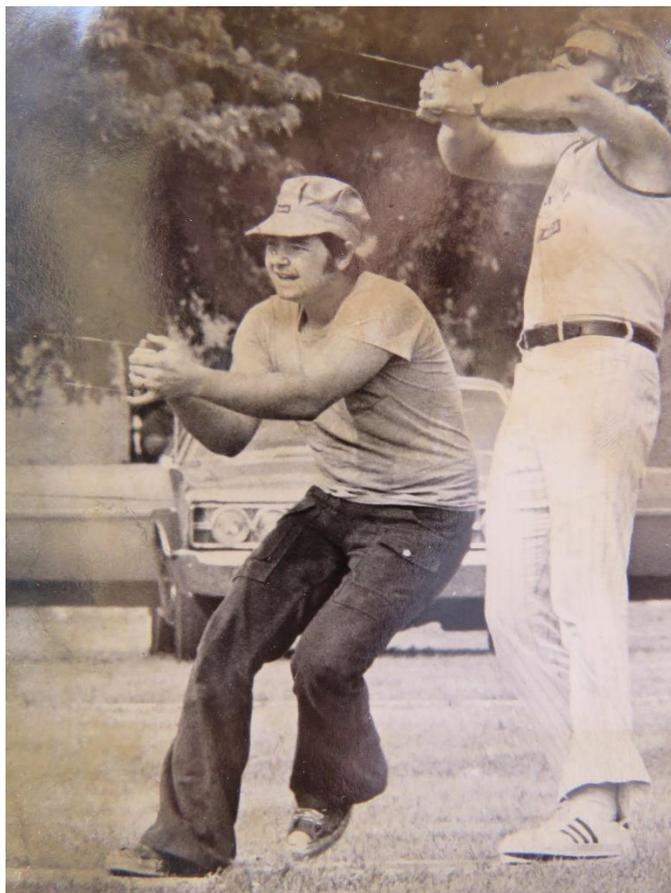


From: National Control Line Racing Association  
Bill Bischoff 1809 Melody Ln.  
Garland, TX 75042



TO



Bob Oge and John Ballard flying Rat in the early 70's.  
Note Bob with the "Engineers" hat; appropriate as the  
airplane looks to be pulling like a train!

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**Torque Roll Issue #127**  
**August 2016**

## **PRESIDENT- Bill Bischoff**

Hello, everyone. I am Bill Bischoff, the new President of NCLRA. The very first thing I must do is thank outgoing President Melvin Schuette for his service over the last four years. I'm sure there were some people who thought that by now the NCLRA would be dead and buried, and CL racing at the NAT'S would only be a memory. Gee, not true, is it? For that I say thank you, Melvin.

I'll bet you are probably wondering what my plans are as president of the NCLRA. Well, pull up a chair, and I'll tell you. My goal is simple enough; to make CL racing grow. Notice I did not say to make the NCLRA grow. The NCLRA should exist to promote racing, not itself. Not that growth would be bad for NCLRA, it just shouldn't be the main objective.

I think the best place to look for more racers is within the CL ranks. I'll bet there are current competitors as well as sport flyers who might like to try racing if they just knew a little more about it. This is where the NCLRA comes in. I would like to see the NCLRA web site be the Google of CL racing information. And I would like everyone to have full access.

To make the NCLRA more accessible to everyone, we have already voted to make the membership FREE. To join, all you need to do is send an email saying you'd like to join. As a member you will get the newsletter emailed to you every other month, and you will get voting privileges in NCLRA matters. If you don't wish to join, you will still be able to view ALL issues of the newsletter on the web site, including the most recent issues. The only thing that will cost money will be a paper copy of the newsletter, which will be \$10.00 per year.

In addition, I will be working with our webmaster Bill Lee to have an easy to use member photo gallery, and to update and improve the plans and tech topic sections. I have already opened an NCLRA page in the Vendor's Corner section of Stunt Hangar to allow us to have a way to answer questions in a timely manner. It may take some time for these changes to be fully implemented and sorted out, so bear with us.

I will also look for ways to increase NCLRA's visibility. I will ask Brodak Manufacturing to put a CL racing info page in the front of their catalog, and to include a racing handout in or with their racing kits. I will ask other special interest groups if they would like to swap ad space in their newsletters for ad space in our newsletter.

