

**From: National Control Line Racing Association  
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Auburn, KS 66402**



**TO**



# **F2C WORLD CHAMPIONSHIP ISSUE**

**Torque Roll Issue #116  
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**Dick Lambert Gives the Fischer/Wilk Team the  
“Bunny Ears” For Their World Champs  
Performance.**

## **PRESIDENT-Melvin Schuette**

To My Fellow NCLRA Members;

I know that there are some parts of the country that enjoy weather conditions that permit flying year round, but here in the central part of the country the contest season is winding down. It doesn't mean that we quit flying for the year; it's just that we don't have any more contest until next spring.

I know that the 2015 AMA Control Line Nationals may seem to be a long way away, but it will be here before we know it. Once again the 2015 Nat's schedule was set with little input from the Sigs. I have recently received an email from AMA stating that Tony Stillman the AMA Site Coordinator has the responsibilities of Nat's Manager. It will be interesting to see just how much involvement the Sigs will have in the planning of future nationals.

The Control Line Nationals are scheduled for July 13<sup>th</sup> thru July 18<sup>th</sup> 2015. We have the use of the McCool site from July 13<sup>th</sup> to the 17<sup>th</sup>. At the 2014 annual meeting it was decided to have the same events in 2015, but we have added one event and have been asked to add a second event, do we want to spread the events out over 5 days or continue with a 4 day schedule. I will contact AMA and find out when we have to have our event schedule turned in to them.

The event we are adding is Sport Goodyear using the Dallas rules posted on the NCLRA Web site. Officially I am the one who is sponsoring the event. It appears that there is a lot of interest in the event. Bill Bischoff has had some venturists made that fit both the Magnum and Asp engines. Contact him if you are interested in purchasing one.

The event we have been asked to add is Class II Mouse. There will be two changes to the current rules. The first rule change is that spring starters attached to the motors will be allowed anytime during the race. Only spring starters will be allowed. The second change will be that there will not be any fuel supplied for the event and you will be allowed to run any fuel you want to use.

While talking about fuel; all supplied fuel for the 2015 c/l racing nationals will be Riches Brew 10% fuel with 15% synthetic oil and 5% castor oil. I would like to thank Randy Ritch for donating all the supplied fuel for our events.

I knew that when I volunteered to run for president of the NCLRA that it was the responsibility of the NCLRA to provide the event director for the racing events at the nationals. In the past if nobody volunteered those responsibilities it is expected that the president was expected to be the event director. I volunteered last year not because we couldn't find an event director, but because I felt it was my time to do it. Fortunately Jim Bradley volunteered to run the events on one day so I could have a chance to compete. I know that a lot of you have to travel a long distance to get to the nationals and would like to compete, but so would I. If you are planning on attending the 2015 nationals and are

willing to volunteer as an event director for the week, a day or an event let me know and hopefully we can come up with a schedule that works for everyone.

Hopefully by the next issue of the newsletter I will have some more information regarding next year's Nat's schedule.

Melvin

## **NORTHEAST- Phil Valente**

### **Middlesex Modelers June 22, 2014 Racing Results (Finals)**

#### **Event: Sportsman Clown 7.5 Minutes**

<b>Contestant</b>	<b>Pilot</b>	<b>Pitman</b>	<b>Time</b>	<b>Place</b>
Raul Diaz	Al Ferraro	Raul Diaz	120 Laps	2nd
Al Ferraro	Jim Gall	Al Ferraro	138 Laps	1 <sup>st</sup>

#### **Event: Foxberg**

Note: For this contest, a departure was made from the normal 140 lap/3 pit format.

Instead, a 100 lap/2 pit format was used.

<b>Contestant</b>	<b>Pilot</b>	<b>Pitman</b>	<b>Time</b>	<b>Place</b>
Raul Diaz	Al Ferraro	Raul Diaz	12:42	3rd
Al Ferraro	Jim Gall	Al Ferraro	7:19	1st
Tom Schaefer	Jim Vigani	Tom Schaefer	9:17	2nd

### **RESULTS: South Jersey Aeromodelers**

**Middlesex, NJ June 29, 2014**

**Phil Valente, CD / & reporting**

#### **SPORTSMAN CLOWN RESULTS (7.5 minute race)**

##### **8 entries**

1. Dave Edwards 139 laps (Tied new club record)
2. Jim Vigani 136
3. Raul Diaz 133
4. Al Ferraro 132
5. Tom Schaefer 132
6. Steve White 129
7. Jim Gall 118
8. George Connors 110

**“Sportsman Category.” We fly 7.5 minute races; each contestant had two chances.**

#### **NCLRA CLOWN**

1. Jim Gall 157 laps
2. Tom Schaefer 151
3. Al Ferraro 150
4. Raul Diaz 69 laps
5. Dave Edwards 67

#### **FOXBERG**

- 1<sup>st</sup> Tom Schaeffer 9:35
- 2<sup>nd</sup> Jim Vigani 9:54
- 3<sup>rd</sup> Raul Diaz 10:42
- 4<sup>rd</sup> Steve White 11:06

**RESULTS: South Jersey Aeromodelers  
Middlesex, NJ JULY 27, 2014  
Phil Valente, CD / & reporting**

**FOXBERG (3 entries)**

1. Tom Schaefer 9:45
2. Walt Gifford 9:53
3. Raul Diaz 99 Laps

**SLOW RAT (3 entries)**

**70 laps 1 pit**

1. Al Ferraro 3:01:22
2. Walt Gifford 3:17:00
3. Raul Diaz 4:27:53

**HEAVY METAL (3 entries)**

**100 laps 2 pits**

1. Walt Gifford 5:44:35
2. Tom Schaefer 6:03
3. Raul Diaz 10:45

**F2C World Championship Report -  
Steven Wilk**

**2014 Poland**

We had another successful World Champs. Our goal was to make the Semi Finals, Top 12. Read on for the full story.

