

**From: National Control Line Racing Association
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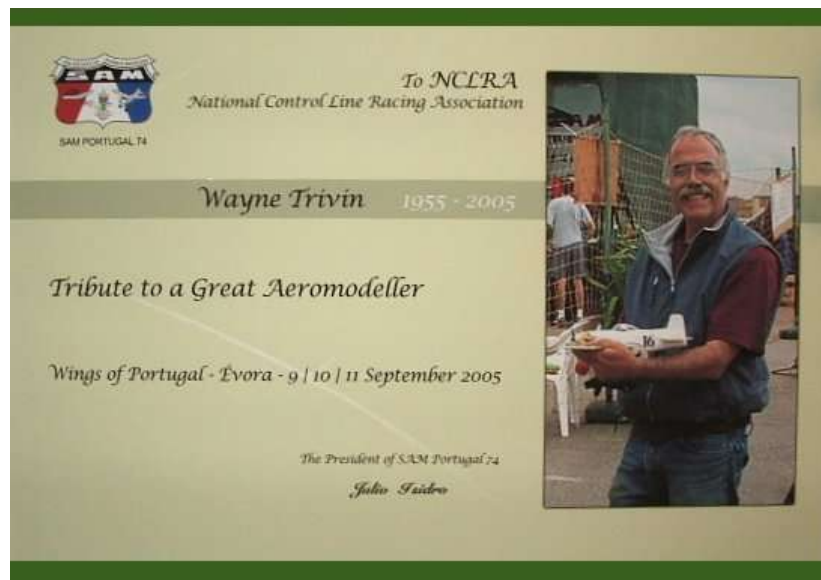
TO



Competitors at the 2005 Portugal Tournament

***Torque
Roll!!***

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President's Column – Bill Lee

As most of you know, Wayne Trivin, a gifted modeler and a good man, passed away early this year. Wayne was known around the world, notably having been in Portugal for Julio Isidro's "Tournament of the Millenium" in 2001 when the terrorists attacked the World Trade Center buildings. Since all commercial flight activity was grounded for a while after that incident, Wayne spent the week in Portugal and became very good friends with many of the modelers, and Julio in particular.

This year, Julio prepared a memorial award. It had two parts. The first was a beautiful plaque that I have tried to capture photographically above. This large plaque was presented to me as NCLRA President at the 2005 edition of Julio's event. I brought this award home and will somehow get it to Wayne's brother for a permanent home.

The second part was the overall champion award for Julio's contest. And Julio asked John McCollum, Russ Green and myself to make the selection. We looked over the results and one name was always there: Dennis Ward from Great Britain. The award was a similar, smaller plaque also given in Wayne's memory. As it turned out, this award was better than expected. Dennis and Wayne had developed a very close relationship, and the award to Dennis in Wayne's name brought him close to tears. It was well received by all that were there.

Speaking of Julio's event: this year I convinced John and Russ to accompany me to Portugal. And in addition, I hooked up Doc Jackson with Julio. Doc, as many know, is a world-renowned geneticist and is responsible for several breakthroughs in genetics research. A very notable involvement is with a genetic defect labeled the "Cornelia de Lange Syndrome". This non-inherited genetic disease affects the baby with severe problems, both physically and mentally. And, as is true for many similar diseases, support groups for the parents/care-givers exist.

In Portugal, such an organization is "Rarissimas" which was formed largely due to the efforts of Paula Costa, a mother who's son, Marco, is a CdLS child. As you would expect, Doc Jackson was deeply involved with her.

When I spoke of Doc's activities with Julio at the NATs, it became apparent that Julio, with his wide following and many contacts in Portugal, could be of help to Paula and her organization. I worked this arrangement to get Doc to Portugal. Yes, to fly at Julio's contest, but also to allow Julio to become involved in the Portuguese efforts for support of CdLS and other rare disease families.

This happy pairing was a great success and a VERY big thanks must be extended to Julio, both for his wonderful hospitality at his event in Evora, but also for his efforts with Doc Jackson.

Thank, you, Julio, you are a great man and I am proud to have you as a friend.



Dennis Ward accepts the Wayne Trivin award in Portugal (Julio Isidro at right.)



Julio & John McCollum & unknown pilot in Portugal

Rules Change Proposals

In the last issue of the *TorqueRoll*, we published a list of rules change proposals that came out of the work of Jason Allen, plus a face-to-face meeting of all interested folks while at the NATs this summer. We also published the proposals on the Delphi forum for comment.

In early September I asked the Board of Directors to vote on which of these proposals should go forward. All except the one changing Mouse I fuel were accepted by the board and have been forwarded on to AMA.

In addition, two more proposals were included which were NOT in the August *TorqueRoll*. One was to formally turn the Fast Rat event into what we have nicknamed Hamster, and the other was a simple change to clarify the rules for setting CL Racing records.

The AMA process for changing the rule book rules begins now with a period for submitting basic proposals. This is where we are now, and this period ended on September 30. Next, the CL Racing Contest Board, chaired by Dick Lambert, will make an initial vote. All proposals which pass the initial vote will then be open for Cross Proposals, where fine-tuning of the proposals can be made. Additional voting is then conducted by the CLRCB leading to the new AMA Rule Book which will go into effect in 2007.

“Gotta' Go To” Events

With the NATs mired in Muncie, or so it seems, there are some other events which should eventually become the “Gotta' Go To” events for CL Racing. One that is soon is the Rebel Rally in Jacksonville, Florida, in mid-November. Racing is being hosted by Mike Schmieder and the Jacksonville Flying Rebels. Dates are November 12-13, and Mike will include the most popular racing events. I hope there is a contest flyer in this issue of the *TorqueRoll*, but in any case, Mike can be reached at mas23@comcast.net

The site in Jacksonville is super: a long stretch of runway and lots of grass along side.

I also received word that hopefully CabinFever will be resumed in March in Tucson. I am sure we will hear more later. And, of course, the site in Tucson in March is about as good as you can find anywhere.

Both of these events are outside of the “normal”? contest season here in the U.S., and both provide a wonderful opportunity to get in some competition when we would normally not have the opportunity. And just so for many of our friends from across the ocean!

VICE PRESIDENTS' REPORT-STEVE WILK

As the racing season comes to an end and another winter/building season approaches, I look back and reflect on this last year and past flying seasons and wonder what direction we are going in? I have a couple of theories as to why this years' Nats attendance was down in Racing as well as in other control line events.

We have a great racing site at Muncie that keeps getting better each year. We have a core group of racers that come to the Nats year after year, and individuals that attend every other year. But as I review contest reports from around the country, I see Racers who are locally active but do not attend the Nats for one reason or another. Perhaps Muncie is too far to travel, or fliers feel that they are not competitive enough. Maybe it is just Muncie. As much as I like the flying site at Muncie, a little change might be just the thing to spark the interest of current, past and future fliers.

My suggestion is to move the Control Line portion of the Nats to some other location every other or every third year. No matter where the Nats is held, the location will always be convenient for some and inconvenient for others. I think the change in scenery may spark the interest of some individuals to see other parts of our country. I attend the Nats not just for the flying but to renew friendships with fliers from around our country and the world. I look forward to sitting down to dinner or a nightcap after a hard day of flying and conversing, telling tall stories and bragging about the day's events and Nats of the past.

