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

TO

NCLRA President Melvin Schuette and Patrick Hempel Duking it out in Mouse 1 at the 2014 AMA Nationals.

Nat's Issue

Torque Roll Issue #115
August 2014

PRESIDENT-Melvin Schuette

To My Fellow NCLRA Members:

Let me begin by saying that the reason the newsletter is a little late this month is because I thought I had another month before the newsletter was due out. A couple of District reps reminded me that we had one due out the first of August.

I would like to thank Jim Bradley for running Tuesday's events; this allowed me the opportunity to compete.
We are looking for volunteers for next year. Let me know if you are willing to volunteer. It is not unusual for us to know the dates for the next year before we leave from this year's nationals, but we haven't even heard a rumor. When AMA decides the dates for next year's Nat's we will let everyone know.

I would also like to thank Randy Ritch of Ritch's Brew for donating the fuel we used at this year's nationals. Next year the fuel used will be Ritch's Brew 10 % nitro, with 5% castor 15% synthetic oil mix

Are we looking at the end of control line racing at the AMA Nationals or was this just a fluke? The number of entrants was down this year and not just by a little. I am not certain at what point AMA will step in. There is one thing I do know, if there is no racing at the Nationals, there will be no need for the NCLRA. Yes there will still be control line racing. Right now I know of 4 pockets of racing in the country the Northwest and Southwest, here in the Central part of the country and in the Northeast; even without a racing nationals these groups will still continue to hold racing contest.

Typically, there are two things that you can say about being in Muncie Indiana in the middle of July. The wind will blow and the temperatures will be hot. This year however it was the complete opposite. In fact, I went out and bought a sweatshirt just so I would be warm in the morning and kept it on until at least noon.

Even with the small turn out we still had a lot of good races. This was also the first time that the 60' lines in Clown Racing was an official rule, so both the 7 and a half minute heat race and the fifteen minute final race were new records. While the results show only two people entered in Scale racing, there was a third person entered, but he withdrew when his engine refused to start the day before during practice time. He was one of three first time C/L racers at this year's nationals. The other two were the team of Mark and Mick Warning from Pine River Wisconsin. All three of them are R/C pylon racers who have taken up flying C/L Racing. The Warning bothers had some problems in the heat races but worked them out during the finals, doing well enough to finish 3rd. After they were through racing they were seen talking to the other contestant about what equipment they were using. I am certain we will see them at next year's Nationals.

Like I said we had a number of good races. After two days of racing and four events we had four different winners. But then two people began to pull away from the rest in the quest for NCLRA High Point Trophy Winner. This year Bob Oge beat out Bill Lee by one point. Bob was awarded a trophy to take home with him and his name and year will be added to the plaque that is kept at the AMA museum.

The one thing we were not short of this year at the Nationals was volunteers. The only time that I had any trouble getting enough timers was on Thursday during Quickie Rat. There were a number of people who spent a lot of time timing and counting laps. There was one group in particular who stood out from the crowd; the Robinson Family came all the way from New Zealand to fly jet speed at the AMA Nationals. Father Don timed all the races on Monday, Tuesday, and Wednesday, while son Brendan helped out when needed, the other son Andrew, flew for anyone who asked him. Normally we award one sportsman award at the nationals, but this year the award was given to both Don and Andrew Robinson.

Most of what was discussed at the annual meeting I will leave for another issue in order to go into them in more depth. One thing that was discussed and voted on was any event, either official or unofficial, that has less than three entrants for two consecutive years will be dropped from the next year's schedule. This will include the two events that only had one entrant each from this year's Nat's.

I announced that I will be sponsoring a Sport Goodyear event at next year's Nat's as a demo event. It will use the Dallas Sportsman Goodyear rules. We have also been asked to put Class II Mouse back on the schedule for 2015. We were also asked to allow the use of spring starters and allow the use of whatever fuel you want to run.

Melvin

IN MEMORY
Helen McCollum

It is with great sadness that we announce the passing of Helen McCollum.
Helen passed on June 20 after a long bout with a rare auto-immune disease. We will all miss her.
Helen is survived by her Husband John, and numerous Children and Grand Children.