David Fischer and I have been flying together for over 25 years, and flying F2C for the past 7 years. In 2013, we qualified for our 3rd WC, competing in Poland in 2014. This WC would be even more special for me because along with Becky, my Dad would be coming with. Wilk is a Polish surname which translates to Wolf. So I would be competing in my homeland.



We arrived in Warsaw on Tuesday, full of excitement which helps with the jet lag. We drive to Wloclawek (pronounced Vutz-law-vik) is about 130 miles west northwest of Warsaw. Once we've checked into our hotel, I put our planes together and get ready for the games to begin.

Arriving in a foreign country is always a bit of a shock. The major cities are modern with a touch of the old world preserved, but once you get away from the big cities, you really see a difference in the country, much poorer and missing many of the modern conveniences that we take for granted. The highway is modern and fast, 50 mph in the slow lane and 90+ in the fast lane. So if you are passing, you need to do it quickly before you get run over! Wloclawek was a mix of newer buildings and businesses with many older buildings that needed some serious attention. It takes us a couple of days to find our way around, how to get to the field, find the grocery store, and where to buy ice and brake cleaner. Dave and I are up early and usually one of the first to arrive at the field, while Becky & Dad were running around filling our shopping list for the day.

Wednesday is a practice day for us. Once we have found the field and gathered up our fuel ingredients, we are ready to check out the flying site. For the World Cup event, we ran our #3 engine and plane. Once we are happy with it, we set up our 2<sup>nd</sup> rig for the next day, clean up and call it a day. Throughout the day and over the next couple of days, other contests arrived and we get to meet up with our friends from around the world.

**KUYAVIA World Cup**

The Kuyavia World Cup Race is Thurs & Fri before the World Champs and we always enter the World Cup. We use it as a tune-up, making sure everything is running as expected and to get the jitters out. We don't get a chance to fly in very many contests compared to the Europeans, so we really needed to fly the World Cup to prepare for the World Champs event. There are 27 contestants in the years World Cup. And once again, our goal is to make Semi's – the top 12. I have to say that Dave was at his top physical shape this year. He had lost a lot of weight, running and working out with a trainer for this year's competitions.

**Thursday, Day 1**, we fly 2 rounds. All the names are drawn and in our first race we are ready fly. Then everyone gets an official practice before the actual race. We fly for 5 minutes, 2-up to check our laps and a race setting. Then we wait for our race, which can be several hours after we have practiced. But, if we are not happy with our setting or if the weather changes, we can go the practice circle on the other side of the airport. Oh yeah, the World Champ site is at a small airport with a grass runway, very active with sail planes being towed and winched into the air along with one of the biggest skydiving clubs in Poland. So racing and speed on one side of the airport and combat and acrobatics is across the runway on the other side of airport. Our official practice goes well and we are ready.



**Round 1** Finally it's our turn to race. Our starts and pits are 1 and 2 flips, which are ok, but our setting is a little soft, (under compressed). But we have a clean race and we turn a 3:16.31 which is a very respectable time but if we had a little faster race setting it would have been an awesome time. Our best heat time is 3:14, which we set earlier this summer at the USA Nat's. But at the end of the 1<sup>st</sup> round we are in second place. Our time might be good enough to carry us into the Semi's.



**Round 2** The race is going well when I call Dave in for our 2nd pit, But in the excitement of the race, Dave shut the engine off without seeing where he was in relation to me and he Banzai's it into the pits. He shuts off the engine with  $\frac{3}{4}$  of a lap (he usually gives me a little more than a lap.) He is fast and little too far inside - I could only grab the wing tip and there was way too much speed and I could not hold on to it. Dave looks at me with a big grin on his face and points to himself, taking responsibility for the mishap. This is another reason to fly in the World Cup. I'd rather it happen now than in the World Champs. So, no time in round 2, only 68 laps.



**Round 3** This may have been the most talked about heat of the World Cup. We were flying with Rob Fitzgerald of Australia and Mikhonov of Russia. The race was going well but we were the slowest of the 3. But Dave was holding his own in the race. After we had our second pit, the race started to go bad at lap 82. Mikhonov passed both Rob and then Dave, but instead of walking a circle with Rob and Dave, he created his own circle, hanging Dave out to dry. Rob recognized that there was a problem, shut down and got out of the way. But Dave's time in the gym paid off, because even though the Russian is taller than Dave, they get into an arm tangle and Dave overpowers him and is able maintain control of his plane. Mikhonov loses his balance and as he is falling he crashes his plane. Dave is able to land safely.



You can watch it on YouTube:

**(F2C the race KUYAVIA World Cup 622)**  
<http://www.youtube.com/watch?v=EAIW30zIu0s> The jury is unable to determine fault and gives everyone a re-fly. Our re-fly was slow and we only turned a 3:27. But our 3:13 time holds and we qualify at 8<sup>th</sup>, making it into the semi's.