Until next time....Wish me luck!

## **SOUTH EAST- Jim Bradley**

*Fellow Southeast Member Bob Whitney, and his return to the Nat's after a bit of an hiatus is the subject my NCLRA write-up for this issue of Torque Roll. The following is told by Bob himself.*

After 5 years of college and a Masters, my pilot Jason Allen decided he wanted to get back into flying and go to the Nat's. So with 2 new F2C ships, the Perky that won at Brodaks', and some old dusty racers, we hit the 2016 Nat's.

We spent Sunday dialing in the F2C ships which were down on airspeed but starting good. Monday morning started off raining, however by 9AM. we were able to start and put together a couple of races good enough for a 1<sup>st</sup>. place. The afternoon didn't start out as good, as I let our Quicke Rat get away from me while warming it up. As I reached for the wing tip, it crumpled in my hand and the plane swung around hitting me in the forearm opening up a fairly big gash. Thanks to some quick work from Alex Tupenov and a bunch of others the damage to my arm was held to a minimum. When the Medics showed up, they made sure everything was ok, then off I went to the ER for 14 stitches and that killed the rest of Monday afternoon.

The Doctor said I could continue flying as long as I kept it dry and clean. So Tuesday Morning we were back and ready to go. The first event up was Mouse 1.

My Mouse 1 entry got shot down with a Battery failure, so no trophy there. Tuesday afternoon was Clown Race, and with no practice laps on my new world beater Diesel, we went with the old dependable starting OPS 19 which was good enough for 3rd place, not far behind the Honking OS 18's.

Wednesday morning was AMA Scale Race. Jason brought along his 8-year-old Nelson powered ship, we added a McDonald carbon Prop and that along with some good pitting made the difference for another 1<sup>st</sup> place. Since we weren't flying Sport Goodyear, it was over to the speed circles after lunch to fly "Perky". The top time on the board was 92mph. The first flight with our Nelson Perky was 106 mph for first. Carl Dodge put in a 99 MPH flight for 2<sup>nd</sup>.

Thursday, the last racing day, started off with Slow Rat. I took the rebuilt Prowler that we used in the 100-mile Sport Race at Brodaks', added a Rossi 25, and again good pitting made the difference for our last win of the 2016 Nat's. Over at the Stunt Circle we entered one of my profile Stunt models with an Enya 25 on it and gave them a run but it just wasn't enough.

It was great being back at the Nat's and seeing everyone again. Jason and I are planning on doing it again next year.



**Bob Whitney shows off his haul of Nat's awards.**

## SOUTH CENTRAL- Bill Bischoff

### South Central representin' at the 2016 NATS

The South Central district was well represented by Melvin Schuette, Mike Greb, Bill Lee, Chuck Barnes, and myself. Rod Christie (KS) came over from combat long enough to fly Bob Oge's Quickie Rat. Patrick Hempel also joined us for the last day. I personally flew in every race, for a total of about 3800 laps for the week. Bill Lee won Quickie Rat, Mouse, Clown, and Sportsman Goodyear. This was enough for him to also win the NCLRA High Point award. In its first contest, Bill's LONG awaited sportsman Goodyear won with the fastest time of the year so far. Mike Greb took home third in AMA Goodyear, and second in Sport Goodyear, super slow rat, and FAI team race. I turned my fastest time ever with my own AMA Goodyear to qualify first, but a blown plug in the final knocked me down to second. I finally managed to win the last event, which was super slow rat. The Barnes team got 2nd in mouse, Clown, and Quickie, and Melvin took third in mouse. Rod earned himself a 3rd in Quickie as Bob's pilot. It would not be right not to mention Bob Whitney of Florida, who, along with his pilot Jason Allen, won the three events not won by the DMAA'ers.



**Bill Lee pitting his new Miss San Bernardino sport Goodyear to 1st place. Pilot Bill Bischoff.**

I am inviting all racers to the Dallas contest in October. We have been talking it up, and besides the locals we have declarations of intent from Bob Oge, Charlie Johnson, and Paul Gibeault. Paul can even pack his mice and 1/2 A proto in his suitcase! Melvin Schuette will have to see if he can fit two trips to Dallas in three weeks into his schedule. Gee, a dozen entries in Sportsman Goodyear...it makes me giddy just thinking about it!