The majority of the Nats that I have attended have been held in Muncie. But I've heard tales about Nats from around the country: Chicopee, Lake Charles, Reno, Lakehurst, Navy Nats, and the list goes on. It seems that it is the location that makes the Nats – maybe its time to bring some of that back. Since each SIG is responsible for staffing and running their event, and the AMA provides some support and awards, we could move the Nats elsewhere in the county with a little effort on our part. I would not mind traveling to either coast for a Nats – I would actually look forward to it.

And now for something completely different.

Earlier, I touched on the thought that some fliers may feel that they are not competitive enough. The trend of Racing and other control-line events is to go faster and faster. The engine manufactures, engine rebuilders and even we fliers keep tweaking and acquiring the engines to meet those faster performances. Maybe it is high performance and speed that will be our downfall. Jim Holland mentioned in his latest article in MA that Quickie Rat would be the event with the largest attendance. Why is that? Quickie Rat has engine requirements that limit it to non-ABC motors and a venturi restriction, a price that everyone can afford and a speed that everyone can fly. Fox race that is another popular event with only one engine that can be used. These low-tech events appeal to everyone. The High-Tech events like Goodyear, Slow Rat, 15 Rat and F2C are attracting only a handful of racers who have the time, dedication and money to be ultra competitive. There will always be a place for these events, but are they the only events in our future? The same thing has

happened in Combat. Fast and Slow Combat have become too fast for so many fliers with the domination of the Nelson 36, and 1/2A Combat is being taken over by Cyclones & Fora's. Currently, the most popular Combat event is 75-mph Combat. Low-Tech events seem to be what the fliers really want to participate in. I'm not saying we should do away with the High-Tech events, but we need to examine them and discuss what the future of our Racing events might become. I don't mean to cast a negative tone on our events, but we need to think about how we will keep fliers involved and competitive in our future events.

SOUTH CENTRAL REPORT- RUSS GREEN

I just got back from a wonderful trip to Portugal to attend the Wings of Portugal Tournament. The contest is organized and sponsored by Julio Isidro. Julio loves control line racing and puts forth extraordinary effort to make sure everyone has a good time. He offered all the participants a hotel room with breakfast along with transportation to and from the airport and flying site. He also provided a huge banquet with music and gifts. Portugal is a beautiful country and the Wings of Portugal was a great contest.



One of the challenges in attending a contest overseas is transporting your airplanes. I built a special airplane transport box shown above just for my trip to Portugal. It is the maximum size allowed by the airline for checked baggage without oversize charges and is constructed of Coroplast, 1/2" square wood and Velcro. Coroplast is a corrugated plastic sheet material commonly used for signs. I folded it into a box and glued it to the 1/2" wood with polyurethane glue. The folds have a V cut on the inside, leaving the outside sheet as a hinge. I cleaned the Coroplast with alcohol and put pin holes in it before gluing. I also used a propane torch treatment described on the internet for improving Coroplast glue joints; however, I am not sure if it is really necessary. The lid is secured with Velcro. My Clown, Quickie Rat and Mouse fit in the box with the landing gear on the Quickie Rat and Clown removed. The engines were removed to reduce weight and decrease the risk of impact damage when the baggage handlers toss the box around. All the airplanes made it to and from Portugal without any problems.

Race Report

2005 CHARLES ASH MEMORIAL SOUTHWESTERN CL CHAMPIONSHIPS

Saturday, September 3, 2005

The Dallas Model Aircraft Association held the Charles Ash Memorial Control Line Championships on Saturday September 3, 2005. The weather turned out good and so did the racing.

Sport Goodyear

1.	Dale Gleason	7:55.78
2.	Russ Green	8:05.53
3.	Mike Greb	8:10.69
4.	Kevin Seaton	61 laps

Quickie Rat

1.	Mike Greb	6:37.72
2.	Russ Green	6:55.87
3.	Melvin Schuette	7:24.59
4.	Kevin Seaton	106 laps

Goldberg

1.	Russ Green	10:06.72
2.	Dale Gleason	12:02.88
3.	Dave Ek	13:00.31
4.	Melvin Schuette	DQ

Class 1 Mouse

1.	Russ Green	5:30.34
2.	Kevin Seaton	5:54.19
3.	Melvin Schuette	6:33.94

Northwest Report -John Thompson

There was only one racing contest since the last Northwest report, with one more to go in 2005.

Northwest Sport Race was on the schedule at the first TEAM Country Classic, sponsored by The Evergreen Aero Modelers in McMinnville, Ore., on Sept. 17-18.

Picture this site: The asphalt circle is just alongside the Evergreen Aviation Museum. From the circle, you can see several fighter jets arrayed around the museum, a row of Russian tanks, and, if you peer through the glass window, the Spruce Goose, several World War II fighters, and more.

If you actually leave the flying circles (there's also a grass circle), you can walk around the other side of the museum and into the lobby, where there is a restaurant, rest rooms, and a pretty good view of what else is in the museum — a B-17, a P-38, a DC-3, SR-71 Blackbird, many helicopters, aerobatic planes, pipes and many more. A reasonable admission price allows you to get totally distracted from the contest and spend the rest of the day in the museum, getting lost among the

displays. Makes you want to move to Northwestern Oregon and join the TEAM club so you can fly there all the time.

Just north of the circles there is a narrow grove of oak trees, and on the other side of the trees is an RC flying field. Also, apparently the site has perfect weather — in the 70s with almost no wind.

That's the setting for this contest, which was mostly a stunt contest, but — in a very encouraging sign — racing is being added to Northwest contests again. This contest was run by stunt fliers who pitched in to act as starter and timers and did all they could to facilitate our race. Many thanks to Jerry Eichten and his team of volunteers for the race, Leo Mehl, Bill Lawrence and Scott Riese.

There were five entries and some pretty good racing. Northwest Sport Race, which has existed substantially unchanged since about 1980, is very similar to NCLRA Fox Race, but not exactly the same. The required engine is a stock Fox .35 stunt, and the airplanes must be kit designs. There is no prop rule. The race is flown on .018"x60' stranded lines. Races are 70 laps/1 pit stop and 140 laps/2 pits. No shutoffs or other trick gear are allowed. Rules allow for four-up racing, though the actual configuration varies according to conditions and manpower.

Todd Ryan (with John Thompson substituting for his usual pitman, Mac Ryan) won decisively with a record-tying 7:58.53 time in the feature. Todd also served as an honorary Nitrohollic, substituting for John's normal racing partner, Mike Hazel, who was unable to attend.

Here are the results:

Northwest Sport Race – Timers: Leo Mehl, Bill Lawrence, Scott Riese, Jerry Eichten

Todd Ryan	7:58:53	Vulture	Fox 35
Mark Conner	9:01:87	Artesian	Fox 35
Nitroholics	9:18:56	Super Clown	Fox 35
Pat Johnston	10:01:40	Artesian	Fox 35
James Holmak	4:49:38 heat	Bearcat	Fox 35
Mike Holmak	45 laps heat	Bearcat	Fox 35

Next up for racing on the Northwest contest schedule is the 19th annual Fall Follies at Bill Riegel Field at the airport in Salem, Ore., on Oct. 8-9. All the racing on on the Saturday, Oct. 8. The events are Northwest Sport Race, Northwest Super Sport Race, and Clown Race.

