

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



**TO**



**Contestants at the Fall Finale in Dallas Tx. this past October 8-9 .**

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**Torque Roll Issue #164**  
**October 2022**

## PRESIDENT – Bill Bischoff

By the time you read this, it will already be October. It will be getting cooler, and the trees are starting to turn. Oddly enough, it seems like contest season is in full swing. Labor Day saw several racing contests around the country. The first weekend in October saw racers gather in Dayton, then the next weekend it was Dallas, and then two weeks later, there will be racing in Los Angeles. I have it on good authority that the world famous "Biscuits and Gravy" racing team will even be making an appearance in the Golden State!

I suppose it's never too soon to talk about the NATS. The preliminary date for control line is **Sunday, July 7-Saturday, July 14, 2023**. Note that this a week earlier than it was in 2022. This will also be the 100th anniversary of the first National Model Airplane Championships. AMA is asking each different discipline to do something to honor its history. Fortunately, we will be holding Vintage B Team Race, an event which pays tribute to AMA's first official racing event. This is all the more reason to build a Vintage BTR for next year. If you start now, you may even have enough time to test fly it first!

## NCLRA BYLAWS AND RACING RULES

The NCLRA has recently been involved in a rule change to more clearly define legal propellers in certain events, and is also seeking to clarify and amplify portions of the bylaws. These changes are primarily administrative and should have little or no effect on NCLRA events or operations. Nonetheless, NCLRA has procedures that must be followed.

### NCLRA RULE CHANGE PROPOSAL: PROPELLERS

This proposed change to the rules for an NCLRA racing event has been approved by a majority vote of the officers and becomes effective immediately.

**Applies to:** NCLRA FOX RACE, NCLRA SUPER SLOW RAT

**Purpose:** To clarify that propellers which are no longer produced are still legal for use, provided all other prop restrictions are met. The problem stems from the phrase "commercially available", which can be interpreted as meaning "*currently* commercially available".

**Exact wording:** For the NCLRA Fox Race and NCLRA Super Slow Rat Race prop rules, replace the words "commercially available" with "commercially manufactured". Add as last sentence: "Props need not be currently produced to be legal."

**NCLRA BYLAWS CHANGES:** These changes to the bylaws must be approved by a vote of the general membership. Simply email NCLRA President Bill Bischoff at billbischoff@hotmail.com, and merely indicate "yes" or "no" for numbers 1, 2, and 3.

### 1) REDEFINE SOUTHWEST DISTRICT

The NCLRA has members in Australia and New Zealand, but these countries do not have district representation. Southeast Asia, Australia and New Zealand will be added to the Southwest District. This region is referred to as "Oceania".

### 2) MEMBERSHIP FOR OFFICERS AND REPRESENTATIVES

All NCLRA Officers and District Representatives shall be given automatic membership for the duration of their terms. This will not affect Life memberships.

### 3) MEMBERSHIP DURATION

Membership duration shall be 24 months from date of application or renewal.

## NORTH CENTRAL – Paul Gibeault

Well, no news on my project Polecat G/Y for awhile so stay tuned...

I recently found out that the North Central district is composed of 9 members! Let me introduce our district!

LastName	FirstName	Address
Szikora	Stephen	144 Maple St CAN
Carlson	John	3512 Marine Ave CAN
Akre	Les	13336-129st. CAN
Hanson	Peter	2508 Boros Road CAN
Grossardt	George	3762 Nicolet Dr USA
Ricketts	James	4921 Fernwood USA
Adriano	Don	2284 Brookside Drive USA
Sterner	Chris	5813 Sugarbrush Lane USA

It appears evenly divided between Canada & the USA. One interesting note is it seems there has not been a C/L race scheduled in any of these areas (that I'm aware of) for several years now. If I'm wrong, please send some results or even photos of what you're up to. Enjoy the summer!



**R/C electric pylon's answer to the prop rule. As shown here by Nats CD Trey Witte, everybody must use the same supplied (APC) prop. All props are returned after the event.**



As seen at the Nats. Speed secret #1. (a.k.a liquid go-fast)



As seen at the Nats. Speed Secret #2. You're Welcome!



Wanna go really fast? If you don't have prop restrictions maybe go for a L/H shark tooth monoblade prop. Complete with 3D printed spinner.



Sticker says, "Factory Balanced". We'll determine if this is true or false advertising for this example?? Answer below.



Don't you believe it! The Prop needs this amount of hub weight to balance properly. Balance is easily checked with a bit of plasticine.