## 2016 SOUTH CENTRAL TOP 20 (includes NATS results)

<b>MOUSE I</b>	<b>50 laps</b>
)Bill Lee	2:29.63
)Bill Lee	2:30.28
)Patrick Hempel	2:31.32
)Melvin Schuette	2:32.14
)Patrick Hempel	2:32.8
)Melvin Schuette	2:33.58
)Melvin Schuette	2:36.12
)Melvin Schuette	2:37.8
)Chuck Barnes	2:39.46
)Melvin Schuette	2:40.18
)Mike Greb	2:42.22
)Melvin Schuette	2:42.7
)Chuck Barnes	2:42.93
)Rod Christie	2:42.98
)Charles Barnes	2:43.07
)Charles Barnes	2:44.44
)Rod Christie	2:48.4
)Mike Greb	2:49.05
)Mike Greb	2:51.21
)Mike Greb	2:51.8
)Patrick Hempel	2:58.44

<b>MOUSE I</b>	<b>100 laps</b>
)Patrick Hempel	4:53.99
)Patrick Hempel	5:04.47
)Bill Lee	5:13.33
)Chuck Barnes	5:25.48
)Patrick Hempel	5:26.95
)Mike Greb	5:29.34
)Melvin Schuette	5:30.29
)Melvin Schuette	5:32.00
)Melvin Schuette	5:35.5
)Mike Greb	6:50.94

<b>FOX/ GOLDBERG</b>	<b>140 laps</b>
)Rod Christie	10:20.41
)Charles Barnes	10:26.70
)Melvin Schuette	11:58.56
)Dave Ek	12:11.57
)Rod Christie	13:51.
)Dale Gleason	136 laps
)Patrick Hempel	78 laps

<b>SPORTSMAN GOODYEAR 80 laps</b>	
)Bill Bischoff	4:03.85
)Bill Bischoff	4:07.47
)Dale Gleason	4:07.82
)Dale Gleason	4:11.99
)Mike Greb	4:15.93
)Mike Greb	4:16.65
)Mike Greb	4:18.59
)Bill Lee	4:20.65
)Patrick Hempel	4:22.28

## SECRETARY/TREASURER

### - Melvin Schuette

#### Secretary/Treasurer Report

The annual Meeting of the NCLRA was held at the MCL Cafeteria in Muncie Indiana Thursday evening after the completion of the control line racing events at the 2016 AMA Nationals.

Twenty people attended the dinner/ meeting; fifteen members and five guests.

The meeting was called to order by the president Melvin Schuette.

Melvin thanked all of the people who helped him run this year's Nationals.

Melvin then read the election results. Bill Bischoff is the new President, Les Akre was re-elected as Vice-President, and Melvin Schuette is the new Secretary/ Treasurer.

He then awarded the High Point Racing award to Bill Lee and the Sportsman Award was given to Bill Bischoff.

Melvin then turned the meeting over to Bill Bischoff as the new president to discuss the future of the NCLRA..

Bills' first goal is to make the NCLRA web site a source of information for control line racing. Buy, selling and messaging will be left to the other control line forums.

The next item of discussion was making all newsletters including the current newsletters available for reading on the NCLRA web site. Melvin Schuette made the motion and it was seconded. The motion passed. The newsletters will be available on the NCLRA website in the near future.

Next item of discussion was the dues structure. Bill Bischoff proposed that the NCLRA have a free membership. After Melvin Schuette read the latest Treasurer's report Bill Lee made a motion to make the NCLRA membership a free Membership. Melvin Schuette amended the motion to include that if you want a paper newsletter the cost would be \$10.00 per year for US and international members. Bill Lee accepted the amendment to his motion and the motion was seconded, voted on and passed. The changes on the web site to reflect the change in the new dues schedule will be done in the near future.

Then it was discussed that the membership should contact their AMA District VP to try to convince the AMA that C/L racing is a team event and that each placing should be awarded two trophies; one for the pilot and one for the pitman.

We also discussed the moving of speed event to the west racing circle. This would make it easier for some of the speed fliers to fly some of the racing events and some of the racing competitors to fly speed. (the idea was proposed to the speed

members at their annual meeting and it was received with mixed feelings)

It was decided to make the Sportsman Goodyear 500 lap race an official unofficial event at the 2017 AMA Control Line Nationals. The event will be held on Friday.

