

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



TO



Pitman tries to mimic landing Clown Racer at the 2013 Virgil Wilbur Memorial Contest.

**Torque Roll Issue #113
April 2014**

PRESIDENT-Melvin Schuette

To My Fellow NCLRA Members;

Well winter is finally turning into spring. How many of you took advantage of the cold windy weather to get some building done? I had a number of new projects I wanted to get started and some that I wanted to make some changes to.

I only managed to put the finishing touches on a Clown Racer. The only thing I have left to do is to make up a set of lines and then test fly it. It will be powered by a front intake rear exhaust OPS .15, I picked up from Billy Hughes.

By now you should have received your 2014 Nats entry form. If you plan on attending the Nats, I highly recommend that you enter before the cut-off date. Even though there are no late entry fees in C/L Racing the number of trophies given out in each event is determined by the number of trophies awarded in the event. AMA does not guarantee three trophies per event. They do awards to more than three places if the number of entries is enough to meet the guide lines set by AMA for the number of trophies determined by the number of contestants. Last year the NCLRA paid \$270 for official (AMA rulebook) event trophies to guarantee a trophy thru third place in all official events; while taking only \$290 from official event fees.. Because there is no late fee in C/L Racing some of the contestants decided to wait until they got the Nationals to enter. If these contestants had pre entered AMA would have provided three trophies for just about every event at no cost to the NCLRA.

At the 2013 NCLRA the membership decided they wanted to go one plaque for each contestant with a plate with that listed the year, the event, and the place. However, when I checked on the cost of this style of trophy the cost would be between \$50 and \$75 per plaque. Our initial cost would be between \$700 and \$1000. It would take us too long for the savings to offset our cost to make it practical. The people I have talked to about the unofficial event trophies have told me that most of them have put their trophies away in boxes. Then we must ask ourselves what type of trophies do we want to award for unofficial events. I will do some future checking on the different cost of trophies.

With regards to the NCLRA Clown Racing event, some have asked why we went to the longer (sixty-foot) lines. The line length rule change was brought about, because the performance level of the event at the Nat's had become quite difficult for most of the pilots to fly comfortably three up for fifteen minutes. Changing the line length was the easiest way to gain the desired results. We could have changed the motor, but knowing the time and money people have invested in their current equipment any rule change would have met with a large amount of opposition.

When I first started competing in C/L racing the two contests I attended offered AMA Scale Racing and Slow Rat. Now, the only official racing event being flown is Class I Mouse. Besides Mouse, here in central part of the county the most popular racing events are Fox Berg and Sport Goodyear (1

Ounce Goodyear). The version of Sport Goodyear has been flown around here long before I started competing in the early eighties. Our version allows the use of any plain bearing .15 or the Fox .15 BB. At first the plain bearing Fox was the engine of choice, but with recent changes in the Fox 15BB it has become the predominant motor. Unfortunately the Fox has had a reputation of late of not all engines are created equal. To answer the problem with the Fox, the Dallas group has decided to allow the Magnum or ASP 15. Planes using either of these two engines must use external controls to compensate for the better performance of these engines. Following what news has come from Dallas there is a good number of people building planes for the new motors.

I have come to the realization at we are all getting older. We are losing pilots all too fast. We have to ask ourselves, what are we going to do to keep racing going? I do not know the answer.

Melvin

SOUTH WEST - Ron Duly

Jed Kusik – Showed up at a recent club meeting with a modified Brodak Bearcat. Normally a carrier model, he clipped its wings to be a racer. Styled like the Rare Bear. A modified FP 25 engine turns an 8x5 prop around 20K. He filled the hollow leading edge with insulating spray foam. The engine is mounted by compression bars rather than bolts so he can switch engines as needed."

Stuff From Paul Wescott, Roving Reporter, CL Racing Report Feb 2014 !!