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South West District Column -Douglas Mayer



No, I didn't die or get thrown under a bus.....and yes; I realize it's been a few months since I last wrote. First of all, I was the only person who debated my election as SW District officer. Since everyone voted for me, except for myself, well.....here I am. Just one fair warning, if you write to MY complaint department, you win a free election to take my job. All joking aside, my life has been very busy over the last several months. My wife Kris and I got an eviction notice from the apartment that we were in for 4 years. Now a developer plans to bulldoze our apartments in Venice to build top dollar condominiums. Now how's that for progress? We decided it was time to buy our first house and move on. Since March, I've been pretty wrapped up in acquiring a new home, all the crazy mortgage stuff, moving, and making the new home into a workable place to live. The best part of the whole deal was turning my new 2-car garage into an awesome shop.

I gutted the garage and started from scratch. I put in 2 windows, electric outlets, lots of good lighting, shelf space, and built a big workbench from scratch. I finished off the project by painting all the walls white, installing tack boards, tool shelves, and of course my stereo. I hung most of my airplanes in the ceiling space, and a few on the walls. All in all, starting from scratch really opens up a lot of opportunities. Now if I could just finish all of that yard work, maybe I would get into the shop and get something built.

I missed the NATS for yet another year. On Occasion, Bill Lee has suggested changing the venue of the NATS from Muncie to another city in the USA. We in the South West realize that Muncie is quite central to most of the US population, BUT it is really far from California and Arizona where most of our fliers live. It does pose some difficulties to travel to Muncie year after year and sooner or later people from the SW tend to drop off and quit going to Muncie. If the NATS were to move once in a while, there are 2 locations in Los Angeles that provide state of the art control line racing circles, and lots of support from local fliers...more on that later. This is seriously something to think about, California has beautiful weather, great accommodations, easy transportation, and good flying sites.

Speaking of NATS, I would like to take this opportunity to congratulate James Holland for winning the National Champion Trophy with his partner Bill Cave. Jim has been

busting his butt for years, and all that hard work is paying off. Bill is also a veteran racer who was the grand champion last year, who also deserves the respect of his fellow racers for his years of hard work and continued success. Together, Jim and Bill are a formidable team to deal with, and I can't think of a more deserving individual than Jim for all the hard work and dedication that he has invested. GOOD JOB DUDE!!!! (This is appropriate terminology from the SW District).

I would also like to congratulate Don Burke and Ron Duly for a great showing two years in a row, with a win in super slow rat and a couple of seconds in B-team race and Clown. Great Job Guys!! Finally, I'd like to take my hat off to Vic Garner who retired on his own terms this year and missed his first NATS in many years. I'm sure the guys missed you Vic!

This year has been a new year for SCAR (Southern California Air Racers). In years past, all of our races were held at Whittier Narrows in LA, except for the Cabin Fever, which is held in Tucson. A couple of years ago Jim Holland took over the local newsletter from me, and he also took on the responsibility of scheduling the contests. Unfortunately, the Cabin Fever didn't happen this year, but SCAR made up for it with a diversified schedule. This year several contests have been held at Whittier Narrows, but a few new locations have also made the scene. Jim Holland lives in Merced CA, and was able to organize a race at Merced High School. This was our annual "Pre-NATS Warm up". It must have been successful, (at least for Jim, since he went to NATS ready to go).

Randy Bush and Jim Perrson of the Bay Area scheduled a race at a brand new flying field in Napa. This was a sanctioned event, and it had a really good turn out. Everyone who went said it was a good time. I didn't make either of these Northern Contests so I don't have any results, but the northern locations really gave the guys from the central valley and the bay area a nice break from driving to Los Angeles for every contest.

Now speaking of new flying sites and Los Angeles, here is some really interesting news. LA has always had (2) main flying fields. Whittier Narrows and Sepulveda Basin. Both sites have large blacktop RC runways with all of the associated pit areas, pin boards, taxi ways, etc. They both also have blacktop circles for control line flying. For years Whittier Narrows has been the premier site with 2 racing/stunt circles, a speed circle with cage, and 2 grass circles, (1) with a concrete carrier flight deck. Sepulveda Basin has gone mostly vacant for years. I used to do a bit of RC Sport flying, and the facility at Sepulveda Basin is top notch (for RC), but the blacktop circles were always in a state of disarray, surrounded by weeds, cruddy blacktop, old chunks of nasty carpet, and generally just looking like a ghost town. Of special note, the Sepulveda Basin, or "Sepulveda Dam" is actually a flood control basin, built by the army corps of engineers to control flooding in the San Fernando Valley during heavy winter rainstorms. Every so often the basin actually does flood and those old cruddy circles go under water. This may be one reason that these old circles and surrounding landscaping looks so haggard. Ron Duly tells me that the dam used to be the home of the San Fernando Circle Burners, all the way back to the 60's when I was still in diapers.

Now here is the good news. A few years back, they actually built a brand new blacktop circle. The new circle was on the opposite side of the parking lot from the RC field and got us out of the downwind flight path of the RC guys. This new circle started to attract regular stunt and sport fliers and the life started to come back to the Basin. Soon, the new circle started to see lots of activity, and remember the old (3) cruddy circles?? Well since the control line guys all used the new circle, the old cruddy circles somehow morphed into the RC Helicopter zone. Now wait a minute!?!? How did we go from (1) new circle and (3) cruddy circles (that no one used) to just one good circle?? That doesn't seem fair, so the old Valley Circle Burners went to the city and asked for another new circle. Since there weren't enough guys, or so the city thought, the Circle Burners recruited everyone they knew. Pretty soon, the city agreed to build a new circle right next to the other new circle. This spring, they paved a big section between the two circles creating a huge pit area. Lastly, they planted all new sod and built a 4' high chain link fence to keep those pesky observers back a few yards from the action.

I attend a race at the Basin in September and boy was I surprised!! This place was awesome!! There were 4 awnings all lined up and the guys were counting down the last minute for the mouse final.



The whole scene looked so professional. Well, after emerging from my short retirement all my buddies wanted to know how the new married/homeowner life was treating me. Well, I had escaped the honey-DO chores long enough to make it to the dam, didn't I? I was sporting flip flops, a camera and a yuppie coffee cup just so nobody got any crazy ideas.....well, it didn't work! Jim Holland recruited me to fly his clown so I went to my car and lookie there?? Crap, I've got sneakers in my car! Oh well, I put my shoes on and then they gave me this funny looking wooden handle. What do I do with this thing? OH YEAH! Hold on to it and run around in circles for 15 minutes. All I can remember is that Jim's clown was haulin'! His pits were perfect. It was a bit breezy so I just stuck that clown in the groove a few feet off the deck and away we went. We got a 303-lap heat, (with 2-up) which was my first ever race over 300, and Jims first race over 300 pitting his own airplane.

North Central Report - Les Akre

We both felt pretty good about that race and kicked back to watch the next heat. The next heat was 3-up and looked like a disaster ready to happen. One pilot was flying his plane at the top of the circle while getting behind at the same time. Every one was yelling at him to keep his plane down, but he was just way out of control. On his first pit landing, he flew into the breeze, got way too high, and you guessed it.....BALLOON TIME!! Well, his ballooning didn't last long because he drifted UP into the flight path of Ron Duly and Choppypitty-CHOP! One clown sliced and diced. Ron was pretty upset about the whole ordeal, but luckily suffered only minor damage. This pretty much ended the clown racing with some frazzled nerves and some damaged aircraft. We broke for lunch (no pun intended), and Ron had a surprise up his sleeve.