Bill Bischoff also proposed that we try to find sponsors for the unofficial events. The sponsor would be responsible for provided the trophies for the event they sponsor.

Bill Bischoff adjourned the meeting, with most people going to Dairy Queen for desert.

Melvin

## 2016 National's Event Directors Report - Melvin Schuette

To my Fellow NCLRA Members:

I would like to take this time to thank all of the people who have supported me during my time as president. Unfortunately, it was time for me to step down and let someone else take the reins. I feel that Bill Bischoff will do a fine job as the new President. He has a lot of ideas that I think will help us not only grow the interest in control line racing, but in the NCLRA. I still plan on staying active in the NCLRA and the nationals.



**Mark and Andy Knight with their "Buster" 1oz. Sport Goodyear entry at the 2016 Control Line Nationals.**

Unfortunately, Jim Bradley was not able to attend this year's Nationals, and I would like to thank Bob Oge for volunteering to run Class I Mouse, and some of the other events, allowing me the opportunity to compete. This is the type of support we will need at future Nationals.

Bill Bischoff came to this year's Nationals with the intent of flying in every race. I would like to congratulate Bill on the successful completion of his endeavor. Bill told me after completion that it was a lot harder than he had anticipated.

Mark Knight enjoyed his time at last year's nationals some much he convinced his son Andrew to come with him to this year's nationals. Unlike like last year when Mark spent the entire week time and counting laps, Mark and Andrew brought along some planes and competed in Mouse and Sportsman Goodyear. When they were not competing they both would be time and counting laps; for which I am grateful.

I would also like to thank Sandra Lee and Zella Betz and everyone else who spent time timing and counting laps. I would like to thank Bob Oge, Tara DeGraff and anyone else who took pictures for me, that were put in the Nats News and in Torque Roll. Without volunteers like these we would not be able to hold a nationals control line racing event.

I look forward to seeing all of you and more at future nationals.

Melvin

## 2016 National's Racing Results

### F2C

Name	Heat 1	Heat 2	Heat 3
1 <sup>st</sup> Whitney/ Allen	4:32.13	3:45.70	75 laps
2 <sup>nd</sup> Greb/Bischoff	4:05.98	53 laps	DQ
3 <sup>rd</sup> Topunov/ Pollak	2 laps	68 laps	5:34.85



F2c winners L/R, Greb/Bischoff, Whitney/Allen, Topunov/Pollack. Ed Melvin Schuette.

### Quickie Rat

Name	Heat 1	Heat 2	Final
1 <sup>st</sup> Lee	3:08.46	3:07.98	7:33.20
2 <sup>nd</sup> Barnes	4:06.51		8:13.57
3 <sup>rd</sup> Oge	3:25.04		128 laps
4 <sup>th</sup> Bischoff	3:55.15		
5 <sup>th</sup> Barnes	46 laps		41 laps
6 <sup>th</sup> Whitney	DNF		



Quickie rat Winners L/R, Barnes/Hempel, Lee/Bischoff, Oge/Christie. Ed Melvin Schuette.

### Class I Mouse

Name	Heat 1	Heat 2	Final
1 <sup>st</sup> Lee	2:29.63	2:30.28	5:13.33
2 <sup>nd</sup> Barnes	2:42.93	2:39.46	5:25.48
3 <sup>rd</sup> Schuette	2:36.12	2:33.58	5:30.29
4 <sup>th</sup> Barnes	2:43.07	2:44.44	
5 <sup>th</sup> Greb	3:05.28	2:49.05	
6 <sup>th</sup> Knight	3:29.34		
7 <sup>th</sup> Betz	4:06.55	4:23.03	
8 <sup>th</sup> Knight	4:41.47	4:35.09	
9 <sup>th</sup> Whitney	DNF	2 laps	



Class 1 Mouse Winners L/R, Barnes/Barnes, Lee/Bischoff, Schuette/Allen. ED Mike Greb.