John and Helen McCollum have been part of the CL Racing scene ... seems like forever! When they lived in California, every team trials, every local contest, seemed to end up at their home for a dinner or working on models or just a general bull session. Helen was a gracious host, and everybody felt welcome at their home.

In the early 90's, John retired from the LA Times and they moved to Texas, where they have lived ever since.

Please keep John in your thoughts and prayers during this trying part of his life.

SOUTHWEST-Ron Duly

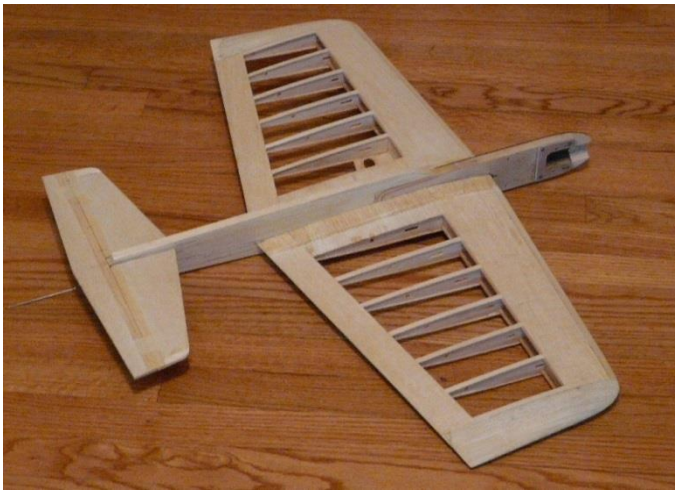
I was unsure if I was even going to fly this year. I talked with my Dr. and he upped my meds and it seemed to work fine. Towards the end of Clown I had to make a special effort to relax and breathe deeply. It all worked out OK. Special thanks go out to Bob Oge and Jim Bradley for pitting my planes. Both did an excellent job with my planes. Jim stepped in to pit my TQ when both Bob and my planes qualified for the final. Charlie Johnson was the resident Rent-A-Pilot and did an outstanding job (and he and Bob beat us in the final). Charlie piloted several first-place planes. I had a three-peat in B T/R this year. Seems that the filler tube sticks out too close to the hot-glove contact and all too often catches the pitman's finger at release. The result (for the third time) is that the model pivots into the circle and that is that. A re-design is in the works. This was my first contest using the 60' lines in Clown. I liked the result and will recommend it for our local contests. The rotation speed is more reasonable for us elder pilots. Dave Betz loaned me a set of lines for Clown after I "re-shaped" my only set in a pitting incident. Tara kept her camera clicking and did an outstanding job of reporting. All in all it was an enjoyable NATS experience with the best weather during the week that I ever remember. Plan on joining us next year.

SOUTH CENTRAL - Bill Bischoff

Well, my contribution this time will be minimal. I was unable to attend the NATS, so I had to follow my fellow club members Mike Greb, Bill Lee, and Patrick Hempel through email and the Nat's News. I'm sure all the gory details will be discussed elsewhere in the newsletter. Congratulations to all the winners.

As for what's ahead, we've got the Wichita contest in early August, and Dallas contests in late August and mid October. Meanwhile, Mike and I will continue working on getting up to speed in F2C, and I've got a new super slow rat in the works. It should be ready by October, if not Labor Day.

That's all I've got for now. See you in the center of the circle!



Bill Bischoff's new SSR.

SOUTHEAST – Jim Bradley

Well, I missed last moths report. I forget why now so it's unimportant now. All the news this time will be about the just completed NATS. I'll sure you will read some of this in other write-up but maybe each version will give you a different slant on what happened.

Probably this biggest item was that attendance was down again from last year. While this is very discouraging there was some good news about attendance this year, we had some new people flying. One entry came over from Stunt another from Carrier and even better we had one entry that said he flew CL racing many years ago that came over from RC Pylon. We still suffer mainly from a lack of pilots and younger people. During the TQR finals we had EVERYBODY in the racing area doing something to complete the finals. There was not one single person under the tent. If we want to keep racing at the NATS we need to get attendance increasing again.