Darrel Albert has been bringing his grand daughters to the races for the last two years now. These girls are so cute, (decked out in their NCLRA t-shirts and ball caps). Each contest they do all of the timing for all of the races. Without the girls, we simply wouldn't always have enough timers and other people to race 3-up. Well today was a special day for the girls. Ron came prepared with a couple of 1/2A trainers. I think they were skyrays; anyway, all of the girls got a chance to fly some control line planes. The look of excitement on a child's face truly was magical. It gave me a big lift to see the next generation out in the circle. Hopefully, the girls will stick with it and become good racers some day. Ron also told me that this was the first race at the Basin in 25 years!! WOW, with the facility looking the way it looks now I'm sure we will be returning to the Dam for many more races. It's just the start of a new generation for the old Sepulveda Basin.

On a closing note, the Van Nuys airport is just a mile from the Dam and during the race we were buzzed by 6 AT-6 Texans. It was just another item to add to the day's excitement. That's about it for now...

Remember, tighten your bolts, check your controls, and wear your sun block. From the Southwest, see ya next time..... Douglas Mayer

As you all know, earlier this year, Jason Allen was tasked with going through the rulebook, and cleaning up some areas that have been either problematic, or outdated. By the time you read this, your district representative will have voted on these various changes. The next stage of the process will now begin. There is still time for discussion at this point. If you have any concerns, or views about any of the proposals, make them known soon. You can contact myself, or any of the executive officers.

I try and build at least one airplane a season. Having lost my Super Fly earlier this year at the N.W. Regionals, I built two Artesian sport racers. The first is built as per the plans and will be raced locally with an O.S. .25 LA engine.



The second is built for the new SSR event, and is powered by a Thunder Tiger GP.25.

In the interests of safety, I have installed a shutoff on the club racer, and will soon have one in the SSR as well. The Club racer weighs 30oz., and the SSR weighs 28oz.



Keith Wyllie Memorial September 5

Weather was very windy, upwards of 20mph at times, and a temperature of about 70 degrees. Heats were again run 2-up due to a lack of timers. By the end of the 6th heat, the wind had become so strong that we forfeited the final.

Heat 1	Heat 2
Paul Gibeault 4:52:36	Bruce Perry 5:04:29
Rob Duckering 4:45:78	Bryan Carr 5:47:19

Heat 3	Heat 4
Allana Perry 5:18:01	Les Akre 4:45:69
Neil Rogers 6:29:89	Paul Gibeault 4:35:74

Heat 5	Heat 6
Rob Duckering 4:54:43	Neil Rogers 4:58:80
Allana Perry 5:46:12	Les Akre 4:09:32

Equipment used:

Paul Gibeault:
Flight Streak/Fox .35 8x9 APC
Les Akre: Artesian/O.S. .25LA 8x6 APC
Rob Duckering: Super Fly/Fox .35 8x9 APC
Neil Rogers: Super Fly/Fox .35 9x7 APC
Bruce Perry: ARF Flight streak/O.S. .25fp 8x6 APC
Allana Perry: ARF Flight streak/O.S. .25fp 8x6 APC

EDITOR'S COLUMN- TIM STONE

2006 NATIONALS

I have offered to serve as the Event Director for C/L Racing at the 2006 Nats, and since no one else has stepped up to the plate, I guess I'm it. I am a bit reluctant to do this as I know that there are people much more qualified than me to take on this task. I have volunteered because of my passion for racing; I want to keep it going. I will not be competing because of this. If you planned on me flying your entry, it is time to try to find someone else.

The 2006 Nats will be run at the same time as the World Championships in Spain, so quite a few of the regular contestants will be there instead of Muncie. I am going to need as much help as I can get to make this a decent contest. I am looking for anyone to volunteer to run even a single event to help out. Please give me a call or an email if you can help out in any way.

I will be attending the Nats planning meeting on 10/8 in Muncie as the NCLRA representative and I'll write a report in the December issue on the meeting.

TIME TO RENEW

Don't forget to renew your NCLRA Membership for 2006; see the back page of newsletter for NCLRA Secretary Tom Wilk's contact info. Remember that you can renew using your Paypal account. It really amazes me when I see how many active racers there are that are NOT members of the NCLRA.

Contest results

ACFC Sport race #1 August 14

Our first race of the season started rather late in the year, due to conflicts of one type or another. The weather was about 75 degrees and a slight breeze at times. We ran as many heats as we could due to fact that nobody had raced yet this year. Heats were run 2-up because of a lack of available help in timing, and entrants were inserted into races at random depending on whomever happened to be ready. This race was used as a tune up for the upcoming Keith Wyllie Memorial contest.

Here are the results:

HEATS

Rob Duckering
5:15:92, 5:21:62, 4:34:38, 4:37:38, 4:31:51.
Paul Gibeault
4:48:99, 5:06:47, 4:32:34, 4:37:90, 5:37:28, 4:49:11
Neil Rogers
1-lap, DQ/overrun, 6:55:54
Allana Perry
5:16:70, 5:10:89

FINAL

1. Rob Duckering 4:54:79
Super Fly/ Fox .35.
2. Allana Perry 5:06:57
ARF Flight streak/O.S .25fp.
3. Paul Gibeault 5:42:89
Flight streak/Fox .35

The final was run as a 70-lap race due to 2 of the finalists having never flown a 3-up race before.

Please urge anyone you know that is not a member to join up. For the sake of Racing, we all have to stay active & involved.

ZZ PROP IS MOVING...

You might notice in the supplier section that Mike Hazel is not listed in this issue. Mike is in the process of moving and will not be able to supply you with any of his fine props for a while. I will relist him when he gets settled in to the new digs.



Dave Dawson shows off his very nicely done Knight Twister biplane built for Formula Unlimited. Not too many biplanes have been tried for C/L racing, but Dave has a fine looking example.

LETTER TO THE EDITOR

Melvin Scheutte writes;
"My Fellow NCLRA Members,

I just recently returned home from the 2005 AMA Nationals and after some observations and listening to some of the comments made I feel it's time that I put my two cents in. There are three major areas I would like to address, how do we get more people involved with racing, the direction racing is headed at the nationals and in general, and proposed rule changes.

How do we get more people involved in racing? This is one area that I will admit that I do not have an answer for. When I was growing up we could not go to the hobby shop, buy it, take it home and fly it the next day. The closest thing we had was some of the plastic planes and we all know how well they flew. If we wanted an airplane, chances are we built it from plans and/or a kit. We as a society want instant gratification and want to buy it today, fly it tomorrow and win the Nationals the next week. It is not because we do not have the time it takes to learn to build and fly, we just don't want to take the time. If we really wanted to do it we would find the time to do it. In my opinion the best way to get more people involved is to convince them that there are things to do other

then sitting for hours in front of a computer or a television such as building and flying toy airplanes can be fun.

The second item is the direction that I see C/L Racing headed or should I say headed in no direction. If you look at the NATS schedule from this year, there were five official events (including rat (Hamster) with special rules) and six unofficial events. If we want to promote rulebook events, which I feel we should be doing as a Special Interest Group, we need to offer an entry-level event that coincides with a rule book event on the same day. Holding profile TR on the same day TR is flown, what we call Class II Goodyear (some call it one ounce Goodyear) held in conjunction with Scale Racing and so forth. Also, I do not feel that we should be having the same unofficial events year after year. Unofficial events should be flown on a rotating bases, too many unofficial events distract from the official events. The one thing about official events is that no matter where I go to attend a contest I know that the plane I have for an official event will be legal. All to often you end up building a plane for one contest.