### Clown

Name	7:30 Heat	15: Heat
1 <sup>st</sup> Lee	133 Laps	266 Laps
2 <sup>nd</sup> Barnes	100 Laps	231 Laps
3 <sup>rd</sup> Whitney	114 Laps	225 Laps

### Scale Race

Name	Heat 1	Heat 2	Final
1 <sup>st</sup> Whitney	3:50.16	20 Laps	6:50.60
2 <sup>nd</sup> Bischoff	4:03.70	3:04.11	7:48.51
3 <sup>rd</sup> Greb	3:49.22	3:46.25	7:59.86
4 <sup>th</sup> Betz	3:55.40	4:21.84	9:56.35
5 <sup>th</sup> Oge	3:35.00	DNF	
6 <sup>th</sup> Lee	36 Laps	4:03.20	



AMA Scale Racing Winners L/R, Greb/Bischoff, Allen/Whitney. Ed Melvin Schuette.

### Slow Rat

Name	1 <sup>st</sup> 140 Laps	2 <sup>nd</sup> 140 laps
1 <sup>st</sup> Whitney	7:28.03	125 Laps
2 <sup>nd</sup> Oge	11:41.59	7:47.31
3 <sup>rd</sup> Bischoff	35 Laps	10:18.82



AMA Slow rat Winners L/R, Lee/Bischoff, Bischoff/Oge, Allen/Whitney. Ed Melvin Schuette.

### Sport Goodyear

Name	1 <sup>st</sup> 160 Laps	2 <sup>nd</sup> 160 laps
1 <sup>st</sup> Lee	8:40.36	8:27.91
2 <sup>nd</sup> Greb	8:42.40	81 Laps
3 <sup>rd</sup> Oge	9:22.17	8:44.60
4 <sup>th</sup> Bischoff	8:57.99	8:48.95
5 <sup>th</sup> Melvin		10:03.05
6 <sup>th</sup> Knight	12:07.36	11:28.19
7 <sup>th</sup> Barnes	DNF	DNF



Sport Goodyear Winners L/R, Barnes Oge, Greb Bischoff, Bischoff/Lee. Ed Melvin Schuette giving Bill Lee the "Victory" sign.

### Super Slow Rat

Name	1 <sup>st</sup> 100 Laps	2 <sup>nd</sup> 100 laps
1 <sup>st</sup> Bischoff	5:15.72	5:25.26
2 <sup>nd</sup> Greb	5:44.17	5:28.90
3 <sup>rd</sup> Lee	6:08.72	5:44.21
4 <sup>th</sup> Whitney	8:09.66	6:40.74
5 <sup>th</sup> Hempel	6:22.21	43 laps



Super Slow Rat Winners L/R, Hempel/Lee, Bischoff/Greb. Ed Melvin Schuette.

## The Story of the Fox 15 ABC by Paul Gibeault- MECA 5731



As a qualifier, you must know that I personally take great pleasure in racing old/vintage American made engines like Fox, K&B & Cox. Engines that I grew up with. I steadfastly refuse to buy into the "newer is better just because" mentality. Maybe I'm frugal, too? Until my engine has worn right out (or destroyed itself) I just think I haven't gotten out all of the value that I should have. Plus, when treated & maintained properly, my old engines have been top performers in competition for decades. No better feeling is there to have my Fox beat out a Nelson in head to head competition! Not any slag against Nelson by any means, (in my hands they do go faster) but many competitors have not yet learned how to **optimise** their own engines. I attempt to do so before simply shelling out just to say I run the "*latest & greatest*". I guess I get a bit more attached to my engines when they have a bit of "*me*" into them. Now on to our story...

In 1990, I was invited to Russia to compete (as an F2A speed flier) in The Cup of Leningrad as a guest of the "STELS" engine company. (Sport Technology and Electronic Systems) The STELS group produced a 2.5 cc F2D combat engine that they were now exporting to The West, but told me they were looking for more work projects. So I arranged a deal afterwards for a batch of 25 ABC piston /cylinder sets for a .40 sized engine that I was relatively pleased with.

"**Project Foxski**" as I named it, all began when I attended the "Cabin Fever" control line contest in Tucson, AZ that used to be held every Spring. (Circa ~1992)

Out of the blue some fellow (whose name escapes me) approached me and said, "I hear that you can get Russian ABC piston/cylinders made, is that right?" "Well, that's right", I said. "Over here, we fly a pylon race using the Fox .15 engine and I think an ABC piston / cylinder engine would run better." he said.

