

From: National Control Line Racing Association
Bill Lee, President
601 Van Zandt County Road 4815
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TO:



Outgoing NCLRA President Bill Lee

Torque Roll!!

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Remember to renew your membership now!

PRESIDENTS' COLUMN- BILL LEE

Rebel Rally: The Jacksonville, FL, folks ran the 2005 iteration of the Rebel Rally on November 12- 13. It was a good contest albeit lightly attended. I am sure the results and perhaps some pictures will be elsewhere in this issue of the TorqueRoll.

NCLRA Elections: The 2006 elections within NCLRA will elect the President, Vice President and Secretary/Treasurer of the organization. As you know, Steve Wilk and Tom Wilk are the two besides me as President.

I know this is early, but planning for some must start now. And I am opening this up now since I will NOT be running for re- election in 2006 and want all of those interested in being the President of NCLRA to have ample time to get their ducks in a row. The last 3- 1/2 years have been "interesting" to say the least! I think we have made big strides in getting the organization on sound footing. We have improved our financial situation. We have developed a first- class newsletter. We have organized and run a Control Line World Championships. But there are still several challenges facing us which the new NCLRA President will have to deal with.

If you are interested in taking on this job, get a nomination in during the nomination period: March 1 – April 30, 2006.

Holiday Season: This column is being written just after Thanksgiving, just as we enter the Christmas Season. I hope you all have a good holiday season: Merry Christmas, Happy Hanukah, or whatever is appropriate for your personal beliefs.

NORTHEAST REPORT- JASON ALLEN

Not much going on here in the East. We're now officially into Fall, but for the last few days it really hasn't seemed like it (80 degrees in October, sheesh). By the time you read this it may be completely different. We have had some good racing in the past few months. We had our third annual Foxberg day at the Flying Dutchmen Club or Reading, PA. This club is comprised of sport flyers, so it's always fun to get them into some racing. I've even been seen to pit an airplane.

We've also had our share of racing in South Jersey, which you should be able to read the results of elsewhere (Phil Valente submits the results). I've missed a few of the races due to other contests and practices. The ones I've attended have been fun. We even got some three up racing in 1oz Goodyear, which is a rare occurrence these days. Most times we don't enough people to fly, pit and time in a three- up race. To me this is the way racing is supposed to be.

Since it's the beginning of building season, double-check that you have all the necessary building materials for you next project. Don't forget to support your local hobby shop.

SOUTHEAST REPORT- BOB WHITNEY

Ah, where to start... I went up to Philly a couple of weeks ago to do some F2C practicing with Jason Allen, and took in a Clown race put on by the South Jersey Aeromodelers. These guys take Clown very seriously! The day was cold and windy. Walt Gifford didn't have any problems with it, but it took me all morning to get a decent setting. And the wind hurt quite a few of the landings. All in all it was some good racing with diesels taking 1st and 2nd and causing quite a stir.

Last weekend was the Rebel Rally in Jacksonville. Entries were very low. Most classes only had two or 3 entries. Clown again was one of the bigger classes thanks to the New Jersey contingent who took home 1st and 2nd, my lone diesel got 3rd by a couple of laps. If you want to do 300 laps get a stock NOVA ROSSI 15 ,(OK JIM?) And a GIFFORD PROP and you are ready to go. Ralph Aaburg had a wristpin wear a big hole in his piston after only two races, that is the second one I know of, has anyone else had any problems with the 19?? BILL LEE and I had some good races him and Jason taking Mouse 1 and Dave and I taking F2CN. F2C ended up being a practice between Bill and I, I asked for the results sheet but haven't received it yet so can't give any information on the other classes as I was down at the other end flying speed. Dick Lambert came up from Daytona and flew both days for anyone who needed it. He does need some F2C practice Tom, you would have enjoyed it. All in all a good time was had by all.

I would also like to say that the Florida F2C contingent is working hard to make a good showing at the World Championship next year. Dick Lambert and Tom Fluker went to Spain to get some time on the circles they will use next year. Also Jason Allen and I are planning on going to France next summer to get some International experience before the W.C. contest.