I also feel that the events that we do fly are stepping blocks to achieve a final goal. You start out with a simple event such as mouse and as you advance in racing the planes become a little more complex to build and a little harder to fly. I personally feel that we should be working towards Team Racing, and how we are doing things now leads to nowhere.

Now is the time to submit rule changes. Any submitted by the Special Interest Group automatically passes the first round of voting and will more then likely become a rule. First off I do not feel that we need to make it mandatory for 10% fuel to be used in Class I Mouse and we should take a second look at requiring it for Class II Mouse. Doing so to make it consistent with the other events is not a good reason to do it, It should only be done if it really needs to be changed.

Make it official, change Rat to .15 sized engines.

We should adopt FAI rules governing racing pilot conduct and pitting procedures. I would also not be against using TR's piloting circle layout and going to a segmented pitting circle.

I know that there are people promoting the use of the Delphi Racing forum, there are some like myself who do not frequent this or other forums. I ask instead that any response to what I have said be sent to Tim for publishing, since the newsletter is the official publication of the NCLRA"

Nelson

Competition Engines 

121 Pebble Creek Ln.
Zelienople, PA 16063
(724)538-5282

2006 U.S F2C TEAM TRIAL REPORT

BOB WHITNEY

Well the 2006 F2C team trials have come and gone, first I want to thank Bay Side High and Sea Doo, BRP,USA for the use of their facilities, and everyone who pitched in to bring it off.

After two weeks of perfect weather, Mother Nature tried to put a damper on things with wind and overcast skies, the rain held off just long enough to get things loaded up before trying to drown us.



Team hopefuls prep their entries



All smiles after setting a new U.S. F2C record heat are Dick Lambert & Tom Fluker. Dave McDonald shares their moment of glory!

Dick Lambert and pilot Tom Fluker were far and away the cream of the crop with the rest of us going for 2nd and 3rd. Dick turned 3:18.13, 3:15.46 (NEW US RECORD) and a 3:23.62

Bob Whitney/Jason Allen and Bob Oge/Larry Dziak, were having problems sorting out new planes in the cool damp weather. (So much for home field advantage!).

Oge and Dziak took second with a best time of 3:32.69 and a 10:53.51 total

Whitney, Allen had a best of 3:41.25 and a total of 11:23.94 for 3rd.

Bill Lee and Jim Ricketts had two flights of 3:31.76, & 3:54.33, but couldn't back it up with a 3rd flight under 4 min, were 4th place.

The fifth team of Dave and Charlie Rolley did a very good job for their first trial, they only finished two heats 4:48.21, and 5:26.02, but showed lots of promise. They had the same problems as the rest of us mortals with the weather, Charlie hung in there with the best of them. Everyone handled the wind very well I think there was only two or 3 planes blown in because of the wind. In segment #3 Whitney and Lee lost one each, I don't know if Lee or Rolley lost one? I think the only crash was in practice by Oge and Dziak, I think because of sticky lines.

The last flight of the contest was not needed as all three teams had good enough times to make the USA F2C TEAM to go to Spain. Now Oge & Dziak and Whitney & Allen have work to do so we can join Lambert & Fluker on that team podium!



2006 USA F2C Team (from left to right) Dick Lambert/Tom Fluker, Bob Oge/Lari Dziak, and Jason Allen/Bob Whitney

In closing again I want to thank Doc Jackson, Dave McDonald, John McCollum, and Tom Fluker, SR for spending the weekend with us and keeping everything going so smoothly, and all the timers, pit people, and Santo Rizzoto for CDing.

Lastly, I have been trying to make the team since 1987. Four years ago I missed it by 3 sec, this year we made it by 3 sec. I can not tell you the feeling I had when they told us we were part of the team, thank you everyone.



MY PERSPECTIVE ON THE 2006 U.S. TEAM TRIALS-DAVE ROLLEY

As I sit here thinking about the team trials, the only thing that keeps popping to top of my brain is the realization that for the first time since January there isn't a contest of some type or a major road trip for F2C practice out there about 6 weeks from now. And how nice that feels. Finally a break.

You can see the overall results on Dick Lambert's web page. Look for the 2005 team trials link

<http://www.geocities.com/rlamb10769/Mypage.html>

Basically, except for Dick and Tom, all the teams had an experienced member with a new team mate or were completely new. The results reflect this kind of individual team make up. Lambert and Fluker were personally ready and their equipment was ready.

The teams with new members were, to some extent, still sorting out their relationships in the racing setting which led to some miscues on the circle. My son and I were the only completely new team at this team trials.



Bill Lee gets his tank capacity checked.

There were some equipment difficulties mainly relating to the weather. Normal September team trial weather is hot. It is not unusual for the temps to be in the 95 degree F range (roughly 35 degree C?). Most of the models were set up for hot conditions. The temperatures were 90+ on Sunday but decidedly cooler on Monday. Many folks had trouble getting and holding a suitable setting on Monday. Overall, the times were slower than the two previous team trials I've attended (one as an official and another as an observer).

The contest was held over Labor Day weekend. Since the contest site is normally a local school district's driver's training facility and school was in session on Friday, the contest was scheduled for Saturday, Sunday, and Monday. Saturday was the designated pre-contest practice day with the site open at 9am. Racing was on Sunday and Monday. The

flying site had two circles available; a practice circle and the competition circle. Practice started at 9am on both racing days with racing beginning at 10am.

The contest from my perspective:

We live in Colorado. That puts us roughly 1900 miles by highway to the contest site. So a trip of this nature works better when you can make it part of the family vacation. We flew to Florida on Thursday and had the family thing at the Disney properties Thursday and Friday. We have family in Florida that met us there. Of course SO's were included. We stayed up visiting with folks way too late on Friday and didn't get to the Palm Bay flying site on Saturday until around 2 or 3 pm. Processing was supposed to start at another location at 4 pm. So all we got done at the site was to put lines on the recently repaired model and measure the length for the eyelets.

Scheduling overview:

There were five teams. Each team got three races each day. That meant a round robin flying schedule with at least one team having a back to back heat coming out of every heat.

Racing started at 10am with a heat scheduled every half hour (10:30, 11, 11:30, 12). There were two circles, a full time practice circle and the race circle.

One interesting little twist for us. Living in Colorado, our normal field elevation is between 5,000 and 6,000 feet above mean sea level. The contest site is in the range of maybe 100 feet above mean sea level. That makes for some interesting changes in our settings. On Sunday we were team 4 on the schedule.

Sunday we started with the repaired Mazinak powered model (we had broken the wing at Topeka and again at the Nats). Our first heat went OK. Except that I didn't get the engine hot enough. So we were slow. But that didn't really matter. I missed the catch on one of the pit stops and the model was completely inside the new line that is 18 inches inside the pitting line. DNF.

We were the back to back team for the next race. Again going OK, but still cold. I was getting good pit stops. Just before starting the engine I looked for traffic and didn't see any. My pilot saw the landing model and thought I had seen it. He tried to hold back a little to avoid the landing interference call and the model spun into the circle and ate the lines. Another DNF.

So we got out the Profi powered model and headed for the practice circle. By the time we were called for Heat 5 we were ready. We were off like gangbusters. My daughter got a time on the model at 17.5 in traffic. My pilot was ecstatic! Then the engine went over the hill and I didn't call him down soon enough. I couldn't get the compression backed out enough to make a difference. Then I missed the catch again. Still another DNF. So much for Sunday's competition.