We have 2 Semi races to try to qualify for the finals. But we are now running short on laps, running out of gas and Dave is not able to shut if off when he wants to control the landing of the pits. Even though we had good starts, pits and good speed, a couple of laps without power really adds to our time. We ended up turning a 3:17.78 and a 3:18.22 which is good enough for 5<sup>th</sup> place. We needed a 3:14.56 or less to make the finals. We are happy with our results, we learned a lot and now we are ready for the World Champs.



**Open Ceremonies - Bill Lee Team manager, Allen DeVeuve F2D pit crew, Steven Wilk F2C Mechanic Alex Valashev F2A.**

### **2014 World Champs Wloclawek, Poland**

Saturday is an off day. Before we left the US, we had spent several long days running all our engines and flying all our planes, then ranking them. But now as we are running our rig our #1 engine is not performing like it did at home, so we moved on to our #2 & 3 engines. So we now have 2 rigs ready for the World Champs.

**Sunday is processing**, official team practice and the Opening Ceremonies.

Processing consists of measuring each of your planes, (maximum of 3), marking your engine cases with an engraver (so you cannot trade with another contestant during the contest), then measuring the capacity of your tanks and putting a dab of paint on the seam of the tank bowl and the aluminum front. This way it is easy to tell if the tank has been tampered with. You can process as many engines and tanks as you want.

Our team practice is early evening around 5pm, so we opt to use the practice circle as soon as we have processed everything. Practice goes well; we want to set up our planes with a race setting of around 16.3 for 10 laps. We are also able to get our laps back and are running 34-35 laps per tank

Opening Ceremonies is just like the Olympics opening ceremonies. Each country walks into the Speed Circle wearing their team uniforms and carrying their nation's flag. It is a proud moment to walk with your team and a great way to start the World Champs.

Every time we go out to test or go to a contest, we set goals for ourselves. We are always talking about the weather conditions, engine settings and who we are flying against. The W/C's was no exceptions. Our goal was to make the semi's. In the past, our best finish at a W/C's was 15th in Hungary. In Poland there were 45 teams from all over the world, including 2 from the USA. Our goal was to make the semi-finals. Our best time to date was 3:14 from this year's NAT'S. To make the W/C's semi's our time would need to be in the low teens. Although we came in 5<sup>th</sup> in World Cup, our time was in the upper teens. We would need to be much more aggressive for the World Champs.

### **Day 1 Monday - World Championships**

Our first race on Monday yielded another time 3:26. This was a slow race for us, we need to do better. We have 2 more chances to make the semi's. So we review our race and look forward to the next day.

### **Day 2 Tuesday - World Championships**

Tuesday we would fly our second race. The weather all week was up and down, lots of fluffy clouds and the temps would drop 10 degrees and then rise 10 in a short period of time. We got an engine setting in practice and then we waited for our turn to race. But the weather was changing so we headed over to the practice just before the race to check our setting. We tweak the comp and head back to the flying circle. We are now on deck, getting ready to race. They check our line length and do a pull test.



My shoulder was getting sore and I was struggling to get the engine to start. Dave came over to help and we got her running. I told Dave not to worry that I would be OK once we got out in the circle and my adrenaline kicked in. We are green and called first to the circle with first pick for pits. We gauge the wind and pick the segment downwind. We are flying with Mike Fitzgerald – Pilot and Mike Thomason – Mechanic from Great Britain, they pick the segment ahead of us and Jose Goulao – Pilot and Antonio Cardoso – Mechanic of Portugal; they pick the segment behind us. The warm up goes well and Dick Lambert who is my caller wishes me well. I was not getting one flip starts and Dick coached me on what to change in my start routine. **ALL ENGINES QUIET** comes from Bruno in the Jury tower, then **5 4 3 2 1 ...** I kneel down and 1 flip and we are in the air. All three teams are fast which will make for a fast race but we are a little faster. Everyone is flying clean; this is going to be a good race. I stand up at lap 30, which gets Dave attention.



At lap 32 I raise my arm up and **WHOOOP, WHOOOP, WHOOOP**



**I fill it.**



**One flip and we are back in the air.**



**We are first to pit Dave brings it in nice and smooth.**



**I Catch it.**

One pit down and one to go. Our setting is holding and we are still the fastest. We have another 2 tanks and 70 laps to go. We are running 17.2/10 in traffic which is good. As I count down to thirty I stand up and signal Dave. He brings it in and this time only 2 flips and we are back in the air. We are first in the pits and first out. My job is done and now I sit back and watch the race and the clock. Jose is next into the pits with Mike right behind him. Mike catches Jose lines, pulling the plane out of Antonio's hand and both planes tumbled to the center of the circle. Dave and I grin at each other as we now have a one up for our last tank. Talk about your lucky break. I give Dick a thumb up as we now pick up some speed with no traffic. We are now running 16.2/10, around lap 90 we start going a little hard and Dave looks at the score board and sees that he has no fouls so he starts to give it a little arm and whips it a little. But Bruno catches him and **ONE FOUL ON GREEN FOR WHIPPING**. Dave just smiles and backs off. Now we are to lap 98 and we are both watching the clock. 100 laps complete and turn a **3:07.1**.