I just heard about a parking lot close to the Orlando airport where some guys have been flying ,will let everyone know as soon as I find out more ,HAPPY HOLIDAYS TO EVERYONE, BOB WHITNEY.

NORTHWEST REPORT- JOHN THOMPSON

The only racing meet in the Northwest since last report was the 19th annual Fall Follies, the traditional autumn season- ender in Oregon. It's a stunt contest with a little racing thrown in, and was held this year on Oct. 8- 9 in Salem.

Weather was variable but mostly all right, the competition was low- key but interesting, the barbecues (two of them) were outstanding, and a good time was had by all. The site was Bill Riegel Field at the Salem Airport, which has one asphalt circle and one grass circle.

Saturday started off cool and a bit breezy with the running of Classic Stunt, with 11 entries. Following Classic, P- 40 was held in two classes on the grass circle, as the racers took over the asphalt. Unfortunately, the worst weather of the weekend occurred on Saturday afternoon, with rain showers dampening the contest a bit.

Racing continued its rebound with seven entries in Northwest Sport Race, six in Clown Race and three in

Northwest Super Sport Race. Northwest Sport Race was excellent, with Todd and Mac Ryan setting the pace. Todd established a new NWSR Northwest heat record with a 3:53.55 race, besting the 4:00 that has held up since 1987. Clown Race ended up with a bit of an anticlimax, as the Ryan team, after turning excellent 15- minute heats, decided to pass on the feature race to let a couple of other entries in. Alas, the subs had technical problems and the race turned into a solo.

Super Sport Race was canceled because of the weather and the late hour.

On Sunday, the weather was cool and breezy to begin with but it had turned beautiful, sunny and

comfortable, by the end of the day. Entry was excellent throughout the stunt events, with 11 in classic, 10 in P- 40, and 19 in the precision aerobatics classes. Those of us putting on the contest got a little education about how much work Mike "ZZ" Hazel usually does to make the Follies a success. Mike was not able to participate this year because of his house move, and the rest of us had to pick up the slack —mowing, lifting, toting, roping, hauling, organizing, flipping burgers ...

Mike being absent also meant that the Nitroholics Racing Team was missing its best half. The half that was present, John Thompson, was contest director, racing event director and general gofer. He brought all the Nitroholics planes, but ultimately decided not to race due to the press of other duties.

Bruce and Kris Hunt hosted two fine barbecues, one on Saturday evening at their home and the traditional Sunday lunch break feast at the field.

If you're into statistics, there were 23 individuals participating as contestants, amounting to 55 event entries. It was a great contest all in all and plans already are under way for the 20th anniversary meet in 2006!

Here are the racing results (Number of entries after event name)

(Northwest Standings points in parenthesis after score):

NORTHWEST SPORT RACE (7)

1. Todd Ryan, Moses Lake, Wash. (6) 8:03.38
(3:53.55 heat was NW record)
2. Mike Holmack, Silver Lake, Wash. (5) 8:55.09
3. Mark Conner, Othello, Wash. (4) 9:05.30
4. David Shrum, Roseburg, Ore. (3) 42 laps
5. Mac Ryan, Burbank, Wash. 4:01.59 heat
6. S&S Racing Team, Tenino, Wash. DNS
7. One other entry scratched

FLYING CLOWN RACE (6)

1. S&S Racing Team (5) 250 laps
2. Mike Holmack (4) 0 laps
3. Todd Ryan (3) 314 heat *
4. Mac Ryan (2) 300 heat
5. David Shrum 112 heat
6. One other entry scratched

* Heats are specified three- up. Ryan team chose not to race in the feature to allow others to advance; however, Shrum was unable to appear for the feature, so placing below second is based on the heats.

NORTHWEST SUPER SPORT RACE (3)

Race canceled because of weather.

Next significant racing contest currently on the schedule for the Northwest is the Northwest Regionals on Memorial Day Weekend, May 26- 27- 28, 2006. Watch this space for details. This contest offers a full schedule of Northwest and AMA racing events. There is a possibility that the contest will be held in a new location in 2006. Stay tuned.