"OK", I said, "Send me your best running (iron piston / steel cylinder) Fox engine. I want to know what my standard is for the worst performing ABC. In other words, I aim to have my worst performing ABC engine run better than your best performing iron/steel engine."

"Here's \$2,500 cash & my best running Fox " he said. "Let me know when you have 50 sets made." "Wow!" said I. I was hoping the turnaround time for 50 piston/cylinder sets would be about 2 months, so I said it would take 6 months just to be on the safe side. So, reasonably quickly they sent me the first batch of 25, which other than some sets requiring lapping (because they were too tight) the quality was quite good. If I remember right, I think I even gave each set a test run which was quite labour intensive on my part. That batch all went to the pylon racer in Arizona. The cylinder port timing was kept mild, the same as original at the time. As far as I know the engine port timing was the same for both C/L & R/C engines, however Glen Dye tells me the exhaust port timing was increased on later version engines.

At the time I was dealing with two of the STELS company principals, Valentin Aloshin & Vladimir Panov. In the meantime, they sent me a dozen absolutely exquisitely made 3 piece .40 pylon sized aluminum spinners. When I mentioned that I had not ordered any, I was told they were just sent as samples to show the quality of work they could do. They were so precisely machined that I could not even see the parting lines of three pieces! I was impressed, this was a good sign I thought. After the first batch was paid for, I was asked to pay for the second batch of 25 in advance. So I did, but that turned out to be a bad move, and essentially a "loss leader". . Unbeknownst to me, the two principals had split up & I ended up being sent a box of unfinished parts. The pistons were OK, but the cylinders had just been rough chromed and that's all. Consequently, the pistons did not fit the cylinders rendering the whole lot useless. Shortly after that, communications broke off...  
(\* Note: Valentin did however go on to form his own company and produce his VA series of .049 engines as sold in the USA by Dan Rutherford.)



**The heart of the whole project; the Russian made ABC Piston/Liner set.**

So I was talking to my friend and professional engine tuner Glen Dye from Draper Utah (of Performance Model Parts, Inc.) about my predicament. Glen offered to have a look at the mess. After a short period, Glen confirmed that a lot of work was needed and so I pretty much gave up. However, later on, a box showed up from Glen with 25 completely finished, honed and fitted piston/cylinder assemblies (I still owe Glen for that). Glen sold me replacement Rossi .15 wrist pins that I needed to fit to the pistons. This change required me to ream the top end of the Fox con rod a thou larger.

The second batch of 25 is identified by the extra porting window that Glen had cut into the piston and also Glen's signature relief ring cut into the top of the piston. See photo.

Because of the great time delay, the initial buyer was no longer interested in the second series, so I ended up being stuck with them. However, before long word got around about these and I was able to gradually sell them off. I did several conversions for members of my local flying club. In fact even a rep from the Fox factory bought a set off me at one AMA Nats that I attended. I was hoping that Fox would look at this and consider offering a Fox .15 ABC upgrade, but unfortunately that never happened. (possibly the 1994 Nats?)

Around that time the new PDQ Flying Clown race event had originated out of Oregon. Fox .15's were popular and ABC equipped Fox .15's were a front runner in the event, garnering many wins. Originally the only (slightly) better engine at the time in the Northwest was the Hungarian Moki Sport .15. The ABC Fox was every bit as fast and reliable, however when tuned, the Moki had a few laps more range on the mandatory 1 oz. fuel tank. Unlike the Fox, the Moki was out of production. As a comparison, my very best stock Fox Iron/Steel engine did 268 laps in the 15 minute race final. The best ABC Fox (in my hands) did 293 laps in 1996. The ABC equipped Foxes were generally more reliable in terms of quick hot & cold starting (than some of the Iron/Steel engines), which is an essential component to C/L racing. My own *ABC Foxski Special*, had it's last Clown race at Julio Isidro's Tournament of The Millennium in Portugal a few years ago. It finally conquered the Moki opposition and hasn't been raced since...