I like control line racing. I'm not really sure why. I'm pretty sure that when I was a kid and on one or two of those rare occasions when my dad drove me "someplace" to watch an organized event I got to see some racing and I got hooked. I don't know what it is about watching two or three pilots in the center circle at the same time, doing the dance, faster plane passing over the top of the slower plane, faster pilot walking behind the slower plane's pilot and raising his control handle over the slower plane's pilot's head. Then every now and then one of them runs out of fuel, and glides around the circle to where their pitman is waiting. The pit man catches the plane, refuels the tank, hooks up the battery, re-starts the engine and off she goes pit-stop completed. Some pit stops take just a few seconds and are really a sight to see.

Or sometimes the hapless pit man flips, and flips, and flips, and nothing at all happens. That's the breaks if your engine of choice won't start/re-start when it's hot. But aside from failed re-starts I find that it's a really fun event to watch. It's like NASCAR but the kind that anybody can join in. Jed Kusik and his daughter Krystina race all the time.

Watching Krystina pilot and dance with two great big “old-guys” and especially how successful she is at it, is one of the things that keeps my own daughter Leanna interested in this hobby.

That and Leanna and Kristina were both in October so in 2012 there was a cake and ice cream party on Virgil Wilbur race day, and in 2013 when Leanna and I were unable to make the event, the wonderful members very generously pitched in to provide Leanna with a gift card." !

CL racing is not really all that fast, from the outside looking in anyways. But to hear some of the experts who fly in the faster classes tell it, it's VERY fast. Fortunately no one has to walk very far. Some of the planes get to do some real traveling. A plane on 52-foot lines flying a 200 lap final travels a little over six (6) miles. But assuming the pilot walks an 18-inch circle then he/she only walks about 900 feet (300 yards or three football fields). OK this is where someone checks my math and “assumptions” and chimes in with how wrong I am. Anybody? Bueller?

Bueller?" !

One really great thing about racing is that in order to participate you don't have to be the pilot if you don't want to. If you don't feel like learning to fly simultaneously/cooperatively with one or two other pilots, or if just the thought of flying a full 10 or 15-minute race makes you dizzy, there is usually someone else available to pilot. If you like building, or if you like engines, or both, just build a plane and show up." !

My daughter Leanna has flown my (our) second-hand mouse racer for a few practice solo-flights. She likes it better than the other 049's she has flown (Skyray, Lil Wizard, etc.) because it is smooth and steady as a rock. It is small and fairly heavy because it doesn't have to do stunts. It just has to fly fairly level and cut through the occasional breeze. It has an elevator smaller than a postage stamp, but it has plenty of control authority when needed, more than enough to go up and down 10 feet or so to pass or be passed by another plane. We flew several flights on a breezy day once with no troubles at all. Interesting story; Leanna was drafted to be the pit “man” for another pilot flying a mouse, and she did pretty well. Even more interestingly, Leanna says she would rather pit than pilot. Go figure. I think she's trying to get me out in the middle more often, at the same time that I'm trying to get HER out there. This should be interesting.

I would like to see more of the general membership of the Knights come out and watch the racing events, maybe help out with timing or pitting, definitely participate in the group LUNCH and the venerable swapping of the stories. Right now there are only two (2) stunt events on the current calendar. But there are six (6) racing events. The one in October is a 2-Day event held in the memory of the late Virgil Wilbur. The December event is the Toys for Tots event where a toy is accepted as the entry fee. Also at the December event, the mouse races are converted to Hollow Log racing. Instead of high-tech speed machines like Larry's speed demon fabricated out of nothing but carbon

fiber and Helium, the airplanes must be Walter Musciano-style hollow log-type designs reminiscent of the good old days. You have GOT to see Jed Kusik's ME-109 if you think a hollow log can't be competitive. And John Wright also has one that shows up regularly, I think it's an Enterprise kit but I can't think of the name, it may not be pretty, but it's pretty fast!