John Thompson

Northwest representative

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members.aol.com/johnt4051/northwestcl.html

South West District Column - Douglas Mayer

In Late October we held our annual "Virgil Wilbur Memorial" contest, which is one of our premier events. We hold 2 full days of racing at Whittier Narrows in Los Angeles. This same weekend the speed guys and combat guys also come out to do their thing. Many years ago this was a big AAAA meet, but it has recently become a big local meet without all of the formal AMA sanctions and advertising. None- the- less this is usually our biggest contest of the year.

This year was a disappointing exception. Jim Holland was suffering from the Flu, so he and Bill Cave did not show up. Mike MacCarthy's knee was bothering him, so he and Unkle Rich McIntyre did not show up. This was Vic Garner's first season of retirement, and his first miss at the Virgil Wilbur. The good surprise was that Vic showed up to watch, so at least Vic was there to hang out with the guys. Unfortunately, none of the Arizona guys showed up, (Except maybe Steve Eichenberger showed up on Saturday). Ron Duly was out of town for the weekend, his partner Don Burke was out of town Saturday, as I was I because I was returning from my sister's wedding..... GEEEE WIZZZZ !!!! What does that leave us??

Well, I partnered up with Don Burke on Sunday, and I was generally lazy, and not a very good reporter. I couldn't enter my Quickie Rat because I still hadn't re- tooled my venturi's. I left the contest, went home to get my quickie motors to give to Vic and he took them home with him after the contest. So I missed mouse- 1, and sport Goodyear. Don and I flew LA Fox race and quickie Rat to finish up the day. I'm sorry to say this, but I was really lazy and just flew Don's planes. I can't even remember any outstanding events or performances because I was barely there. I want to apologize to my local buddies for not doing a better job recording this event. All together, it was disappointing without a full crowd of the regular guys.

Boy, I need to follow up with some better news than that!! And here it is. Every year in December, the local speed fliers host a "Toys For Tots" event. We just had this contest 2 days ago on December 04. The speed guys collect toys for the local fire department, to give to needy children. Many Toys For Tots events are rained out because December is the beginning of rainy season. As a matter of fact, it was raining so hard last December that I didn't even crawl out of bed, I saw the rain and rolled over and went back to sleep. Coming to LA in December is risky for many of the out- of- town guys, but this year the forecast was very favorable. I rained very lightly all day Friday just to keep everyone guessing, but the weather on Saturday and especially Sunday was just plain fantastic. We had clear sunny skies, barely a whisper of a breeze and a wonderful 70 degrees. We don't usually get a big crowd,

but Jim Holland and Bob Murphy came down from Northern California, the rest of the crew was made up of local guys. LA Fox, or (Super Slow Rat) is gaining a lot of popularity here in Los Angeles. This weekend, we had 3 LA Foxes (.25 size motor) and no Fox .35's at all.



This is a great chance to introduce some new racers. John Patwell was featured two years ago in his combat gear in Iraq in front of his army truck (US Army Reserves). Well John finished his active tour of duty last year and has teamed up with Dave Hull. Dave started showing up a year ago and just started to build a bunch of race planes. John and Dave live near each other and naturally teamed up.



These guys are both newcomers to the scene (the last year or so). They have really started to settle into the racing vibe. John and Dave are both building some planes. John is usually the flipper, however he was the mouse pilot for his own entry. Dave is usually the pilot, with the exception of John's mouse entry. Dave designed and built his own LA Fox, "Sly Fox" which was a very attractive airplane. I've included a photo for you to check it out. It's got a small canopy and a rudder similar to a shoestring, with curved wingtips. The fuselage is clear finished wood, with transparent red wings.