After lunch, we hit the practice circle for some testing. Tried a couple of new props and was having trouble getting a setting. Turns out that the new prop I was trying probably

Northern California Control Line Racing Championship Napa, August 6&7, 2005 Contest Report by Jim Persson

wasn't enough load for the engine to work with. Along about 3 pm I had all the help I could possibly ask for but I was feeling lousy. Turns out I picked up some kind of GI tract bug and it was having its way with me. (BTW, it was a particularly nasty little bug, the doctor told me Wednesday that I should be able to go back to work on Friday.)

Monday dawned with me wondering if I could get through another day of racing. My son (my pilot) and I had had the conversation that I might not be able make it through another full day of racing. I didn't notice it, but my wife had at least 2 of the family near me whenever I wasn't actually pitting. We made it through the day.

On Monday we were team 1 on the schedule. There was a storm off the coast threatening the whole area. So the scheduled times between the heat starts was cut to 20 minutes (10am, 10:20, 10:40, 11, 11:20) to try and finish before the storm hit.

We were off to the practice circle as soon as it opened. Help from folks like Dick Lambert and Doc Jackson soon had us going pretty good. Time to race! The launch was good and we had a good time going. At some point we chipped the prop, so things go downhill from there. The prop looked solid enough to continue but now the engine is grossly undercompressed with the reduced load. We still posted a faster time than we did at the NATS. But we put a time on the board!

Again we were the back to back team for the next race. Change the prop and do a warm up in the pits and back to the race circle. This time we get a complete race but the engine never came up to temperature. So we had a slow time. But better than our last heat! Another time on the board! And at this point it didn't matter one bit that the times we had weren't going to put us in the hunt for a team slot. We had times on the board!

By now the air was noticeably cooler from just an hour before. Off to the practice circle once again. We stayed so long that they had to call us back to race. Good launch. Almost the right temp for the engine, but still a little cold. At the first pit we were between 1 and 2 laps down. I didn't call my son down until the model behind us launched. Right then the engine quit (lap 34). He had the model down in our segment when a wind gust flipped it over inside the no-man's zone. Our fourth DNF for the contest. We were done.

We posted 2 times for 6 heats. Two missed catches on my part. A bad takeoff and a flipped model on landing. All of our equipment came home in usable condition.

We got 6 races with three up. My son got passed a bunch because I couldn't get the correct setting, but he also had some times where he was doing the passing. The racing experience alone, even without the possibility of a team slot, was worth the trip. The help we got from everyone was fantastic. Funny, I've been to two other team trials and I've seen folks that really needed help not get it. (of course, those folks made it clear that they knew everything there is to know about F2C) The help we got means a lot to us.

F2C is the hardest thing I've ever tried in modeling. Certainly from the industry I work in, I recognize when we are successful, we stand on the shoulders of giants. That is the case in F2C. We'll be back!

The first of a hopefully annual control line racing meet was a success with twelve contestants and thirty-four total entries. This two-day event was co-sponsored by the Alameda Aer-O-Nuts and Southern California Air Racers.

This was the first CL competition held at the new CL site at Kennedy Park in Napa, CA. The surface is new asphalt, slightly crowned and level and perfectly smooth-- fantastic for CL racing.

We started off Saturday morning with great weather, in fact both days were the same with temps in the late afternoon near 90 with slight breezes-- very nice. First event of the day was AMA Goodyear, with Adrian Land posting a 3:07 heat and winning the final when MacCarthy-McIntyre had problems.

Next up was Clown Race. Bush-Persson posted a blistering 159 lap heat to lead three to a final. In the final BP was moving along when on their second pit stop, they were snagged by Dave Hull's entry. Hull was DQ'd. Both models ended up in the circle. After about 4 ½ or 5 minutes, I decided to retrieve our model. I thought it was damaged. To my surprise it was OK-- no broken prop, and lines were not damaged, so I gave it a hard pull test and continued on with the race, ending up with 210 laps--tied with the Scott Jackson-Bob Murphy team. The tie was broken by heat times.

The third event of the day was Formula Unlimited--390 sq.in. airplanes with 40's. Jim Holland had great airspeed with his new model. With 3 entries we decided to run only a three-up final for 140 laps. Bush-Persson took the event with a 7:36. Holland had starting problems, and MacCarthy-McIntyre finished second.

SuperSlow Rat-Fox-combined was the first event on Sunday morning. This was the first time out for the Bush-Persson new model (Islander 25) Thunder Tiger 25-powered. There were five total entries with Dave Hull also flying a new own-designed ship, OS25FP-powered. Tim Helwig earned a spot in the final with an FP25 on his modified Ringmaster--his first three-up racing and a third-place trophy. The Hull-Dawson entry ended up second, and Bush-Persson first with a 5:43.

15 Rat had four entries with two having problems. Mike MacCarthy's model with Rich McIntyre flying beat Jim Holland in the final with a 7:58.

Next up SCAR Goodyear with only two able to enter the final, which was won by Jim Holland at 10:09. Dave Dawson's plane had problems which kept it to 156 laps.

The final event of the meet was Texas Quickie. There were six entries. The new venturi rule has slowed the models slightly, but the competition was very close. Jim Holland started out posting a 2:58 heat. In the second heat it was very close with Bush-Persson posting a 3:07.58 and Murphy-Haas a 3:07.88. In the final Holland had problems from the start while BP and Murphy-Haas stayed very even until about lap 110. Holland's entry was DQ'd when mechanic Mike MacCarthy snagged Murphy's entry. Bush-Persson had a slight lead and continued on to post a winning 6:19. Murphy

was given a one-up refly, had problems , did not finish, and ended up second.

All in all, the inaugural contest was a great success, and I think everyone appreciated the unique plaque-type awards and the contest site. I would like to thank Randy Bush, who as assistant CD helped run the contest; and also Tim Helwig who timed every event except the one he flew in. Thanks to Heman Lee for his work on the awards. And especially thanks to Jerry Rocha for all his help. (He was the Napa connection.) He helped in preparing the field as well as timing, starting, and running most of the events Randy and I were in. We are looking forward to next year and hope to see you there.

NORTHERN CALIFORNIA CL RACING CHAMPS RESULTS

Napa -- August 6 & 7, 2005

AMA GOODYEAR

1.Adrian Land	3:13.80	3:07.36	Final-8:14.94
Mike MacCarthy	3:15.13	29 laps	Final 72 laps
2.Dave Hull	3:27.73	55 laps	
3.Scott Jackson	60 laps	6:12.80	
4.Jim Holland	45 laps	7:18.98	
6.Bob Murphy	38 laps		

CLOWN RACE

1.Bush-Persson	159	210 - best heat
2.Scott Jackson	86	210
3.Dave Hull	117	61
4.Jim Holland	55	
5.Adrian Land	22	

FORMULA UNLIMITED

1.Bush-Persson	7:36.08
2.Mike MacCarthy	8:20.74
3.Jim Holland	31 laps

SUPER SLOW RAT

1.Bush-Persson	6:10	--	final 5:43
2.Dave Hull	6:43	--	final 6:41
3.Tim Helwig	7:25	6:44	final 7:26
4.Mike MacCarthy	6:56		---
5.Scott Jackson	80 laps		---

15 RAT

1.Mike MacCarthy	2:51	final 7:58
2.Jim Holland	---	final 87 laps
Dave Dawson and Doug Haas		Pass

SCAR GOODYEAR

1.Jim Holland	97 laps	7:24	final 10:09
2.Dave Dawson	5:14	6:05	final 156 laps
3.Dave Hull	---	---	---

TEXAS QUICKIE RAT

1.Bush-Persson	3:17.77	3:07.58	final 6:19.50
2.Bob Murphy	3:08.26	3:07.88	final 102 laps
3.Jim Holland	2:58.40	3:01.06	final DQ
4.Mike MacCarthy	3:57.41	3:22.48	
5.Dave Hull	4:05.55	5:40.63	
6.Dave Dawson	scratch		

B TEAM RACE

Was not run. Mike MacCarthy had the only entry.