To this end we, NCLRA, decided at our annual meeting to start dropping events that don't get 3 entries at the yearly NATS 2 years in a row and to start trying new or bring back old events to try. Let your District reprehensive or the President, the NCLRA one, know what events you would like to see held, especially if that would make you think about attending the control line NATS.

One new event we are going to try next year is Sport Goodyear. I'm sure Melvin will cover it more in his write-up so I won't go through it here. It sounds like it could be a fun event and I'm starting to gather up the stuff to build one for next year.

My normal pilot Jim Demeritte couldn't make it this year so I have to find sub's. I got real lucky and enlisted Andrew Robinson from New Zealand to fly my Slow Rat and Charlie Johnson from California to fly my Clown. Charlie and I had dinner together that evening and had a wonderful conversation. It was a real pleasure to get some 1 on 1 time with someone you only very causally knew. Getting back to the TQR finals for a moment, I had to pit for Ron Duley because his pitman from the heat races, Bob Oge, had to pit his own model in the finals. That was a lot of fun to pit someone else model and the model was still pretty much intact after the race so I guess I did OK except for the one slight missed catch.

Then there was the weather this year. At least it wasn't hot. When I arrived midday Sunday it was blowing 20 to 25 MPH. Control line Scale had already packed and left and they had been blown out the day before too. Sometimes that just happens. Mondays F2C event was flown without any problem and our 2 Teams, Lambert/Fluker and Fischer/Wilk, that going to the World Champs about now put in some very good times. Bill Lee told everyone that there are some changes coming up in F2C in an effort to slow down the models.

The weather was cold, at least me, on Tuesday but after that it got better each day. Thursday was the best you ask for, low 80's with 3 to 5 MPH wind. It never really rained during the day at the field but there were some very hard rains a couple of nights.

It was a good NATS and great to see some wonderful people again that I only get to see and fly with once a year.

See you on the circle.
Jim Bradley
bmp4carbon@aol.com

SECRETARY/TREASURER – Dave Rolley

2014 NCLRA Annual Meeting
July 17, 2014
Sirloin Stockade, Muncie IN

The meeting was called to order at 7:45pm by Melvin Scheutte.

Election of Officers:

Nominations:
President: Melvin Schuette
Vice President: Les Akre
Secretary/Treasurer: Dave Rolley

No ballots were submitted at the meeting. There were no write-in candidates on the mailed ballots. The nominees were elected for the 2014 – 2016 term.

The Treasurer's Report was reviewed.

FAI Meeting Report – Bill Lee

2014 CIAM Plenary Meeting
Lausanne SUI
April 11-12, 2014

Issue: Requirement for F2C Silencers/Mufflers in 2015
Goal: Develop an alternative approach to noise mitigation

Attendance in person by the USA representation (Bill Lee) was important. The real work happens face to face within the committee. The NCLRA's contribution for the trip was appreciated. The AMA did not provide any funding.

Results (brief overview):

a) The silencer/muffler rule for 2015 was overturned.
b) Starting January 1, 2015 F2C will require a 3mm ID venturi.
c) A plan has been developed and approved to evaluate F2C noise and make recommendations to the CIAM.
d) Final noise rules effective January 1, 2019.

Trophies for both Pilot and Pitman:
Ron Duly initiated discussion of trophies for both Pilot and Pitman at the Nationals.

- Melvin will approach the AMA to see if this can be done for the Official events.
- Ron indicated that if the AMA will not provide the additional trophies, the NCLRA should provide them.
- Brenda Schuette stated than in the past the AMA's position has been that the individual racing events do not meet the definition of team events.

Motion: The NCLRA recognizes that Control-line Racing is a team event. The team is made up of the pilot and the pitman. Starting with 2015 Nationals both members of the team that earns a trophy position in a racing event at the Nationals will receive a trophy to acknowledge the team effort and accomplishment.

- Motion: Dave Rolley
- Second: Ron Duly
- Discussion: Dave McDonald: There needs to be some way limit the outlay for unused trophies. (This becomes the discussion following the vote on the motion)
- Motion Passed

Trophy Alternatives:
Bill Lee suggested an alternative approach to trophies at the Nationals. Instead of the AMA providing the trophies, is there a possibility of the NCLRA receiving funding from the AMA to provide the racing trophies?