It's easy to get involved. The first step is watching. The second step is timing, just volunteer or stand around within 20 feet of the pilots meeting and get drafted, it happened to me that way. You must be able to operate a lap-counter-clicker with one hand, and the start-stop button of a stop watch with your other hand, your choice of which hand does which. It's that easy. Even I can do it. You click the lap counter (just pretend that you're a bouncer at a night club and you're counting pretty girls as they go inside) every time the plane passes the starting line. When the lap counter gets to 50, or 100, or 200, whatever is slated for that race, you stop the stopwatch and give it to the CD for recording. The third step is your choice.

Pick a racing class and then: buy, borrow, steal, or build a plane. Show up and fly it. Or show up and have someone else fly it and you can be pit man. After that just keep coming back for more."

A personal note: There are only a few people who still show up for the races. Honestly CL racing is teetering on the edge of dying. I think most of the guys who still race know that fact. They have been through years of people pushing their airplanes and skills to the limits as it should be. Unfortunately they have also been through years of people pushing the RULES to the limits (Rule Mechanics). I am told that lots of people tried CL racing and left, and that lots of people have a “bad taste in their mouth” from making an honest attempt to participate and compete, only to be pushed out by the super-serious competitors, guys who spend a ton of money on exotic (fast) engines, or who bend the rules so their airplane/motor is faster. I don't think that this is still the case. The guys who still race have been making a serious attempt to include more people in racing. Classes are being flown with Fox 35's, definitely NOT a high-dollar race motor. Another popular engine is the Magnum 15 XL which cost me \$60 brand new when there was a sale and the SCAR members made sure I knew there was a sale. And mouse racing or even hollow-log racing most guys could put together a plane AND a cox reed-valve for about \$60. The preferred motor there is the Cox Black Widow. I think it would be kind of fun to have a whole passle of Larry Renger Customized Black Widow-powered mouse racers competing together." !

So come out and watch. Or run a clicker and a stop-watch. And talk-the-talk. Meet some new controlliners or catch up with a few you haven't seen for a while. Buy some sanding blocks or fuel shutoffs from “Dirty Dale”.

Enough said.

From the workshop of Doug Mayer

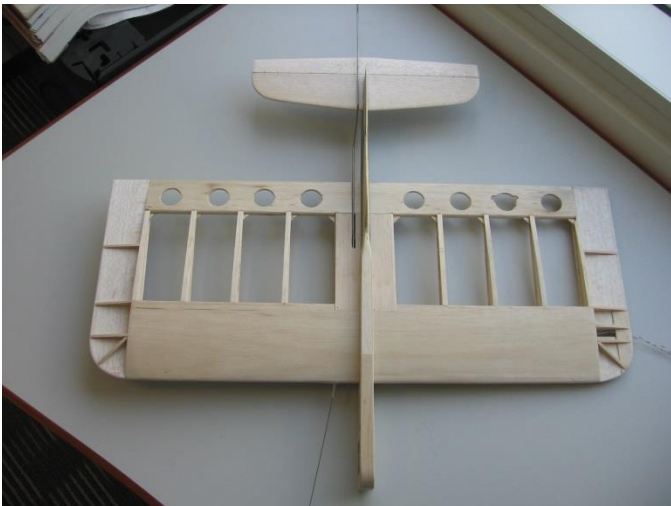
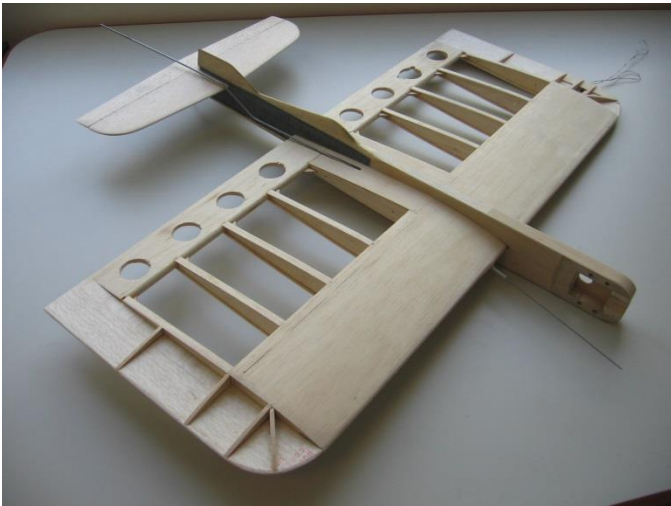
Coming to a SCAR contest near you!!