I catch the model and then we hear Bruno from the tower **YELLOW DISQUALIFIED - RED REFLY**. Dave jogs to me and I jump into Dave's arms as we give each other a big bear hug. Then Bruno calls out again **GREEN MODEL GREEN MODEL - PROCESSING**. Dave had to get Bruno to repeat himself since this is the first time we ever had to process our model. We did it! We turned a time under 3:10. The first US team to do so and a new USA record. What a day. We are almost assured to make the semi's and we had only dreamed of a time under 3:10. There will be some celebrating tonight.

### Day 3 Wednesday - World Championships

We are still feeling the high from our 3:07. We have decided to put yesterday's rig aside and fly our #2 rig, saving our 3:07 rig for the semi's. Practice went well and with a great time, we decide to go with an aggressive setting. We still are getting 1 flip starts in the pits and our speed is good. We are now running on our third tank and she starts to go over. So we shut her down on lap 98 and save the engine for another race. Our time of 3:07 holds from Wednesday qualifying us at 7<sup>th</sup> place and we are in the Semi's.

Dick & Tommy had a good World Champs; they had the same goal as ours, to make the semi's. But Dick said if they did not make the semi's that they would retire. Dick and Tommy have been flying together for more the 20 years and have always been competitive.



At this year's World Champ's they turned a 3:14.0, 3:18.9 and a 3:19.2. Their 3:14.0 was a new USA record, but it only stood for a day. Once again they were very consistent with some great races.

Dave and I have to thank both Dick & Tommy for much of our success. Tommy and Dave are always talking about different flying techniques; Dick and I are always working with our gear to make it go faster. Dick has always been our inspiration and one of our biggest supporters. He is always encouraging us and quick to congratulate us when we have a good race.



### Day 4 Thursday - World Championships

Our 3:07 is a great time that any team would be happy to turn, but to make the finals, we are going to need to turn under a 3:05. As Dave and I talked, we decided to be aggressive. We could be conservative and get a time in the teens, but that would not get us into the finals. Today they will fly one Semi, then a Semi and Final on Friday.

We get our 3:07 rig out and it runs like a champ in practice. We are called to the circle and are ready to race. Another good start and we are running good. Another good pit and back in the air we go. But during the 2<sup>nd</sup> tank it is going over, we are losing time. Before the 2<sup>nd</sup> tank I add some modifier to the fuel and it brings the speed back but we are not able to make up for the lost time. We end up turning a 3:18.3. A good time but it won't make the finals.



### Day 5 Friday - World Championships

This is our last chance to make the final for this World Champs. And once again we decide to go for it all. Our practice goes well and we are keeping an eye on the weather conditions. The temp is actually going down some so we add some comp before the race. We are called to the circle. The warm up goes well and when they call start it is one flip and we are in the air. There is a lot of traffic but a good race. But then we start to build heat and we S L O W D O W N. As we are getting ready to pit I add a ¼ turn of modifier, then a ½ turn and I end with a whole turn before I catch it. I catch but she is HOT. It takes several primes and a lot of flips to get her going again, but it is still over compressed and heating up. I catch it for the second pit and it is hot; after a couple of flips I look up at Dave, he shakes his head and we call it quits at lap 77. There is no way we are going to turn a good time so we save her for another race.



There is a little bit of a letdown that we didn't make the finals, but we met our goal of making the semi's and setting a new USA record; as we reflect back we shake each other's hands and smile, because we have no regrets and we wouldn't have done it any differently.

### The Finals

The finals are a 200 lap race with 5 pits. You want to have a setting that will get you through 200 as your engine heats up, but with enough speed to win. The three teams that qualified for the finals are:

**Dozhideau & Dukov – Russia with a 3:01.6**

**Bondarenko & Lerner – Ukraine with a 3:01.6**

**Andreev & Vorobyev – Russia with a 3:04.1**

Andreev & Vorobyev are the 2012 Champions but all three teams have an equal chance. This is going to be a good race. And the 3 teams did not let us down. The race was fast, with starts and pits that were all good. All three teams were equally matched for speed, any one of them could be the next champs. It looks as if Andreev & Vorobyev are a lap or two behind the pack, gauging from the timing of their pit stops. Each team acquiring penalties along the way and at 200 laps the times were as follows:

Dozhideau & Dukov and Bondarenko & Lerner each had 4 fouls, the fourth foul also comes with a 5 second penalty.

Andreev & Vorobyev – Russia, with a 6:19.0

Dozhideau & Dukov – Russia, with a 6:18.0 + 5 sec penalty

Bondarenko & Lerner – Ukraine, with a 6:18.3 + 5 sec penalty

So Andreev & Vorobyev are repeat World champs by flying a cleaner race. This was the best final F2C race I've ever seen.



### Closing Ceremonies

We all gather together for the Closing Ceremonies after the finals were finished. We would march into the speed circle just like the opening ceremonies.







**Carl is once again the World Champion.**

It is a tradition that any past World Champ to carry the flag. So Carl is our flag bearer, since he was World Champion in F2A in 1974. But along with our success, we were also celebrating the USA F2A's team success. Carl, Billy and Alex took 2<sup>nd</sup> place as a team.

Each contestant gets 4 flights to post his best time. Carl had a three 0's and was down to his last flight. The story goes, that on his last flight, Billy and Alex start and launch him, Carl gets into the air but the setting was not right, so he shut her down; Alex and Bill grab the backup dolly and top off the tank. Carl comes out to adjust the needle valve and he says to Bill "I'm going to regret this" as he richens up his needle. Billy and Alex start it again and as it warms up they release it. The plane accelerates as it comes up on pipe and it sound like a good run. The engine run is constant as Carl completes his flight and he shuts it down. We all listen as they announce his speed. 301.2 km/hr. and he's in first place. Now we wait for the rest of the flyers to complete their last flight. After the last flight, Carl holds on to his lead by .1 km/hr, beating Paul Eisner's speed of 301.1 km/hr, Carl goes from Zero to Hero on his last flight!