- Melvin has looked into a large "Perpetual" plaque. This is the 8" x 10" plaque with a large plate at the top and a number of smaller plates arranged in 3 or 4 columns beneath the large plate. The large plate would have the primary logo (AMA or NCLRA or both) and the smaller plates would have the year, event, and placing information. These plaques are in the $70 each range. A contestant would receive a plaque and event plate with their first award and event plates afterward.
- Ron suggested talking to Eric Rule (RSM). He does the trophies for the Southern California folks.
- Jim Bradley also mentioned presenting framed certificates rather than trophies.
- Melvin described engraved acrylic squares (approximately 4") that the Topeka club has given out as trophies.
- Bill pointed out that the current NCLRA logo does not present well in monochrome (for instance black etch on brass). Some work will be required for a non-color logo to look good.

NCLRA Awards:

- NCLRA High Point Trophy: Bob Oge
- NCLRA Sportsman Award: For their willingness to pitch in any way they could help even though they were not entered in any racing events the award is present jointly to our visitors from New Zealand:
  Andrew Robinson
  Don Robinson

Nationals Events:
Dave Rolley: This year AMA Rat had one entry and NCLRA F2CN had 2 entries. When is it time to drop events from the schedule?

Motion: If a Nationals Racing event (an official AMA rulebook event or an unofficial event) does not draw at least 3 entries for 2 consecutive years the event will be dropped from the Nationals event list for the subsequent year.

- Motion: Dave Rolley
- Second: Bob Oge
- Discussion:
    - Jim Bradley: What would it take to add an event back to the schedule? Melvin: A member's request to add the event.
    - Should the first year for counting entries be 2014 or 2015? Group consensus is 2014.
- Motion Passed

Melvin Schuette is sponsoring the Dallas Sportsman Goodyear event at the 2015 Nationals as an unofficial event. The rules are available on the NCLRA website under the "Racing Rules" button.

Dave Rolley and Bob Oge requested Class II Mouse (AMA event 314) to be added to the 2015 Nationals events. The event would have the following deviations to the current AMA rules:

1) Fuel is not restricted (paragraph 2.2.2) and
2) Spring starters are allowed (paragraph 2.2.4).

2015 Nationals Event Director:
After filling the position for two years, Melvin is requesting that someone else take on the role of Racing Event Director for 2015. The position can be split among multiple people in order to allow entry in your favorite event.

Bill Lee moved the meeting be adjourned; the motion was seconded, and passed.

The meeting adjourned at 8:35pm.

Minutes respectfully submitted – Dave Rolley.

FAI – Dave Rolley
AMA F2C Team Selection Chairman

Over the past few years the AMA Executive Council has been completely revising its approach to the FAI program. Basically they want to minimize the expenses associated with the FAI activities. This isn't targeted at control line, this is targeted at all FAI events. You can see where the EC is taking the USA FAI program by taking a look at the EC minutes from October 2011:

http://www.modelaircraft.org/aboutama/organization/ec/1011ecminutes.aspx

This isn't the seminal discussion, but it is the discussion that put the AMA on its current path.

Basically the AMA EC doesn't feel that the FAI relationship and programs are worth the cost to the AMA. Apparently a number of the other Air Sport Organizations (ASO) within the National Aeronautic Association (NAA) feel the same way. It is clear the AMA would like to get out of the WC Team and WC contest sponsorship business.

The approach is described in the AMA FAI Team guidance document "WORLD CHAMPIONSHIP TEAMS Blue Book" The procedures governing the Academy's Sponsorship of FAI Teams for US teams competing in 2014 is version v05.11.12.

Eligibility for support for a team, F2C for instance, is determined by either participation in the Team Selection Finals or by a podium finish in the previous World Championships. In this case, support is not limited to the monetary support a team receives from the AMA but the very basic determination that the AMA will sponsor a team to participate in the World Championships.

It appears the AMA's FAI Executive Committee may be willing to consider alternative ways to determine if a team is eligible to participate in the World Championships. However, the goal of minimizing the FAI Program expense must be kept in mind.