Side thoughts on the Fox .15BB Schnurle: Compared to some expensive racing .15's, the quality of materials & finish of the relatively low cost Fox was most certainly not there. But the object of the exercise was to see how much the standard low cost Fox's performance could be improved with a drop in P/C ass'y. It can be argued that the **basic mechanical design** of the Fox .15 is pretty darn good. In fact, as early as 1982 duke Fox had made a few *special Fox .15's* with large 1/2" crankshafts. I was there when Tom Fluker won the 1st world combat championships in Sweden with these marvellous motors. What's holding back the performance of the production motor back was really the material selection, machining execution and tolerances of the parts. With those things improved, I've been able to convert the mild mannered Fox .15 into quite a powerhouse! If one equates a Fox to a Harley-Davidson, it's fascinating to see how far one can push up it's performance with only drop-in parts.

It turned out to be an interesting and successful experiment and in the process, I learned a lot about getting power out of ABC engines.



**Back end shot of the Fox showing the cranks enlarged gas passage.**

Other things I discovered that made the Fox .15 Schnurle Ball Bearing engine perform better:

1. Opening up the venturi hole. Experience has taught me that the maximum reliable increase in hole diameter is .305" I.D. (coupled with the larger SuperTigre .157" I.D. spray bar & needle assembly) for suction operation. Anything more than that can run OK, but the instant starting characteristic will go away and /or you'll need to run the engine on a pressurized fuel delivery system.
2. Increasing the cylinder exhaust port duration. Most of the second batch of ABC engines & certainly the conversions that I performed all had the exhaust port raised to ~.187". This seemed to allow the engine to breathe better.
3. Make a **proper fitting** "Nelson" plug (or similar) type of head button. Although Fox made a variety of different head buttons that all seemed to work OK in the Fox .15, I always found **the fit** (to the cylinder) to be poor. Engines with head inserts of all types run best when the head has a **very slight** pinch fit into the cylinder. Most Fox heads have a gap of .001" or more, which although may have merit from a production standpoint, it's quite undesirable from a performance standpoint. Better head shape combinations have also since been discovered.
4. **Carefully** enlarging the crankshaft bore up to .330" I.D. This of course makes the crank **fragile & prone to failure** (arg!) ...(those 1/2" prototype cranks were sure ahead of their time in 1982!) This **must** be coupled with careful installation of the bearings to yield a very free fit of the crankshaft. Some installations seem to fit better than others.

I have to thank MECA President Bill Mohrbacher for the incentive he gave to me to write this article. I hope you find this of interest.

P. Gibeault  
23 South Park Dr.  
Leduc, AB Canada  
T9E 4W9  
Ph. (780) 716 2950

## **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**

**South Jersey Aero Modelers 2016 Racing Schedule**

**Contest site: Mountain View Park, Middlesex, NJ**

**CD: Phil Valente.**

**October 16** NCLRA Clown racing, Sportsman Clown Racing, heavy metal, FOX 35 speed, Perky Speed.

**Nov 6** Sportsman Clown Racing, Foxberg, Heavy Metal, 1oz. Goodyear, FOX 35 Speed, Perky speed, 1 OZ Goodyear.

**Nov 16** NCLRA Clown Racing, Sportsman Clown Racing, 1oz. Goodyear.

### **NORTH CENTRAL DISTRICT**

None

### **NORTHWEST DISTRICT**

None

### **MIDWEST DISTRICT**

None

**September 10-11 -- Dayton, OH (AA) COLD CASH SPEED BASH. The Dayton Buzzin' Buzzards will host C/L Racing as part of the annual Cold Cash Speed Bash.**

Site: Wegerzyn Gardens Metropark. Bob Heywood CD PH: 937-890-7555 Email: [rheywood@woh.rr.com](mailto:rheywood@woh.rr.com). Visit: [buzzinbuzzards.weebly.com](http://buzzinbuzzards.weebly.com). Sanction #16/1238. Events; 301-310 (JSO). Both days; All AMA speed events plus NASS C Speed, Sport jet, Perky & Fox 35 Speed (St. Louis Rules). Sunday; NCLRA Fox race/ SSR combined, TQR & Sportsman Goodyear (Dallas Rules). Entry \$10 per event. Flying 9am-5pm. Sunday: No Jets before noon! Food available on site. Sponsor: DAYTON BUZZIN BUZZARDS MAC