Weight removed from opposite side gives the desired effect. Prop now balances 360 degrees in all directions. Winners are often skeptical about manufacturers claims... It's attention to details like this that can put you ahead of the competition.



Photo by Claudia Kehnen

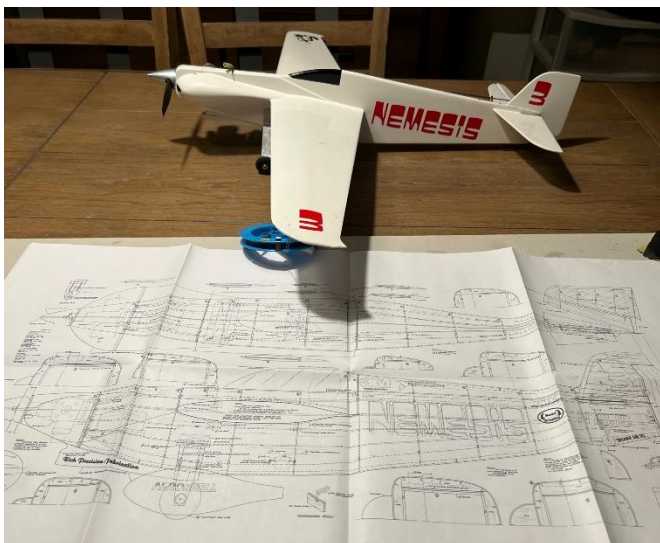
**Multi talented Gabby Honnert from Belgium shows perfect form whilst launching Peter Grabenstein's distinctive "Mause Racer".**

## MIDWEST – T. J. Vieira

Hello fellow Racers!

Not much to report in the Midwest unfortunately. We (Dayton) were set to have a race as part of our Fall Festival, but nobody came. Not a big deal, as the weather wasn't exactly awesome that weekend. I never heard from the Chicago guys how their racing went, hopefully they will have a report elsewhere in the newsletter.

On a different note, I am strongly considering a rule change for Vintage B (Dayton Rules) to allow any IF1/Goodyear type plane as legal as long as it meets the dimensional and engine cowling requirements. It wouldn't need to be exact scale, but if someone wanted to race something that looked like Limitless or Invictus or any of the others, I personally wouldn't have an issue with it, as long as it met the dimensional rules (Fuse size callouts, weight, cowling, wing area, etc). Let me know if you like this idea! I'm sitting here looking at a set of Nemesis plans and it is awful tempting...



## SOUTH CENTRAL – Bill Bischoff

### CONTEST REPORT -- DALLAS TX. SEPT 3

Racing turnout was low. Kelly Hite was at a family reunion in South Dakota, and Bill Lee bowed out and ran racing instead. That left Mike Greb, Patrick Hempel, Jeff Gitchel, and myself. There were no entries in Foxberg. Mike was the only TQR, so we skipped that, and Mike and I were the only two in SSR so we skipped that. Mike and Patrick flew mouse. We decided to fly back-to-back 100's since we had all the time in the world. Mike ran a Galbreath head for a Nelson plug for the first time, and turned his best time ever at 5:04.52. Patrick's tank came loose at 51 laps and he tapped out. He didn't want to take the time to fix it, so that was it for Mouse.

We flew back-to-back 160's in Sport Goodyear. I flew my SH engine with the experimental large venturi, so technically, my entry was illegal. It was very educational, though. Mike turned an 8:41.50 with his standard ASP setup, and I turned an 8:41.69 with the SH. Patrick had slightly better airspeed than Mike, but since Jeff isn't quite the pit man Mike is, his time was 8:45.43. Since Patrick isn't quite the pit man Mike is, Jeff got last, but not least with a 9:23.48. All the races were clean and fun, and it was nice to fly some full-length races instead of just heats. I was very pleased with the SH vs. ASP comparison. I think we've found the right size venturi to level the playing field. More about that elsewhere.



**Racers in attendance at the Charles Ash memorial Contest Sept. 3.**

### CONTEST REPORT -- DALLAS TX. OCTOBER 8-9

We had a fine weekend of racing. Saturday began with Quickie Rat. Each contestant got a 70 lap "warmup" heat and a 140-lap final. Paul Gibeault had some consistency issues, but still had enough of an airspeed advantage to prevail. After a bit of entrant shuffling and team re-assembling, we ended up with 4 heats of two-up, and the top three going to a final in Sport Goodyear. Several of Bill's rent-a-racers were in the mix. As is becoming the norm in Dallas, it took a sub-four-minute heat time to qualify for the finals. In a surprise upset, Bill Lee had some issues and had to settle for third. Lester Haurly and Kelly Hite both had very fast finals, with Lester

edging Kelly by about two laps. Sepeid Goudarzi flew the experimental SH 15 model with the large venturi and turned in a good performance with Lester pitting. They finished in the middle of the pack, indicating that this combination is very much on par with the ASP.