BEGINNER TROPHY: Tim Helwig of Alameda Aer-O-Nuts
OVERALL TROPHY: Bush-Persson Team of Alameda Aer-O-Nuts

Submitted by Randy Bush rbush88atjuno.com

CONTEST REPORT-SCAR #5 9/11 BY DON BURKE

We had a good day at the first race at Sepulveda Basin since the 1970s. Not a great turnout, but we did have a new racer Bill Barber, a Valley Circle Burner who decided to give Mouse I a try. Seemed like he had a good time, and his efforts paid off with a third. There were six meesees, the biggest class we had. A few of the other VCBers came around maybe the spark will be lit.

Ron Duly had a 1/2A Skyray that he used to help our "Official Timekeepers" get some circle time during the lunch break. The girls, Darrel Albert's grandkids, do a great job all the time and are really appreciated.

Sorry no pics, the official CL documenter, Pete Soule, was there so perhaps he can help out in that respect.

Bob Murphy and Jim Holland were the only out-of-towners attending. The price of gas and a concurrent race in Alameda apparently the cause. Jim & Bob teamed up for what is becoming Jim's "usual first place" in TQR. Jim also borrowed Ron Duly to fly his Mouse 1 and got the "blue ribbon" there too.

SSR and FOX were run together except for one thing, no FOXES. The three 25s had at with the winning team edging out second place by a few seconds. Third place DRRT had continuous engine problems, and we were even observed resorting to the use of a starter out of total frustration (DQ'd of course).

The Clown race was run as two 15 minutes finals. One shot and you're done. Jim Holland posted 303 laps in his race and was not to be beaten. A mid-air ended the hopes of guess who in our heat. DRRT had our third mid-air in four races. The wind was tagged as the culprit this time. A landing pilot had his airplane balloon right into the path of our lapping airplane. The gliding ship crashed, but Ron kept going. I didn't restart at the next stop due the damage to the outboard wing. Subsequent inspection showed it probably would have held up all right. Discretion is always the better part of valor.

Next race the "Virgil Wilbur" at Whittier Narrows on 22-23 October.

RESULTS- 9/11 Sepulveda Basin**TQR**

PILOT/ MECH	RACE1	RACE2	FINAL
Holland/ Murphy	3:04.84	3:00.01	6:25.59
Duly /Burke	3:14.39	3:07.26	10.19.50
Kovach/ Dawson	3:39.55	3:34.62	55 LAPS

CLOWN

PILOT/ MECH	FINAL
Mayer/ Holland	303
Kovach /Hull	198
Hull/ Patwell	113
Duly/ Burke	71
Turnberg/ Hull	dq

SUPER SLOW

PILOT/ MECH	RACE1	RACE2
Kovach/Dawson	7:37.73	6:34.70
Hull/ Patwell	9:31.57	6:39.22
Duly/ Burke	39 laps	95 laps

MOUSE I

PILOT/ MECH	RACE1	RACE2	best	FINAL
Duly/ Holland	7:59.18	3:11.41	3:11.41	6:47.09
Kovach/ Dawson	7:20.09	dns	7:20.9	8:59.50
Barber/ Hull	4:49.67	3:53.4	3:53.40	10:48.94
Kovach/ Dawson	29 laps	dns	29laps	
Patwell /Hull	dns	dns	dns	
Patwell /Hull	dns	dns	dns	

2005 Contest Calendar

NOTE!! Confirm dates, locations & events with the CD or contact listed below. NCLRA cannot be held responsible for changes, errors, omissions, etc.

KARL MARSCHINKE MEMORIAL OCT 1ST**TUCSON, AZ-CHRISTOPHER COLUMBUS PARK**

Clown, Formula Unlimited, TQR, NCLRA Fox
CD Joe Abate 520-883-2059

JERRY WHO MEMORIAL FOX RACE**October 2-Fermilab, Batavia IL**

350 LAP Treetown rules contact Tim Stone tstone@mc.net

Salem, Oregon, October 8 & 9, Fall Follies

racing event(s) to be announced

SOUTH JERSEY OCT 16

Fox, Foxberg, 1Oz GY. CD Lester Froelich 610-384-5046

SCAR Race #6: Virgil Wilbur Memorial

October, Whittier Narrows, CA

Saturday Events: AMA Scale Race, SCAR Formula Unlimited, NCLRA .15 Rat, NCLRA Clown Race, NCLRA B Team Race

Sunday: AMA Mouse I, LA Fox Race, SCAR Goodyear, NCLRA Quickie Rat

Event Director: Jim Holland (209) 726-0357

E-Mail: jgmholland1959@yahoo.com

SOUTH JERSEY Oct. 30

1oz GY, Clown. CD Larry Bush 610-383-5045

JACKSONVILLE, FLORIDA NOV 12 & 13**REBEL RALLY –OLF WHITEHOUSE FIELD**

Sat- Mouse 1, Mouse 2, NCLRA Fox, Northwest Clown.

Sun- Florida Slow Rat, NCLRA TQR, F2CN, F2C

CD Dale Miller 904-772-8174 email provector1@aol.com

Racing info Mike Schmieder 904-743-4317

SCAR Race #7: Toys for Tots**December 4, Whittier Narrows, CA**

Events: NCLRA Clown Race, SCAR Goodyear, SCAR

Formula Unlimited, NCLRA Quickie Rat

Event Director: Jim Holland (209) 726-0357

E-Mail: jgmholland1959@yahoo.com

NATIONAL RECORDS**SLOW RAT**

JR (70 LAP)	5:16.20	SCOTT MATSON	7/10/00
(140 LAP)	6:47.37	SCOTT MATSON	7/10/00
SR (70 LAP)	4:29.63	HOWELL PUGH	7/20/94
(140 LAP)	10:58.47	DOUG SHORT	7/10/00
OP (70 LAP)	2:36.31	BOB OGE	7/18/91
(140 LAP)	5:24.94	MIKE GREB	7/19/90

½ A MOUSE 1

JR (50 LAP)	2:37.57	SCOTT MATSON	7/15/99
(100 LAP)	5:17.68	SCOTT MATSON	7/17/99
SR (50 LAP)	2:44.68	DAVE ROLLEY JR	7/15/99
(100 LAP)	5:20.11	D.J. PARR	7/16/98
OP (50 LAP)	2:12.3	JIM HOLLAND	7/16/04
(100 LAP)	4:22	RYAN&GIBEAULT	7/15/99

½ A MOUSE 2

OP (70 LAPS)	3:01.24	MACCARTHY/KERR	7/11/03
(140 LAP)	7:16.03	WHITNEY/HALLAS	7/11/03

SCALE RACING

JR (70 LAP)	2:50.65	BOB FOGG III	7/16/91
(140 LAP)	6:08.55	BOB FOGG III	6/23/92
SR (70 LAP)	3:15.12	DOUG SHORT	7/11/00
(140 LAP)	5:40.05	BOB FOGG III	7/11/95
OP (70 LAP)	2:39.38	WILLOUGHBY/OGE	7/15/97
(140 LAP)	5:33.04	BOB FOGG SR	7/16/91