### **SOUTHEAST DISTRICT**

None

### **SOUTH CENTRAL DISTRICT**

**2016 Texas Racing Schedule**

**September 3rd- Dallas, TX**

Mouse I, DMAA Fox/Goldberg, DMAA Sportsman Goodyear,  
NCLRA Super Slow Rat, NCLR  
A Quickie Rat

contact Bill Bischoff ([billbischoff@hotmail.com](mailto:billbischoff@hotmail.com))

**October 8th- Dallas, TX**

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

**November 12th- Houston TX**

DMAA Sport Goodyear, NCLRA Super Slow Rat

Another assumption based on previous years

### **SOUTHWEST DISTRICT**

**Whittier Narrows Racing & Speed Calendar For 2016**

**Speed events include:** Electric, 301-310 & 606-607, Perky, NASS Sport Jet, C-Speed.

**Racing events include:** S.C.A.R. Goodyear, NCLRA Clown (60 foot lines), Mouse Race, NCLRA Quickie Rat, and Super Slow Rat/Fox Race Speed flown both days.

Racing flown Sunday only except for the Virgil Wilbur Memorial.

### **PRELIMINARY SCHEDULE**

**September 10-11** Wayne Trivin Speed & Racing Memorial.

**October 22-23** Virgil Wilbur Speed & Racing Memorial.

**December 3-4** Toys For Tots.

Whittier Narrows Park now charges \$6.00 per weekend day entry fee! You can buy an annual pass from the bureaucrats at the Park Headquarters (weekdays only) for \$25.00 if you are a member of one of the local clubs. All events are AMA sanctioned. Membership is available on site. All pitmen must wear protective headgear while racing or during practice. Before you set out on a cross-country trek, verify the event date and location have not changed.

Speed contacts: Howard Doering (714) 638-4937 Cell (714) 394-5304

Joe Brownlee (714) 895-1857 Cell (714) 393-1940

Jon DeFries (951) 315-3929

Racing contacts: Ron Duly (818) 843-174

Don Burke (714) 329-1457



**Mark and Andrew Knight lap counting during the Mouse 1 event.**

## 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) 3:42 Fisher/Wilk 7/13/15  
(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 RACE

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 RACE

Op (7 ½ Min.) 150 Laps Bischoff/ Lee 7/15/15  
Op (15 Min.) 284 Laps Bischoff/Lee 7/15/15

### 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



**Bob Whitney and Jason Allen finally made the Big Time; The cover of Nat's News! Bob and Jason pose holding Bobs' First Place winning "Perky" model, powered by a Nelson 15 with Mini Pipe.**



### **PARRA 2.5 display engine**

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[dunkin@discovernet.com](mailto:dunkin@discovernet.com)

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# DMAA Fall Finale 2016

## Control Line Speed, Racing, and Carrier October 7-9, 2016

### Hobby Park Dallas, Texas

Speed flying begins Friday at 1:00p.m.  
Pilots meeting 9:00a.m. Saturday/Sunday

#### Saturday, October 8

Mouse I (JSO)  
Speed (JSO)  
Goldberg Racing (JSO)  
Jet (JSO)  
Sportsman Goodyear (JSO)  
Super Slow Rat (JSO)  
Quickie Rat (JSO)

#### Sunday, October 9

Profile Carrier (Sport) (Expert)  
15 Profile Carrier (JSO)  
Carrier I (JSO)  
Carrier II (JSO)

#### All three days

Record Ratio  
NASS Sport  
Perky Speed

Any Speed class can be flown on a percent of current record basis. Goldberg and Sportsman Goodyear racing flown per DMAA rules (dmaa-1902.org). Super Slow Rat and Quickie Rat flown per NCLRA rules (NCLRA.org). Sport Jet and Perky Speed flown per NASS rules (clspeed.com). Carrier contestants may fly for a top 20 score in any NCS recognized event. Sportsman Profile Carrier contestants may use muffler pressure with stock mufflers and carbs. Event Director has final say. 10% fuel generously provided by Ritch's Brew.

One event \$10.00, two events \$15.00, three or more events \$20.00.

Contest Director: Bill Bischoff [billbischoff@hotmail.com](mailto:billbischoff@hotmail.com) Speed Director: Patrick Hempel Racing/Carrier Director: Bill Bischoff **Sponsored by: Dallas Model Aircraft Association**