not. The first thing we have to do is get people interested in flying C/L model airplanes, then get them interested in racing. How do we do it, I don't know. The most important thing is that we do what we have to do to keep it going, to have it available in the future.

Hopefully you have been able to get some building done over the winter. I know unfortunately I haven't, I still need to make a tank for my Clown (I've tried, but haven't got one done the way I want it done) and hopefully I will have my Quickie Rat back together before a contest at the end of April.

Melvin

SOUTHEAST DISTRICT – Jim Bradley

No flying going on here in central Florida since before the first of the year. There has been some nice days but usually it has been windy and/or chilly. Most everyone seem content to just getting their stuff ready for the summer and a few are talking about the NATS.

We are still talking about trying to hold a small racing contest this spring but it may just turn out to be an open test and racing session. That's better than nothing. It is important to try and keep as many people involved in racing as possible. Hopefully this will keep the spark going until we can get a fire started again and start building up racing again.

One "find" I have made in the last few months has been the O.S. #1/#15, OS part number 21181902, needle valve assembly. It is used on one of their RC carburetors which is unimportant to us. What makes it usable to us is its configuration. If you want use a venturi with a pee tube fuel feed this assembly will work just fine. As a side benefit the depth the pee tube in the venturi can be easily adjusted. I have found it on E-bay and Tower Hobbies also stocks it. You can also go to www.shop.vendio.com/rossienginesusa and find it along with some Rossi venturi's. If you have trouble with that link just Google SG Model Engines.



Northeast Representative- Phil Valente

Not a lot happening here in the Northeast. The "Sandy" storm which hit the end of October closed our access to Mountain view Park.

The field was not damaged but they used the parking lot to hold debris from the storm.

They recently advised us that we can resume activities.

On Sunday March 10 the Middlesex Club held its annual brunch.

I have attached a picture of the cake. The club was incorporated in 1961 and is 50+ years old.

A good time was had by all.



From The Editor

Phil's Column got me thinking that a great way to promote Racing locally, would be to publish a feature article in each issue on local Control Line racing Club's and their history. If anyone would like to have their club showcased, then write a feature about your club and it's history, Include some pictures and anything else you might consider important (ie. famous or well known club members etc.) and I will see it gets published.

Think of it as free advertising for your club.



2013 Bluegrass WORLD CUP

Welcome to BluegrassWorldCup.us! Here you can find information about the 2013 Bluegrass World Cup, the second year of America's F2A and F2C World Cup adventure!

The 2013 Bluegrass World Cup, presented by SKYMAC, will be held October 18th, 19th, and 20th at Stahl Field located in beautiful Bowling Green, Kentucky. This three day event will be limited to 21 entries in F2A, and 21 Teams in F2C.

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.

Registration fees will be \$75USD per entry in F2A, and per competitor in F2C. This will include a catered BBQ meal on the field Friday evening, and a Banquet on Saturday Night. The BBQ on the field Friday will be \$9, and the banquet will be \$16 for friends and family.

Please visit the website to view the tentative schedule, and register for competition at the 2013 Bluegrass World Cup!



<http://www.BluegrassWorldCup.US>

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

2013 RACING SCHEDULE

South Jersey Aero Modelers

28-Apr

1 OZ GOODYEAR

1/2A SCALE RACING (cox only)

CLOWN RACING-NCLRA

CLOWN RACING-SPORTSMAN

CD PHIL VALENTE 16155

30-Jun

FOXBERG

RACING-NCLRA CLOWN

CLOWN RACING-SPORTSMAN

1/2A SCALE RACING(COX ONLY)

CD PHIL VALENTE 16155

28-Jul

1 OZ GOODYEAR

2 OZ BIG GOODYEAR

1/2A SCALE RACING - COX ONLY

CD PHIL VALENTE 16155

29-Sep

2 OZ BIG GOODYEAR

FOXBERG

SLOW RAT - NEW .25

CD PHIL VALENTE 16155

03-Nov

SLOW RAT - NEW .25

WARBIRD

FOX RACE

CD PHIL VALENTE 16155

17-Nov

FOXBERG

CLOWN RACING-NCLRA

CLOWN RACING-SPORTSMAN

CD PHIL VALENTE 16155

CONTEST SITE: MOUNTAIN VIEW PARK "MIDDLESEX, NJ"
COME OUT AND ENJOY CONTROL LINE RACING.