The Retro Baby is a modified Vulture made Famous by its entry into Fox Racing by my old partner Mike MacCarthy. I won Fox Race at NATS in 2003? I don't remember which year, with a Vulture.

The Vulture was just so ugly, that I couldn't force myself to build another one.

This new Retro Baby is based on the Vulture's basic dimensions and plan layout, but I added a flair of style to be reminiscent of Mike's [glassy winged] Sharpshooter AMA Slowrat.

I'll bring it along for show & tell in April, and I'll be ready to race at the June Contest.



Doug Mayer's New "Retro Baby" Fox Racer, Soon to be covered up.

SOUTH CENTRAL - Bill Bischoff

It's already April, and another contest season is fast approaching. If you've got your new racer(s) ready, good for you. How about sending a picture or two? If you're still working, you'd better get busy! I had planned to have a new Sport Goodyear Polecat ready for Mike Greb by now, since these days Mike is spending most of his time working on F2C equipment for us. Unfortunately, a prop mishap left me with a couple of stitches and a cracked bone in my right thumb, putting my building activities on hold temporarily. It's actually healing quite nicely, and I am still able to fly with no problems. I may be back in the shop by the time this issue hits the street. Then there's the two new Super Slow Rats, then the new Quickie Rat, then.....

Since there's currently not a lot of activity in the district to report on, here's an article about fuel tanks.

SUCTION UNIFLOW TANKS FOR RACING

In this article I will describe the tank design I use in events such as Super Slow Rat, Sportsman Goodyear, and Fox Racing. This tank has several attributes which are quite desirable in racing.

First, even though this is a uniflow tank, it is not necessary to cap the overflow for flight. Like any uniflow tank, the fill/vent tube is positioned so it will be covered by the fuel until the tank is almost empty. Since this tank is wider at the front, the vent tube is located in the front outboard edge of the tank. Traditionally it would be at or near the bottom of the tank, but more about that a little later. Notice that the overflow tube also goes to the front outboard edge of the tank. Obviously, if it is to be the overflow, it needs to be at the top of the tank, but the fact that the overflow is also at the most outboard point in the tank, it acts as a "second" uniflow vent. Therefore, it is not necessary to cap it. However, it is essential that the ends of both the fill/vent tube and the overflow tube be above and inboard of the tank to prevent fuel siphoning.

A quick look at the tank installation photos should make this clear.

Second, this tank can "act" like a smaller tank for events a specific amount of laps per tank. For example, Fox race and Super Slow Rat require two pit stops in 100 laps, and shutoffs are not allowed. This means you need between 33 and 50 laps per tank. You don't want your tank to be too big OR too small, but if anything, a little too big is better. Let's say you are getting 55 laps. What if you had a way to partially fill your tank repeatably to the same amount, and not compromise your normal starting routine? Well, you can! Look at the picture of the tank on the Super Slow Rat. Notice that the fill/vent tube is installed about half way up the front outboard edge of the tank, rather than near the bottom of the tank. In "normal" operation, the height is unimportant. But what happens when you fill the tank through the OVERFLOW?