This was a great World Champs but it did not come easily. Dave bought the best planes and engines he could find, and with Dick's help I put everything together. Dave and I took many trips to Florida to test fuel, props, work on our starts and pits. We are now looking forward to the next Team Trials and the 2016 World Champs in Perth, Australia.

### **2015 - F2C 3mm Venturi**

Starting in 2015, there will be a new rule in F2C. All engines will be required to run a 3mm venturi. This rule has been implemented in place of the muffler option that was talked about previously.

With a smaller venturi, we will be able to run all of our current planes and engines, just exchanging our current venturi with a 3mm venturi. This new rule is supposed to reduce the engine and prop noise. We have not done any testing yet, but we are considering less pitch in our props. This smaller venturi will also slow the planes down, making the event easier to fly for the older and new pilots. This new rule takes effect Jan 1, 2015. If you want to try out for the USA team for the 2016 World Champs in Australia, you will need to use a 3mm venturi in the team trials.

There may also be engine modifications that can be made to maximize the performance, but that will require some testing, along with prop selection.

The USA only sent 2 teams to this year's World Championship in Poland. With Dick Lambert and Tom Fluker retiring from F2C, this gives some new teams an opportunity to represent the USA in Australia. But to make the team, you will need to do some testing now to be ready for the 2015.

Steven Wilk  
F2C Team Race, Mechanic

## SOUTH CENTRAL - Bill Bischoff

Hold on to your handles, 'cause this time I've crammed 10 pounds of column into a five pound newsletter! First, let's start with the news from the flying field. I recently had the opportunity to fly my new super slow rat. I'm happy to report that it flew fine, the balance and control response were good, and it went 18.6! The only thing that needs to be changed is the landing gear. The wheel is too far forward and landings are a bit bouncy. But since Mike Greb has a home built CNC router, it's no trick for him to make another gear with the wheel back 1/2". For those interested in details, the plane is pretty typical built-up wing construction, with internal line connections and an internal pushrod. The wing is covered in Fibafilm, which I'm led to believe is the same as what used to be sold as "Micafilm". The wood parts are glassed, and the finish is Klasskote epoxy. Ready to fly weight with a Brodak 25 is 25.5 oz.



Next, I'd like to share a fuel bottle I recently discovered at McMaster-Carr. ([mcmaster.com](http://mcmaster.com)) The part number is 1044K4. The price is \$9.15. It's 500 cc's, with an aluminum spout with a screw cap. The hole in the spout is small, so I cut off the very tip, and ran a drill through it. We used it all day with no problems. As a bonus, the bottle is very soft and pliable.

I'm always on the lookout for products and techniques to make events more accessible to novices and non-racers. The introduction of the Magnum and ASP 15 into our Sportsman Goodyear event has given the event a significant boost in popularity, and more and more people are building new airplanes. The days of Glenn Lee wheels and titanium landing gears may be gone for good, but here is a landing gear solution

that should be within everybody's reach. (Although now I hear Glenn Lee is making wheels again...)



The landing gear and wheels are made from standard hobby shop parts. The wheels are Williams Brothers 1 1/4", #13800. The gear are cut from a Great Planes L1 dural gear, #GPMQ1810. The axles are 1/4" OD x 7/16" long plated brass spacers. I got them from McMaster-Carr for 35 cents each (#92474A264). I also bought 6-32 x 5/16" stainless button head cap screws #92949A145 for \$3.71 per hundred, and #6 stainless flat washers #92141A007 for \$2.00 per hundred.

Measure 4 3/8" up from the bottom of each leg of the landing gear and cut them off. The exact dimension isn't super critical, just cut the second one to match the first one. (The left over piece of aluminum from the middle of can be used to make engine mount pads.) Bend them as required, about 1" from the big end. Drill mounting holes, and sand, file, and polish as desired. Drill

out the wheels to spin freely on the 1/4" spacers. Drill in several steps instead of attacking the wheels with a 1/4" bit on the first pass, and use a drill press if you can so the wheels don't wobble. Assemble the axles with Loctite. If a wheel binds a little, try flipping the washer over. Sometimes the washers are slightly cupped and rub on the wheel hub.

But wait! There's still more! Don't touch that dial! We also have contest reports. Four of us from the Dallas club loaded up my Odyssey and went to Wichita the second weekend in August. They didn't have a contest last year, so I was pleased to see they were having one this year. The racing lineup featured Mouse I, Sportsman Goodyear, and Fox-Goldberg. The results speak for themselves, but there a few things worth mentioning. First, we arrived at the field in a torrential downpour, but it cleared up fairly quickly. However, there were a few areas of significant standing water on the circles, resulting in some interesting "splashdowns". The more noteworthy thing was the presence of NEW racers. Pilot Rob Christie and pitman Doug Burright flew in all three racing events, and made a good showing. I hope these guys stick with it, because they'll be right in the fray real soon. They even threatened to come to the October contest in Dallas.