Please let me know if you have any ideas for such an alternative approach given guidance the AMA EC has given to the FAI Executive Committee.

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
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
None

MIDWEST DISTRICT
None

SOUTHEAST DISTRICT
None

SOUTH CENTRAL DISTRICT
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

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.) 139 Laps Bill Lee 7/17/14
Op (15 Min.) 250 Laps Ron Duly 7/17/14

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

BRODAK MANUFACTURING
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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
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Crystal, MN 55422 763-531-0604
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Manufacturer of NELSON Racing Engines and parts, FAI Pans for F2A & FIC Custom Button Heads, Nelson Glow Plugs, many other specialty engine items. (Henry Nelson) Phone: (724) 538-5282 e-mail: nelcomp@fyi.net

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Rubber fastfills, vintage Dons' racing wheels.
11577 North Shore Dr.
Whitmore Lake, MI 48189-9124
Phone: 734-449-7355 E-Mail: whellieman@gmail.com

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Phone: 218-724-0928(hm) E-Mail: tawilk36@cpinternet.com

ZALP ENGINES
Zalp F2C&F2D engines- Bob Whitney
456 Garvey rd sw, Palm Bay FL 32908
f2cracer@aol.com

2014 Control Line Nationals Race results:

F2C Team Race

Team	Round 1	Round 2	Round 3	Best Time	Placing
Fluker/Lambert	3:14.33	3:17.90	DNF	3:14.33	1st
Fischer/Wilk	3:14.60	3:16.77	DQ	3:14.60	2nd
Topunov/Elbert	3:56.27	3:54.44	3:48.63	3:48.63	3rd
Brozo/Wallick	3:59.87	4:21.23	3:50.35	3:50.35	4th
Hempel/Greb	DQ	5:28.81	5:40.50	5:28.81	5th

F2CN

Team	100 Lap	Place
Robinson/ Lee	4:10.96.	1st

Class I Mouse

Contestant	Heat 1	Heat 2	Final	Place
Melvin Schuette	2:36.25	2:35.43	5:11.62	1st
Patrick Hempel	3:24.31	3:57.93	6:50.44	2nd
Mike Greb	3:35.36	3:27.01	7:07.55	3rd
Dave Rolley	3:56.59	3:10.72	5 laps	4th
David Betz	3:30.08	5:17.67		5th

Scale Race

Contestant	Time	Place
Bob Oge	7:15.13	Ist
Dave Betz	31 laps	2nd

Slow Rat

Contestant	Heat Race	Final Race	Place
Bob Oge	3:26.80	6:24.96	1st
Bill Lee	3:16.02	7:06.9	2nd
Mick Warning	11:04.76	8:52.03	3rd
Jim Bradley	3:22.58	12:02.95	4th

Super Slow Rat

Contestant	Heat	Final	Place
Bill Lee	5:54.27	5:20.33	1st
Mike Greb	5:52.77	5:56.81	2nd
Bob Oge	8:59.44	8:42.82	3rd

B Team Race

Contestant	35 Lap Heat	70 Lap Heat	Final Race	Place
Glen Vansant	1:37.85	3:42.21	7:11.54	1st
David Betz	2:10.02	4:33.65	9:07.64	2nd
Ron Duly	no time	3:47.18	124 Laps	3rd

Rat Race

Contestant	Race Time	Place
David Betz	9:50.84	1st

Clown Race

Contestant	7:30 Heat Race	15 Minute Final Race	Place
Ron Duly	39 Laps	250 Laps	1st
Jim Bradley	100 Laps	245 Laps	2nd
Bill Lee	139 Laps	147 Laps	3rd

Quickie Rat

Contestant	Heat Race Time	Final Race Time	Place
Bob Oge	3:25.32	6:49.17	1st
Mike Greb	3:29.81	6:52.21	2nd
Ron Duly	3:26.0	7:14.52	3rd
Bill Lee	3:34.53		4th
David Betz	5:41.64		5th

B Team Race Winners Ron Duly 3rd, David Betz 2nd, Glen VanSant 1st, with Event Director Melvin Schuette.

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