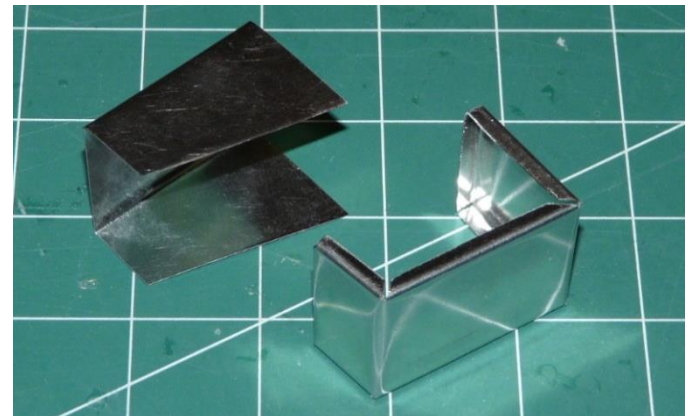
Once the fuel in the tank gets up to the level of the fill/vent tube, fuel squirts out of the tank just as if it were full. This means you can get a full tank of fuel, or a predictable, repeatably partial load

of fuel just by deciding which tube to squirt the fuel into. Then, all you have to do on race day is see how many laps you get on a full tank and how many laps you get on a short tank. Let's say 55 laps and 30 laps. If your pit man can do some simple math in his head, you can always get the right number of laps and pit stops. (In this case, I'd do 30/30/55 laps.) If all that makes sense to you, then let me back up a bit. Because your airplane sits tail down, the back end of the tank is always lower than the front. To get a true half tank of fuel, the fill/vent tube needs to actually be lower than the center of the tank at the front., maybe 1/3 of the way up. I also recommend putting short pieces of two different colors of fuel line on the fill and overflow tubes for easy identification during the race.



OK, now that I have covered the basic concepts, let's talk about building one of these tanks. Below is a chart with the dimensions for tanks for Fox Racing, Super Slow Rat, and Sportsman Goodyear. The width of the tank is dictated by engine used. The Fox Racing tank is designed for the Fox 35; the SSR tank is designed for the Brodak 25, and the Sportsman Goodyear tank is designed for the Magnum or ASP 15 with my venturi. The Fox Racing tank can also be used for the Fox 15 in Sportsman Goodyear. In any case, the objective is to get the outside edge of the tank about 1/2" outboard of the needle valve. This gives a good ground setting AND a good air setting.

The narrower the tank, the leaner you will need to be on the ground to get a good air setting. It is not unheard of to have to shim the tank outboard if it is a bit too narrow.



The tank body is constructed of two parts as shown. The dimensions can be adjusted for the other size tanks. I build my tanks out of K&S easy-solder tin plated steel from the hobby shop (K+S 254). I use regular rosin core tin/lead electrical solder, and extra paste flux as required. Note that all the tubes end just inside the tank where they are installed. The tank mounting plate is simply a rectangle of the same metal the tank is made of, soldered to the inboard side of the tank.

EVENT	HEIGHT	LENGTH	FRONT WIDTH	REAR WIDTH	CAPACITY
Fox	1.0 in.	1.75 in.	1.25 in.		
	.75 in.				.97 oz.
SSR	1.25 in.	1.625 in.	1.125 in.		
	.75 in.				1.06 oz.
SPT. GY	1.0 in.	1.375 in.	1.50 in.		
	1.125 in.				1.0 oz.

Hopefully, I have included enough information for you to be able to build your own tank. Feel free to contact me if you have any questions.

SOUTHEAST – Jim Bradley

Well here we are already into spring. That means the start racing season in most of the county. While here in Florida we should already have a racing contest behind us but we don't. We suffer from 2 major problems. The first one is the lack of a place where we can race and the second is a lack of racers. If either one wasn't a problem I think the other would solve itself. We need a place where we can have 2 racing circles.

We were close a few years back when the Mike Schmieder working with the City of Jacksonville was planning a new city recreational park that included not 2 but space for 6 paved circles and some grass circles along with all the support facilities, indoor plumbing, and permanently covered tables. It would have been a world class facility if it had gotten built but the economy collapsed and I guess it's been on hold ever since. Maybe someday it will still happen.