Saturday's last event was Super Slow Rat. Everyone was given two 100 lap heats. The team of Paul Gibeault and Richard Kucejko flew a Mockingbird model provided by **Bill's rent-a-racer** and turned a creditable time considering neither had ever touched the model prior to the race. Kelly Hite's model was pitted by Bill Lee. I am sure that Bill had never pitted it before today. Seasoned veterans Biscuits and Gravy flew their races just as they had many times before, to their typical results.

Sunday began with Mouse. Richard Kucejko's model was not running to his satisfaction, so he withdrew. This left six entries. Bischoff and Gibeault became a team, as did Greb and Hite. The familiar team of Hempel and Lee filled out the field. Paul Gibeault must have left his mouse mojo at home, as he clearly didn't have it today, C'est la vie. The final saw the reunion of the Biscuits and Gravy team, and the formation of the Hite and Gibeault team, facing off against Hempel and Lee. Bill Lee had a very good sub-5-minute time. Kelly Hite was not far behind, and Mike's model limped along with a seriously ailing engine.



Clown Racing was probably the high point of the weekend for both spectators and participants. Richard decided he was used up and withdrew from Clown and AMA Goodyear. This left the Biscuits and Gravy team, the Hempel and Lee team, and the Hite/Gibeault team to fight it out in the bare-knuckled brawl that is Clown. All used OS 18TZ engines, and carbon Bolly G3 Goodyear props, made by Bill Lee or Eliminator props. Kelly and his model have had a fair amount of time on the practice circle, but this was Kelly's first actual Clown Race. No one took any needle setting or warm up laps. It was going to be one seven-and-a-half-minute race and done. Fortunately, everyone's setting was good, and off we went (although it *was* a couple of flips for everybody). Kelly was very slightly slower than the other two models and getting a few less laps than normal. He must have been a tiny bit rich, but not too much so as the results show. In the end, Bischoff and Lee *tied* with 145 laps, and Kelly finished with 140. (As a reminder, Lee and Bischoff hold the current NATS record at 150 laps). Even though this was essentially the same speed as

the Quickie Rat final from the day before, the extremely close three-up racing coupled with the banshee wail of three 18TZ's made for an extremely exciting race.

Since AMA Goodyear and Fox Goldberg only had one entrant each, they were not flown. As such, the Clown final was also a fitting end to an enjoyable weekend of racing.

Thanks to our out-of-town guests Paul Gibeault and Richard Kucejko for coming to Dallas to race with us. It's always a pleasure to have you. Thanks also to DMAA'er Tom Walker for running and timing races all weekend. We couldn't have done it without you. And of course, thank you to our timers Sandra Lee, Dale and Linda Gleason, and Richard Kucejko and other contestants who chipped in to help when called upon. Let's all do it again next year!

<b>Quickie Rat</b>	<b>70 laps</b>	<b>140 laps</b>
1)Paul Gibeault	4:44.49	7:21.54
2)Kelly Hite	3:29.80	7:33.17
3)Mike Greb	3:32.67	7:41.03
4)Richard Kucejko	3:53.37	9:40.53



**Bill Bischoff and Lester Haury pose with Lester's winning Miss Min Sport Goodyear model.**

<b>Sport Goodyear</b>	<b>80 laps</b>	<b>160 laps</b>
1)Lester Haury	3:56.27	8:16.04
2)Kelly Hite	3:54.78	8:19.?
3)Bill Lee	3:53.38	8:39.21
4)Paul Gibeault	4:02.56	
5)Sepeid Goudarzi	4:09.35	
6)Richard Kucejko	4:11.11	
7)Bill Bischoff	4:14.24	
8)Mike Greb	4:40.58	

### Super Slow Rat 100 laps

- 1)Bill Bischoff 5:24.96
- 2)Mike Greb 5:40.51
- 3)Kelly Hite 6:12.84
- 4Kucejko/Gibeault 6:33.39

### Mouse I 50 laps 100 laps

- 1)Bill Lee 2:27.59 4:57.97
- 2)Kelly Hite 2:31.09 5:10.02
- 3)Mike Greb 2:36.42 75 laps
- 4)Patrick Hempel 2:44.31
- 5)Bill Bischoff 3:27.24
- 6)Paul Gibeault 3:46.00

### Clown race 7.5 min.

- 1)Bill Bischoff 145 laps
- 1)Bill Lee 145 laps
- 2)Kelly Hite 140 laps
- 3)Richard Kucejko DNF

### BILL'S RENT-A-RACER T- SHIRTS

Hot off the presses, the first edition Bill's Rent-A-Racer T shirt. Proudly show that you're part of **Bill's Rent-A-Racer's** world-wide team of winners with this 99% cotton T-shirt. Shirts are \$20 each, plus \$6 US shipping. Buy more than one and save on shipping. Order now by providing name, size, quantity and address. Paypal preferred, but not required. Act now. Our shirts go fast, too!