Speaking of Dallas, we also had our traditional Labor Day contest, the Charles Ash Memorial. The highlight of this contest for me was a Sportsman Goodyear race where Don Cranfill and I were so evenly matched on airspeed, neither of us passed the other except while pitting. That's some close racing! It was also good to see Charles Barnes again, after something like a 20 year layoff from racing. With no prep and a pickup pilot, he finished all his races, and even took home some hardware. Now he's working on a Sportsman Goodyear, and promises to bring his son back to racing as well.

## RACING RESULTS WICHITA, KS AUGUST 9, 2014

### Mouse I

1)Melvin Schuette	5:41
2)Mike Greb	5:52
3)Patrick Hempel	7:12
4)Rob Christie	7:25
5)Dave Rolley	? laps

### Sportsman Goodyear

1)Bill Bischoff	9:04 (ASP)
2)Mike Greb	9:07 (ASP)
3)Phil Dunlap	9:24 (Fox)
4)Patrick Hempel	10:07 (ASP)
5)Melvin Schuette	10:30 (Fox)
6)Rob Christie	11:30 (Fox)

### Fox Goldberg

1)Jeff Johnson	10:26
2)Melvin Schuette	10:48
3)Patrick Hempel	11:08
4)Rob Christie	11:18

## RACING RESULTS DALLAS, TX AUGUST 30, 2014

### Mouse I

1)Patrick Hempel	6:18
2)Mike Greb	7:39
3)Charles Barnes	9:51

### Sportsman Goodyear

1)Dale Gleason	9:00 (Fox)
2)Don Cranfill	9:22 (ASP)
3)Bill Bischoff	9:29 (ASP)
4)Mike Greb	9:37 (ASP)
5)Patrick Hempel	9:55 (Fox)
6)Ray Blanchard	10:07 (ASP)

### Quickie Rat

1)Bill Bischoff	7:11
2)Charles Barnes	8:50

### Fox Goldberg

1)Patrick Hempel	10:12
2)Charles Barnes	12:57
3)Ray Blanchard	88 laps
4)Dave Ek	37 laps
5)Stephen Jeansonne	34 laps

### Super Slow Rat

1)Bill Bischoff	5:28
2)Charles Barnes	6:17
3)Don Cranfill	6:18
4)Mike Greb	6:20

OK, I know that's a lot of excitement for one column. Go get yourself a refreshing beverage, and admire the pretty pictures again.

## 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](http://nclra.org). and other published sources. Members can log in to [NCLRA.org](http://NCLRA.org) and submit contest details.

## **NORTHEAST DISTRICT**

MIDDLESEX MODELERS & SJAM 2014 RACE  
SCHEDULE

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](mailto:earthingbrush2@yahoo.com)

## NORTH CENTRAL DISTRICT

None

## NORTHWEST DISTRICT

**Salem Speed & Racing**, Bill Riegel Model Airpark, Salem, Ore.

**Saturday:** Northwest Sport Race, Northwest Super Sport Race, Northwest Clown Race, NW Sportsman Clown Race, Mouse Race I

**Sunday:** All AMA Speed classes, plus F2A, NW C, NW F2D Proto, NW Sport Jet, NW B Proto

Other Notes:

Contest is A.M.A. "A" sanctioned .Contest sponsored by the Western Oregon Control Line Flyers

Contest Director: Mike Hazel, 503-871-1057,  
[zzclspeed@aol.com](mailto:zzclspeed@aol.com)

Cheap-o entry fee to cover expenses, no prizes awarded for More information and NW rules see: [flyinglines.org](http://flyinglines.org)

## MIDWEST DISTRICT

None

## SOUTHEAST DISTRICT

None

## SOUTH CENTRAL DISTRICT

**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](mailto:billbisch@hotmail.com))

## SOUTHWEST DISTRICT

**Racing Calendar For 2014 at Whittier Narrows**

**October 11 & 12<sup>th</sup> – 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 7<sup>th</sup> – 24<sup>th</sup> 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 sit