INQUIRES.....CALL or write PHIL VALENTE
1523 ULSTER WAY "WEST CHESTER, PA 19380
(610) 692-6469

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

APR 19-21--Portland, Oregon (AA) Jim Walker Memorial Spring Tune-Up Site: Delta Park. Events: Racing Event: NW Sport Race. CD: Dave Royer, 2435 NE 84th Ave, Portland, OR 97220. Phone: 503-946-6824(day) E-Mail: droyer@comcast.net Other events include: Speed, Carrier, Combat, and Aerobatics Contest sponsored by Northwest Fireballs

MAY 24-26--Eugene, Oregon (AA) Northwest Control Line Regionals Site: Eugene Airport. Events: Racing: Mouse I, NW Sport Race, NW Flying Clown, NW Super Sport Race. CD: Mike Hazel, Po Box 505, Lyons, OR 97358. Phone: 503-871-1057(day) same(eve) E-Mail: zzclspeed@aol.com WebSite: flyinglines.org Other events: Speed, Carrier, Combat, Scale, Aerobatics

SEP 21-22--Salem, Oregon (A) Salem Speed & Racing Site: Salem Airport. Events: Racing Events: NW Sport Race, NW Super Sport Race, Sportsman Clown Race Sponsor: Western Oregon Control Line Flyers #3464. CD: Mike Hazel, Po Box 505, Lyons, OR 97358. Phone: 503-871-1057(day) same(eve) E-Mail: zzclspeed@aol.com NW Sport race will also allow O.S. 25 LA engines, contact C.D. for Sportsman Clown Race rules. Contest also features speed events

MIDWEST DISTRICT

OCT 18-20--Bowling Green, KY (A) Bluegrass World Cup for F2A and F2C Site: Stahl Field, Bowling Green, KY. Events: FAI Open International World Cup for F2A and F2C Sponsor: Southern Kentucky Model Aero Club #11158. CD: Bill Lee, 601 VZ County Road 4815, Chandler, TX 75758. Phone: 903-852-5599(day) 903-288-6029(C)(other) E-Mail: Bill@WRLee.com WebSite: <http://www.BluegrassWorldCup.US> Pre-registration required, see the website.

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

APR 27--Dallas, TX (AA) DMAA Spring Warm-Up - Gene Hempel Memorial. Site: Dallas Samuell Hobby Park. Events: Mouse I, Fox Goldberg, Sportsman Goodyear, Super Slow Rat, Texas Quickie Rat 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: www.DMAA-1902.org

JUN 15-16--Dallas, TX (AA) Dallas Aero Summer Heat Site: Dallas Samuell Hobby Park. Events: Tentative schedule, all of the usual "suspects": Mouse I, TQR, SSR, Sportsman Goodyear, Fox Goldberg. Other events in other disciplines, check out the DMAA website Sponsor: Dallas Model Aircraft Association #1902. CD: TBDL, TBDL, TBDL. Phone: TBDL(day) Contest Data will be updated when club makes later plans.

SOUTHWEST DISTRICT

April 13-14 Bill Nusz Speed & Herb Stockton Racing Memorial

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Racing Sunday only, events include: NCLRA Clown, SCAR Goodyear, Quickie Rat & Cal 15 Rat

June 1-2 Bill and Bev Wisniewski Speed and Racing Memorial

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Racing Sunday only, events include: NCLRA Clown, Super Slow Rat/Fox Race, Mouse I & F2CN

September 14-15 Wayne Trivin Memorial Speed and Racing

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Racing Sunday only, events include: SCAR Goodyear, Quickie Rat, Formula Unlimited & Mouse I

October 12-13 Virgil Wilbur Memorial Speed and Racing

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Saturday Racing events include: F2CN, Super Slow Rat/Fox Race, Formula Unlimited & NCLRA Clown

Sunday Racing events include: Mouse I, SCAR Goodyear & Quickie Rat

December 7-8 Toys For Tots Speed & Racing

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Racing Sunday only, events include: SCAR Goodyear, Super Slow Rat/Fox Race, Musciano Log Racing & Quickie Rat

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
(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) 6:43.32 Fisher/Wilk 7/16/12

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

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Apply for membership by mailing annual dues of \$20.00 to the Secretary/Treasurer at the address on this page. Make checks out to the order of "NCLRA" and be sure to provide the correct address for receiving the newsletter.

USING PAYPAL-To pay dues with PayPal, first log in to your Paypal account, then send dues to; Treasurer@NCLRA.org

Note that a \$.90 (\$1.10 for foreign membership) surcharge is added for the PayPal charges.

OR VIA THE WEB: Membership renewal can be easily done via the NCLRA web site at

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