The Electric Clown project is still in the construction phase. Every time I think I have finally solved all the problems something new comes up but it is slowly getting worked out and work continues. The latest hang up was attaching the motor mount. I now have a lot more understanding of how much trouble you Mouse racers have that use the Cox engines must go through. It's a 3 dimensional problem as no longer do you just have to get the motor mount centered on a profile fuselage but you also have to insure you don't have any down thrust or up thrust or left thrust or right thrust built in. OK maybe a little right thrust is OK but you get the picture.

Well that's figured out and done so after the epoxy cures I'll know. The battery location has been figured out and it will be located in a compartment above the wing centered on the CG. This will allow me to try different batteries without changing the way the model flies. Some thought went into being able to change out the battery fast for pit stops but at this time that wasn't my major concern. If electric racing proves a viable event then we'll decide on some rules and even if pit stops are going to be part of the plan. Maybe some format similar to Drag racing might be better for electric racing with a double or triple elimination format.

If this first model works out my plan is still to have 2 models at the NATS this year to let people fly and race them after the contest flying is done for the day.

Hopefully the next Torque Roll issue will have pictures of a completed flying model and a flying report.

Jim Bradley
bmp4carbon@aol.com

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

MIDDLESEX MODELERS & SJAM 2014 RACE
SCHEDULE

April 27 One ounce Goodyear, 1/2A Scale Race, Sportsman Clown, 25 Slow Rat.

May 18 **Heavy Metal***, Sportsman Clown, Carrier

June 1 15 Rat Race, NCLRA Fox Race, NCLRA Clown, Super Slow Rat.

June 22 One Ounce Goodyear, Foxberg, Sportsman Clown

June 29 Foxberg, NCLRA Clown, Sportsman Clown, 1/2A Scale Race.

July 27 Foxberg, **Heavy Metal***, 25 Slow Rat, 1/2A Scale Race.

August 24 **Heavy Metal***, Foxberg, Sportsman Clown

September 28 Foxberg, **Heavy Metal***, 25 Slow Rat, Super Slow Rat.

October 5 **Heavy Metal***, Sportsman Clown, Carrier.

October 19 Foxberg, **Heavy Metal***, Sportsman Clown.

November 2 **Heavy Metal***, Fox Race, Super Slow Rat.
November 16 Foxberg, NCLRA Clown, Sportsman Clown.

***Heavy Metal** - This event has been designed to include all of our current or past racing planes in one event that better fits our needs and still provides an exciting racing competition. Provisional rules follow:
1. Aircraft requirements: Any plane that fits the current Slow Rat rules or larger. Examples: AMA Slow Rat, Warbird, 2oz Goodyear, Foxberg, Super Slow Rat.
2. Engines: Displacement of .21 to .40. No other requirements.
3. Control lines: .018 x 60' stranded cable
4. The Race: 100 laps with 2 pit stops
5. Speed Limit: 19 seconds for 7 laps If the speed is exceeded during a heat the contestant will forfeit that heat.
This event allows a very wide range of aircraft/engine combinations which should encourage much creativity in pursuit of the ultimate race time.

The rules state a plane of at least 300 square inches, however, because this is a new/provisional event for this season, we will allow other types to compete in order to evaluate their performance in this particular formula.

Example: A

Flying Clown with an NCLRA legal engine. In this case an engine from .19

down will be allowed to use .015 x 60' lines.

Contact Tom Schaefer for event details:

earthingbrush2@yahoo.com

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

Northwest Speed & Racing Championships June 27-29 2014 Salem, Oregon All AMA Speed classes, F2A, and Northwest Speed events.