Dave also had a very nice looking quickie Rat finished in clear wood, but I don't have a picture of it to show you. The Fox racing was very competitive, but the real story is Don Burke with his own design La Fox Racer. I think he calls it "Super Slow Rat #2" Don built a really nice plane with swept back wingtips and matching elevator / stabilizer. Don's plane is finished with transparent yellow monocoat on the wings which is really cool because you can check out his cool wing rib layout. (His ribs are laid out at angles which match the angle of his wingtips) I flew Don's plane at the Virgil Wilbur in October and it was a great flying airplane, and very quick. I think he's got a really clean airframe which contributes to his airspeed. He also incorporates a short stubby wing with a deep chord, (this seems to be a good formula for success in this event). He even has a spring-loaded landing gear which was the coolest darn thing when I was landing. The plane doesn't even bounce the slightest bit; it just touches the pavement and grooves right into the pitman. Don Burke and Ron Duly had an exceptional final with a 5:46. Finally, I must mention my buddy Dave Dawson who I piloted for. Dave makes the most beautiful airplanes that anyone has ever seen (I'll get to that item in a bit), but he owns the ugliest mongoose that I have ever seen. This airplane is a piece of junk. He claims that his partner "Greg" built it (which I honestly do believe is the truth), but none-the-less, this is one ugly airplane. It just doesn't belong in the Dawson Squadron. Believe it or not, ugliness doesn't matter in racing and we managed a very respectful 6:03 in the final.

Now some more info on Dave Dawson. Dave hit the scene a few years ago and surprised every one with his beautiful paint schemes. Since his debut, Dave has built an amazing number of airplanes. You may remember an issue or two back when Dave was featured with his Biplane "Knight Twister" Formula Unlimited. I was fortunate enough to fly his Knight Twister after much pleading. I flew one flight at the end of the day against the setting sun and orange sky. It was absolutely beautiful!! The outline shape of the fuselage, the double wings, the wheel pants, the paint scheme.....the whole thing was just a beautiful thing. When the motor quit, I glided that baby in for the most wonderful stunt landing you have ever seen. Anyway, this weekend, Dave showed up with 4 or 5 new airplanes!!!!



He had a new mouse- 1 that he called the hummingbird, and he took first place in the mouse- 1 final with Ron Duly on the handle. (Newcomers Dave Hull and John Patwell came in a very close 2nd in Mouse- 1) Dave also showed up with 2 beautiful Classic B Team race airplanes. One of the cutest things I've ever seen was his own design that he called the "Heinz 57". It's a cross over between a Gee Bee, and a Biplane and a Bendix era racer. Complete with wheel pants and an amazing paint scheme with the racing number "57" proudly displayed on the fuselage. He also made a scale copy of a Bendix or Thompson trophy airplane "Pete" (I think, you guys can tell me I'm dumb if I got this one wrong). I've enclosed photos of both of these airplanes for you to check out. Dave claims that he carved both of these fuselages out of whole blocks of poplar. The planes didn't feel that heavy, but I wasn't trying to really compare weights to any other B Team racers. Believe it or not, Dave even built an Auto gyro B Team racer.....I'm sorry Dave, I don't think that you'll win any races with this weird bird.



Finally, Dave showed up with a brand new sport jet. He had the speed guys set it up and fly it and he was like a kid in the candy shop. I got some pictures of his jet in virgin condition before the heat discolored his jet motor..... ..again, Dave's paint schemes are just simply amazing.



I found out at the end of the day that Dave paints custom Harley Davidson Fuel tanks and bikes which finally made sense to me. I want to finish my scale plane that I started a year or two ago, and have Dave do the paint job for a feature article in this newsletter.



All right, this is enough typing for one evening. We also featured Clown racing, Formula Unlimited (Big Goodyear) and Quickie Rat. All in all, we had a great day of racing and some pretty good times. Check out the results section for the Toys For Tots event.

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

2006 NATS PLANNING MEETING

10/8 Muncie- Tim Stone

I attended the 2006 Nats planning meeting in Muncie as the NCLRA Rep & Event Director for C/L Racing. The following are my notes.

Opening statement- Ron Morgan Nats Manager stated that there was a funding problem at the 2005 Nats. AMA lost approx. \$14,000.00 due to under funding. Later in the meeting it was agreed to raise the basic Nats entry fee from \$ 35.00 to \$45.00 to cover the shortfall. There were about 1400 entrants combined at the 2005 Nats, so an extra \$10.00 per entrant is needed to cover costs.

AMA President Dave Brown brought up the possibility of field layout changes for R/C events. He also told us that a goal of the AMA was increased spectator turnout, and that AMA had budgeted to help increase this.

AMA Executive Director Don Koranda stated that he was there only as an observer to the meeting. He stated that his goal is to increase AMA membership. He also stated that he is a firm supporter of competition, and the Nats as a means of driving technology. (Editors' note- Don resigned his position as AMA Executive Director about 3 weeks after this meeting. Joyce Hager has been appointed to temporarily fill this position.)