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

# World Cup Results

## F2C - TEAM-RACING

## Individual results

Place	N°	NAME Surname	Nation	Heat 1	Heat 2	Heat 3	Semi 1	Semi 2	Final
1	C10	ANDREEV Sergey / VOROBYEV Oleg	RUS	3 : 10,3	3 : 18,9	3 : 11,5	3 : 09,0	3 : 04,1	8 : 19,9
2	C07	DOZHIDAEV Sergey / DUKOV Vlastislav	RUS	3 : 04,1	3 : 01,5	3 : 06,6	3 : 04,1	3 : 01,1	6 : 23,0
3	C38	BONDARENKO Yuri / LERNER Semen	UKR	3 : 09,8	3 : 11,1	3 : 07,4	3 : 20,0	3 : 01,6	6 : 23,3
4	C29	SURUGUE Pascal / SURUGUE Georges	FRA	DNQ	3 : 03,6	3 : 18,5	3 : 04,2	3 : 16,2	
5	C37	MAKARENKO Volodymyr / FULITKA Volodymyr	UKR	34 laps	3 : 09,6	DNQ	35 laps	3 : 04,8	
6	C14	FITZGERALD Robert / ELLINS Robert	AUS	34 laps	3 : 10,7	3 : 06,8	3 : 07,4	DNQ	
7	C43	ALONSO Pedro / IGLESIAS Jesus Ignacio	ESP	35 laps	3 : 10,1	3 : 12,8	3 : 14,0	3 : 07,6	
8	C21	GUGLIN Thierry / SURUGUE Reland	FRA	3 : 05,9	3 : 09,1	3 : 08,5	3 : 08,7	34 laps	
9	C15	WILSON Murray / POSCHKENS Mark	AUS	DNQ	3 : 09,0	3 : 03,0	3 : 12,2	DNQ	
10	C36	IGOSHIN Olesky / CHAYKA Yury	UKR	3 : 11,3	34 laps	DNQ	3 : 13,0	3 : 13,2	
11	C68	SHABASHOV Yuri / YUGOV Viktor	RUS	3 : 17,0	3 : 11,9	3 : 07,1	3 : 15,1	DNQ	
12	C27	FISCHER Dave / WILK Steve	USA	3 : 26,9	3 : 07,2	DNQ	3 : 18,3	77 laps	
13	C81	VERSHADENKO Evgeny / GRIGARTAS Aigra	LTU	3 : 12,1	3 : 17,3	DNQ	3 : 30,7	34 laps	
14	C24	MARTINI Giancarlo / ROSSI Andrea	ITA	3 : 24,5	3 : 19,5	3 : 12,2	34 laps	39 laps	
15	C36	FLIKER Tom / AMBERT Richard	USA	3 : 14,0	3 : 18,9	3 : 10,2			
16	C29	CARDOSO Antonio / GOULAO Jose	POR	3 : 15,6	DNQ	3 : 15,6			
17	C64	HEATON Derek / BROADHEAD John	GBR	3 : 30,2	3 : 17,2	3 : 16,1			
18	C44	BARRAGAN Antonio / BARRAGAN Juan de Dios	ESP	3 : 30,3	3 : 16,4	DNQ			
19	C11	STANOJEVIC Zvonir / STUDER Helner	SUI	3 : 29,0	3 : 23,6	3 : 16,6			
20	C22	PERRET Mathieu / PERRET Jean Paul	FRA	37 laps	DNQ	3 : 16,6			
21	C25	GROSSI Luca / LOSI Roberto	ITA	3 : 17,3	38 laps	DNQ			
22	C17	ORVOS Ferenc / METKEMEJER Rob	NLD	3 : 26,5	35 laps	3 : 20,5			
23	C32	BROZEK Marosz / WLODARCZYK Ryszard	POL	3 : 28,6	3 : 32,1	3 : 20,9			
24	C03	FITZGERALD Mike / THOMASON Mark	GBR	3 : 21,6	DNQ	3 : 21,7			
25	C35	SAMUELSSON Bengt Olof / AXTELIUS Knut	SWE	32 laps	3 : 23,3	3 : 48,3			
26	C13	CHRISTIE Graeme / PALMER Roger	NZL	3 : 23,8	34 laps	3 : 39,4			
27	C40	CAMARGO Fernando / DEVENISH Joseph	BRA	24 laps	3 : 57,1	3 : 24,7			
28	C30	GOLISZ Wacław / LESIUK Wojciech	POL	3 : 25,0	DNQ	35 laps			
29	C46	BARRAGAN Antonio / BARRAGAN Juan de Dios	ESP	3 : 29,7	3 : 25,2	35 laps			
30	C16	MELIER Fred / JORDAAN Ben	NED	3 : 23 laps	DNQ	3 : 27,0			
31	C31	PIOTROWSKI Krzysztof / DZIKOWSKI Michal	POL	3 : 45,1	DNQ	3 : 28,5			
32	C02	ZUKAUSKAS Nerijus / SABLINSKAS Gintaras	LTU	3 : 34,1	3 : 28,6	65 laps			
33	C05	ROSS Malcolm / EIFFLAENDER Anthony	GBR	3 : 30,3	3 : 47,1	DNQ			
34	C06	KOCHETYGOV Ilya / VENEDIKTOV Albert	RUS	4 : 02,4	3 : 48,4	3 : 31,8			
35	C42	MARY Nelson / CORNEIRO Rafael	BRA	3 : 32,6	DNQ	4 : 00,6			
36	C18	POTLER Grant / WALTON Steve	AUS	3 : 32,9	69 laps	4 : 08,4			
37	C34	STJARNFJELD Per / GUSTAFSSON Jan	SWE	3 : 48,3	3 : 33,7	3 : 36,2			
38	C41	MARY Wellington / RODRIGUEZ Waldir	BRA	77 laps	3 : 36,4	DNQ			
39	C23	MAGLI Marcello / PIRAZZINI Elvis	ITA	3 : 53,4	35 laps	34 laps			
40	C33	TOMCZYK Artur / KORCZYNSKI Witold	POL	0 : 00,0	4 : 12,3	4 : 07,6			
41	C39	SHKILNIAK Andrii / HREBENIUK Bohdan	UKR	1 lap	DNQ	4 : 23,0			
42	C12	MOLCHANENKO Nikolay / CHERMAREV Yuriy	KAZ	4 : 47,3		DNQ			
43	C18	ANKER Bram / OLLIVE Rob	NED	61 laps	35 laps	DNQ			
44	C06	MIKHONOV Pavel / CHEREDNICHENKO Alexander	RUS	34 laps	DNQ	36 laps			
45	C47	KRATTS Anatoli / PEREVOZOV Vladimir	KAZ	DNQ	34 laps	DNQ			