F2C TEAM RACING

OP (100 LAP)	3:15.5	BRODHEAD (GBR)	7/12/04
(200 LAP)	6:45.2	ROB FITZGERALD (AU)	7/12/04

F2CN (NCLRA RULES)

100 LAPS	JULIO ISIDRO	7/11/05
200 LAPS	BOB WHITNEY & DAVE HALLAS	7/11/05

'B' TEAM RACING

OP (35 LAPS) 1:24.34 BURKE/DULY 7/12/05
(70 LAPS) 3:11.51 BURKE/DULY 7/12/05
(35+70 LAPS) 4:35.85 BURKE/DULY 7/12/05
(140 LAPS) 6:45.1 BURKE/DULY 7/13/04

RAT RACING (.15 RULE)

OP (70 LAP) 2:44.6 JIM HOLLAND 7/15/04
(140 LAP) 5:33.1 JIM HOLLAND 7/15/04
JR-SR NO RECORD ESTABLISHED

NCLRA FOX

JR (100 LAP) 5:57.11 SCOTT MATSON 7/11/99
SR (100 LAP) 5:28.09 SCOTT MATSON 7/16/02
OP (100 LAP) 5:32.55 TIM STONE & BOB OGE 7/10/05

NCLRA CLOWN

OP (15 MINUTES) 313 LAPS DAVE HALLAS & BOB
WHITNEY 7/13/05
OP (7 ½ MINUTES) 160 LAPS DON BURKE & RON
DULY 7/13/05

NCLRA TEXAS QUICKIE RAT

SR (70 LAPS) 3:04.22 SCOTT MATSON 7/12/01
SR (140 LAPS) 6:20.20 SCOTT MATSON 7/12/01
OP (70 LAPS) 3:04.28 JIM HOLLAND/BILL CAVE
7/14/05
(140 LAPS) 6:07.01 JOHN MCCULLOM & BILL LEE
7/14/05

NCLRA SUPER SLOW RAT

(100 LAPS) 6:27.59 DON BURKE & RON DULY 7/10/05

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REBEL RALLY 2005

OLF Whitehouse, Jacksonville, Florida - November 12th and 13th, 2005

Sponsored by the: Jacksonville Flying Rebels AAA Sanction # 05-1754

Contest Director: : Dale Miller (904) 772-8174 E-Mail: Provector1@aol.com

Entry Fee: \$10.00 1st Event, \$10.00 2nd Event, \$10.00 for 3rd Event or more.

2005 AMA License Required.

Rules: All Events Will Be Conducted According To The Most Current Edition Of The Appropriate Rules (i.e. AMA, FAI, MACA, NASS, NCLRA, PAMPA)

Note: Speed events may be flown on either day. All other events will be flown on scheduled day.

<u>Saturday 11/12 9:00 AM</u>		<u>Sunday 11/13 9:00 AM</u>
Cash awards 1 st , 2 nd and 3 rd place to be 50%, 35% and 15% respectively times 65% of each event's entry amount.	Each combat event will be run as either "double" or "triple" elimination depending upon the number of entries.	Cash awards 1 st , 2 nd and 3 rd place to be 50%, 35% and 15% respectively times 65% of each event's entry amount.
<u>COMBAT</u>	<u>SPEED</u>	<u>COMBAT</u>
75 MPH Combat (may start 1/2A Combat Sat. If time permits)	1/2A Speed (301) A Speed (302) B Speed (303) D Speed (304)	1/2A Combat (330) 42-ft lines & starters for 1/2A allowed AMA Fast Combat (328)
<u>RACING</u>	1/2A Profile Proto (305)	<u>RACING</u>
AMA Mouse I (313)	21 Proto (306)	Florida Slow Rat
AMA Mouse II (314)	21 Sport Speed (307)	Quickie Rat Race
NCLRA Fox Racing	Formula 40 (308)	F2CN
Northwest Clown Racing	Jet (309) F2A Speed (310)	F2C
<u>STUNT</u>		<u>STUNT</u>
Plaques will be awarded to 1 st , 2 nd and 3 rd . No appearance points & no "builder of the model rule" will be enforced.		Plaques will be awarded to 1 st , 2 nd and 3 rd . No appearance points & no "builder of the model rule" will be enforced.
Basic Flight		Beginners (323)
Classic Stunt		Intermediate (324)
Old Time Stunt		Advanced (325)
Profile		Expert (322)

For additional event information contact:

Racing: Mike Schmieder, 904-743-4317 (cell: 904-703-8104) or e-mail: mas23@comcast.net

Combat: Bailey Henry, 904-636-0487 (cell: 904-655-9913) , or e-mail: Pbhenry49@wmconnect.com

Speed: Santo Rizzotto, 321-453-7548, or e-mail: stano3800@aol.com

Stunt: Dale Miller, 904-772-8174, (cell: 904-382-6006) or e-mail: Provector1@aol.com

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Apply for membership by mailing annual dues of \$ 10.00 to the Secretary/Treasurer at the address on the back of this page. Memberships outside of the USA \$12.00 per year. Make checks out to the order of "NCLRA" and be sure to provide the correct address for receiving the newsletter.

PAY USING PAYPAL-To pay dues with Paypal, first log in to your Paypal account, then send dues to; Treasurer@NCLRA.org
Note that a \$.25 surcharge is added for the Pay-Pal charges.

FROM:

TO: TOM WILK
301 W. Redwing St.
Duluth, MN 55803

REBEL RALLY INFO CONTINUED

RV Parking about 1 mile from flying site. (no hook-up)

Call, e-mail or write to:

Dale Miller

9380 Joloru Drive
Jacksonville, FL 32210
(904) 772-8174
Provector1@aol.com

Check out our web site (later) at: www.jaxrebs.com (under construction as of 7-19-05)

New US Navy Security Requirement – It will be necessary for everyone (pilots, pitmen, spectators) entering the site (Navy Base) to sign a personal wavier. This new is due to the times we live in. Forms for this purpose will be either at the front gate or at the individual event registration booths; please bring a “picture” I.D. such as a driver’s license. The Jacksonville Flying Rebels apologize for any inconvenience this may cause; we hope you agree it is worth the trouble, to continue using this terrific contest site.

Motels: **Make sure to mention Rebel Rally 2005**

Holiday Inn, 6802 Commonwealth Ave. Jacksonville, FL 904-781-6000, double beds at \$59.00 + tax. Call ahead (now) for reservations.

Days Inn 510 Lane Ave, Jacksonville, FL 904-786-0500, at \$55.00 + tax. Call ahead (now) for reservations.

Best Western Baldwin Inn, Highway 301 & I-10, (8 miles west of the Whitehouse exit)
904-266-9759, \$59.00 + Tax. Call ahead (now) for reservations.

Directions: Go East from I-75 or West from I-295 to I-10 Exit 351. Go North on Chaffee Rd. to US 90 (W. Beaver St.). Turn left (west). Go about 1 ¼ mi. to Halsema Rd. Turn right (north). Follow Halsema Rd. to Airfield. **“Also look for contest signs”**



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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 New Times Roman font. Any photos should be sent as a separate jpeg file, medium res. Email all as an attachment to Tim Stone At the address given on this page. While this is preferred format, we will take submissions in just about any format, they can be written, typed or mailed to Tim Stone.

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