AMA Site coordinator Lonnie Estep said his goal is to increase Nats participation. Lonnie reviewed safety policies for golf carts & Free flight airplane retrieval.

All the Special interest groups' representatives then presented their critique of the 2005 Nats. I presented the safety problem with the netting configuration and recommended changes in order to create a safe pit area in between the 2 racing circles.

A general discussion of the protest procedure was held. In events other than C/L racing the number & frivolity of protests is said to be getting out of hand. The planning committee decided to require a \$50.00 fee be required to file a protest. After review by the appropriate Manager and a decision is made the fee will either be refunded to the successful protestor or kept by AMA if the protest is denied. Nats management may also refund the protest fee if they judge the protest to be legitimate, soundly based, and lacking frivolity. A vote was held and passed unanimously.

Even though it was not an agenda item, Craig Bradley, the R/C Helicopter Event Director challenged Don Koranda on the Nats Issue being dropped from the AMA magazine. Craigs' question brought applause from nearly everyone in attendance. Don stated the reasons that it had been dropped being not timely, old info, web results more effective, and limited interest from non-competitors. Don left the door open for a future Nats issue and stated that several ideas were being tossed around currently by the AMA to address this. One thing that AMA is considering is publishing a Nats CD for distribution to all competitors.

All the SIG Representatives then presented their 2006 Nats calendar. I presented the NCLRA's racing schedule and also gave Lonnie Estep a list of all the equipment that we would need for 2006.

AMA VP Sandy Frank spoke up near the end of the meeting and said that he had been asked by many people in his district about the possibility of moving the Nats out of Muncie. Sandy said that most of these inquiries came from C/L and Free flight. The Nats Event Directors for Speed, Racing, and Carrier agreed with Sandy on the issue as expressed by their membership. Dave Brown said that in order to do this, all of the SIG's would have to get together as a group and make a proposal to the AMA Executive committee. In the case of control line, all 5 Special Interest groups (speed, racing, stunt, combat, carrier) would have to agree on a site and have all logistical aspects of that site confirmed before presenting it to the AMA committee.

EDITOR'S COLUMN-TIM STONE

NCLRA PRESIDENT ANNOUNCES RETIREMENT

In case you didn't read his column, Bill Lee has announced that he will not be running for re-election in 2006. Bill has served the organization for the last 4 years and he will be greatly missed. Looking back I think his greatest single accomplishment was directing the 2004 World Championships in Muncie. Largely because of Bill's leadership and organizational skills this event was a huge success.

Bill is a natural born leader, and because of this he both attracted new members, and alienated some existing members. Strong personalities are abundant in our competitive group. Controversy and tough decisions are things that the President has to deal with and not everyone will leave the flying field happy sometimes. The job of running the NCLRA is not an easy one, and perhaps now some of the critics can get involved in our organization. Lets' hope so. The fate of the NCLRA lies in the hands of its' members.

The election for President, Vice President & Secretary/Treasurer will be in 2006, send any nominations to Bill Lee or myself.

STRESS & PILOTING

I like to keep up with current discussions on all of the internet forums concerning racing. Recently there was some interesting discussion of the physical stress of piloting in the Yahoo forum at <http://groups.yahoo.com/group/clracing/>

“Yesterday we measured the heart rates of 3 pilots during 3 up, 2 seconds per lap Vintage A class racing. Their ages were 20, 38 and 53 years
At the first pitstop they were as follows;
20 year old 213 beats per minute
38 year old 178 beats per minute
53 year old 180 beats per minute.
Rates stayed pretty much the same till the end.
I'm not an expert but it looks like piloting is pretty hard work even at 2 seconds per lap.
Steve Rothwell/ Australia”

And an interesting reply from Roland Surugue of France;

“Hi guys

You raise the right point concerning pilots: Team Race flying is a real sport. I will make different comments: as a team race competitor and analyst , and also as an MD. Free consultation!

Pilots in Team race should be able to sustain the effort of flying without reaching those high heart rates figures which are potentially dangerous.