# World Championship Results

<b>CONTEST NAME:</b>		2014 FAI KUYAVIA WORLD CUP FOR CONTROL LINE MODEL AIRCRAFT	
<b>F2C</b>	<b>CONTEST DATE:</b>	07-08.08.2014	



<b>CONTEST VENUE:</b>		WLOCLAWEK	
<b>COUNTRY CODE:</b>	POL		

Place	Start No	FAMILY NAMES	FORENAMES	JUNIOR	FAI LICENCE	NATION	Round 1	Round 2	Round 3	Semi final round 1	Semi final round 2	Final
1	5	SURUGUE / SURUGUE			FRA1001 / FRA986	FRA	35 LAPS	3:13'13	4:05'34	3:09'92	3:09'72	6:24'13
2	14	GOROHOV / GOROHOV		Juniors	RUS02011 / RUS02012	RUS	DISQ	3:09'57	3:46'43	3:17'54	3:14'57	6:41'27
3	30	WILSON / POSHKENS			AUS 45798 / AUS 51445	AUS	3:27'03	89 LAPS	3:11'15	3:18'08	3:13'58	DISQ
4	11	VERSHADENKO / GRIGARTAS			LTU725 / LTU561	LTU	DISQ	3:09'70	3:16'25	DISQ	3:14'90	
5	7	FISCHER / WILK			52080 / 97117	USA	3:16'31	68 LAPS	3:27'49	3:17'78	3:18'22	
6	17	FITZGERALD / THOMASON			GBR33566 / GBR87971	GBR	3:32'36	3:32'97	3:15'86	3:26'44	3:23'06	
7	3	MAKARENKO / FULITKA			UKR532 / UKR203	UKR	DISQ	0 LAPS	3:06'17	3:43'99	DISQ	
8	31	FITZGERALD / ELLINS			GBR33566 / GBR87971	AUS	3:12'19	3:04'62	4:01'51	0	0	
9	13	MIKHONOV / CHEREDNICHENKO			RUS1202 / RUS 2820	RUS	40 LAPS	3:07'87	3:05'96	0	0	
10	21	ZHURAVLYOV / SOSNOWSKI			UKR135 / UKR195	UKR	3:32'32	33 LAPS	3:17'27	3:22'01	3:25'00	
11	1	BROZEK / WLODARCZYK			POL6662 / POL547	POL	3:34'98	3:20'39	4:13'05	3:51'54	99 LAPS	
12	10	ZUKAUSKAS / SABLINSKAS			LTU280 / LTU226	LTU	DISQ	3:20'84	0 LAPS			
13	33	MARY / RODRIGUEZ			BRA1900 / BRA2389	BRA	3:23'64	DISQ	3:21'67			
14	4	MAKARENKO / OSADCHIY			UKR668 / UKR457	UKR	DISQ	35 LAPS	3:22'54			
15	16	PIOTROWSKI / DZIKOWSKI			POL6025 / POL5026	POL	3:50'38	DISQ	3:25'79			
16	19	HEATON / BROADHEAD			GBR50550 / GBR37494	GBR	3:41'64	3:31'87	3:26'01			
17	9	STANOJEVIC / STUDER			CH50200 / CH32350	SUI	4:01'13	3:28'20	13 LAPS			
18	26	CHRISTIE / PALMER			14/AM 10614 / 14/AM 2123	NZL	20 LAPS	3:35'23	4:04'41			
20	25	SAMUELSSON / AXTELIUS			SWE228 / SWE 201	SWE	4:18'05	3:38'03	3:36'70			
21	12	CAMARGO / DEVENISH			BRA7063 / BRA12211	BRA	3:36'71	0	3:37'92			
19	20	GOLEBIEWSKI / MAJEWSKI			POL6660 / POL6659	POL	70 LAPS	3:37'68	67 LAPS			
22	8	ORVOS / METKEMEJER			NED715983 / NED25327	NED	3:52'10	3:38'20	DISQ			
23	2	GOLISZ / LESIUK			POL6724 / POL5000	POL	DISQ	3:39'42	3:40'73			
24	6	SMAGA / ZYLKA			POL4767 / POL5704	POL	4:21'69	DISQ	3:44'64			
25	32	THOMPSON / WALTON			AUS 40666 / AUS 9697	AUS	DISQ	4:18'20	0			
26	15	MOLCHANENKO / CHERMAREV			UKR532 / UKR203	KAZ	4:30'92	4:21'56	0 LAPS			
27	22	KRATTS / PEREVOZOV			KAZ694 / KAZ606	KAZ	35 LAPS	36 LAPS	4:36'96			

## SUPPLIERS

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**2014 Nat's Super Slow Rat Winners.**



**2014 Nat's Quickie Rat Winners.**



**2014 Nat's Mouse 1 Winners.**



**2014 Nat's Clown Race Winners**



**2014 Nat's Scale Race Winners.**



**2014 Nat's Slow Rat Winners**

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Torque Roll is the official publication of the NCLRA. 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 Les Akre at the address given on this page.

### **NCLRA New and Renewal Memberships**

Basic membership with electronic newsletter is \$20/year for both U.S. and non-U.S. residents

Membership with a paper newsletter is \$30/year for U.S. residents and \$35/year for non-U.S.

Life members wanting a paper newsletter is \$10/year.

Apply for membership by mailing annual dues to:

NCLRA

P.O. Box 468

Bennett, CO 80102-0468

Make checks out to the order of "NCLRA" and be sure to provide your 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](mailto: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/>