Racing events include: Mouse I, Northwest Sport Race, Northwest Super Sport

Race, Northwest Clown, Northwest Sportsman Clown. Racing Sunday

Mike Hazel CD 503-871-1057 zzclspeed@aol.com

MIDWEST DISTRICT

AMA Nationals July 14-17 Muncie, Indiana

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

April 26th- Dallas, TX

Mouse I, DMAA Fox/Goldberg, DMAA Sportsman Goodyear,

NCLRA Super Slow Rat, NCLRA Quickie Rat
CD-Patrick Hempel (972)841-8766

May 24,25- Houston, TX Scobee Park

Mouse I, DMAA Sportsman Goodyear, NCLRA Super Slow Rat
 CD- Frank Williams (281)488-1371

June 14th- Dallas, TX

Mouse I, DMAA Fox/Goldberg, DMAA Sportsman Goodyear,
 NCLRA Super Slow Rat, NCLRA Quickie Rat
 contact Bill Bischoff (billbisch@hotmail.com)

August 30th- Dallas, TX

Mouse I, DMAA Fox/Goldberg, DMAA Sportsman Goodyear,
 NCLRA Super Slow Rat, NCLRA Quickie Rat
 contact Bill Bischoff (billbisch@hotmail.com)

October 11th- Dallas, TX

Mouse I, DMAA Fox/Goldberg, DMAA Sportsman Goodyear,
 NCLRA Super Slow Rat, NCLRA Quickie Rat
 CD- Bill Bischoff (billbisch@hotmail.com)

SOUTHWEST DISTRICT**Racing Calendar For 2014 at Whittier Narrows****February 9th – Lenny Waltemath Speed & Dennis**

Schauer Racing Memoria Events are NCLRA Clown, SCAR Goodyear, and Super Slow Rat/Fox Racing
 CD – Don Burke: (717) 329-1457

April 13th – Bill Nusz & Herb Stockton Memorial

Events are NCLRA Clown, SCAR Goodyear, Quick Rat and Cal 15 Rat
 CD – Joe Brownlee: (714) 895.1857

June 22th – Bev & Bill Wisniewski Memorial

Events are NCLRA Clown, Super Slow Rat/Fox Race, Mouse I, and F2CN Team
 CD – ?: (?) ??

September 14th – Wayne Trivin Racing Memorial

Events are SCAR Goodyear, Quick Rat, Formula Unlimited and Mouse I
 CD – ?: (?) ?

October 11 & 12th – Virgil Wilbur Racing Memorial

Saturday's events are F2CN Team, Super Slow Rat/Fox Racing, Formula Unlimited and NCLRA Clown
 Sunday's event are Mouse I, SCAR Goodyear, and Quickie Rat
 CD – Howard Doehring: (714) 638.4937

December 7th – 24th Annual Toys For Tots Racing

Events are SCAR Goodyear, Super Slow Rat, Musciano Log and Quickie Rat
 CD – ?: (?) ??

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

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 8:37:10 Wallick/Brozo 7/15/13

NCLRA '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 (7 ½ Min.)
 Op (15 Min.)

NCLRA TEXAS QUICKIE RAT

Op (70 Laps) 2:58:72 Bill Lee/Bill Bischoff 7/18/13
 (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

SUPPLIERS

BRITISH AUSTRALIAN RACING

Duncan Bainbridge
24 Flinders Avenue, Colonel Light Gardens
SA 5041 Duncan@east-two.co.uk 0434045805

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724-966-2726 email flyin@brodak.com

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113 North Chase Ave., Bartlett, IL 60103
G/Z .049/.061 Engines; sales, service & parts. (Bill Hughes)
e-mail williamhughes4@comcast.net 630-736-6036

DARP

31052 Mason St.
Livonia, MI 48154 DARP Magnesium Speed Pans for all classes including A, B, D, F-40, 21-S, and 21 Proto. (Barry Tippett) e-mail: btippett@ameritech.net 734-266-7290

JIM DUNKIN

Engine reference books 816-229-9671
dunkin@discovernet.com

ELIMINATOR PROPS

Steve Wilk 3257 Welcome Ave. N.
Crystal, MN 55422 763-531-0604
e-mail swilk@cpinternet.com
Online store <http://eliminatorprops.com/store/>

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Hawthorne, CA 90250
310-676-4240 home310-463-0525 cell
mayer@kmd-arch.com

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(<http://www.justengines.unseen.org>)

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