For contact information regarding payment and shipping see **BISCHOFF'S RACING PARTS AND ACCESSORIES** advertisement on the suppliers page.

### THE SH 15 GETS A BOOST

Bill Bischoff

The SH 15 engine is the natural replacement in Sport Goodyear for the discontinued Magnum and ASP 15. They all share the same mounting pattern, and even accept the same size venturi. They also seem to share the same easy starting and handling. However, I will be the first to admit the SH has shown to be slightly down on power compared to the ASP. When the DMAA first evaluated the SH 15 and made it legal for our Sportsman Goodyear event, we assigned it the same .250" venturi restriction that applied to the ASP. This has proven to put the SH at a disadvantage on race day.

To level the playing field, the DMAA is revisiting the allowable SH venturi size. Currently, it looks like venturi size for the SH engine (only) will be increased to somewhere in the .265-.270 range We have done testing here in Dallas, and some of the Southern California guys have also done their own testing. In mid October, I am going to LA to fly, and we will fly our models head-to-head. After this, we will finalize the size.

The DMAA Sportsman Goodyear rules will be revised for the start of the new year, and I plan to have appropriate SH venturis available for purchase. Like the ASP venturis, they will be anodized (a different color) to deter cheating, and also to easily distinguish the two different sizes. I will announce them when they are ready.



The SH 15, currently the only alternative to the Magnum/ASP .15 engine.

## CONTEST CALENDAR

NCLRA cannot be held responsible for errors or omissions!

### NORTHEAST DISTRICT

None

### NORTH CENTRAL DISTRICT

None

### NORTHWEST DISTRICT

None

### SOUTHEAST DISTRICT

None

### MIDWEST DISTRICT

None

### SOUTH CENTRAL DISTRICT

None

### SOUTHWEST DISTRICT

Oct 22,23 Virgil Wilbur Memorial

Saturday

Mouse 1 Junior & Open, SCAR GY, TQR, F2CN + Vintage FAI (Harness)

Sunday

Clown, GY Jr, Dallas GY, SSR, Foxberg Jr., F2C

For More info contact Mike Callas @ [bedowinn@yahoo.com](mailto:bedowinn@yahoo.com)

Dec 3,4 Toys for Tot's

For more information email Douglas Mayer @ [douglasmayer58@gmail.com](mailto:douglasmayer58@gmail.com)

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[nelcomp101@gmail.com](mailto:nelcomp101@gmail.com)

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<b>ASP/ Magnum/ SH 15 VENTURI</b>	<b>\$10.00</b>
1/4" ID, 4mm spraybar, fits 10mm hole	
<b>RSM Supertigre style needle assembly</b>	<b>\$11.00</b>
<b>Aluminum landing gear struts</b>	<b>\$12.00</b>
.090" 2024-T3, drilled & tapped, with screws Edges pre-rounded.	
<b>aluminum landing gear blanks</b>	<b>\$5.00</b>
Cut to size, not drilled or bent. One pair.	
<b>Don's 1 1/4" black rubber wheels</b>	<b>Sold Out for now</b>
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includes hex buttons, eyelets, screws	
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<b>Racing handle, 3" spacing</b>	<b>\$25.00</b>
metal frame, wooden grip, stainless cable (other spacing available by request)	
<b>Globee Ni-MH conversion kit</b>	<b>\$15.00</b>
includes 2.4 volt, 5000 mAh Ni-MH battery and XT30 wiring harness	
<b>XT30 charge lead for above</b>	<b>\$5.00</b>
with banana plugs. Fits most chargers.	
<b>Juice Box MkII glow plug battery</b>	<b>\$50.00</b>
2.4 volts, 5000 mAh Ni-MH battery large ammeter, adjustable output	
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Perfect for racing hot glove system. Similar to Juice Box MkII, meter rotated for easy reading when mounted on your arm, case slightly thinner. Includes one 14" plug lead, add your own connector.	
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