The 20 year old guy, beating well over 200 is obviously unfit, what other sport does he (or she practice ?) , Gameboy or Nintendo?) , Medically , even at that age, this heart rate, maintained for 4 or 5 minutes can be harmful for the heart.

His “safe rate” is 180 max ...

The 38 year old is somewhat better but 180 for 4 minutes is also a shade above his acceptable sustained “safe” rate. He should stay below 170 .

The 53 year old is obviously taking serious risks: he should consider cardio training or quit Race flying . His safe rate is 155 to 160 max

Next step is to record the heart rate down slope after the effort, or recovery time Well trained athletes resume their “basal” rate faster than the unfits.

Other observational datas :
most mistakes (piloting errors) happen at 75 to 95 laps in 100 laps races, and also at 120 to 130 laps in 200 laps races and most pilots crave to reach 200

The Oxygen deficit is dangerous for the heart of the pilots and also detrimental for the models by brain fade ...

Real racing need real physical preparation .

Roland”

FLORIDAS’ NEWEST FLYING FIELD

Scott Jenkins recently posted this in the Delphi forum; “It is my pleasure to announce the newest Control line facility in Florida. H. David Wallick has made his dream come true. This facility will be open to all after the first of the year.



Please view the photos in the photos section;
<http://photos.groups.yahoo.com/group/clracing/1st?.dir=/Florida%27s+Newest+Flying+Field&.src=gr&.order=&.view=t&.done=http%3a//briefcase.yahoo.com/> of the soon to be completed flying circle, We installed the pylon on

Saturday for the speed boys. The flying circle will be surfaced in a few days with a very smooth hard coat, green in color and lines will be applied soon after that. We will be looking to host a contest sometime after the first of the year.”



Dave also emailed me some additional comments on the project;

“Danette and I have been working very hard since September. I have to say Scott (Jenkins) was a god send.

The circle will be painted maroon with all the white lines and pit boxes for 42, 52, and 60 feet. Also the park area with 20 picnic tables will be finished. You would not believe how many kids want to learn to fly. These kids are country kids not city kids. Our 11 acre property line is next to 100's of thousand of acres of National forest around us.”



A neat rack of Dave Wallick’s F2C models ready to go!

New from Don & Ron...

Our latest Texas Quickie Rat, the "LARQ" (Low aspect ratio Quickie Rat) Ron & I had it at the 2005 NATS but it wasn't ready to go. Since then we've had a couple of good races, best heat time a 3:07. It's the same areas and moments as our fastest B Team Racer, the "SPRNTR".



NEW ENGINE- PROFI .049

Jim Booker is importing the new Profi .049 that really looks like it has potential to be a hot Mouse 2 motor. Rumor has it that Bob Whitney & Les Akre are already plotting reed valve conversions of it for Mouse 1! Jim has posted this information on the motor;

"Today, I was able to do a bit more realistic testing on the Profi 049. Let me just say that I think there is something here for sure.



With head space set at .005" and my 31K test prop it blew away my previous 34K rpm numbers. With 30% nitro it went 36,000! It blew the plug totally on two runs. Back to 15% nitro, same head space rpm was 35,380! On 15% the plug looks new after 3 runs. It almost sounded like there was no change between 15 and 30% nitro. I took the prop back to my VAMkII which had turned it at 31K and got 31,020 rpm, no change (this was 15% as my VA doesn't like anything more than 20% the way it is setup).

The needle adjustment is very easy, much easier than the VA which has not been a problem. I would have thought

that it is undercompressed but it blows the plug on 30% so it must be pretty close.

My subjective observation is that this engine really likes to rev. It doesn't sound good at 26,000- 27,000 at all.

The prop I used for the tests runs above is a George Cleveland brown prop trimmed to 4.4" diameter and the pitch measures 2.75". The blades are pretty narrow but it seems to make a lot of static thrust.

Starting is easy hot or cold without starter but there is a technique. If you flood the engine it just wont start till it is cleaned out. When cold prime the exhaust with the port closed, then flip the prop a couple times, hook up the battery flip the prop and when it fires on the prime release the bladder line. When hot, just hook up the plug and flip the prop it starts easy. But if it floods when you shut it off then you have to work the flood off before it will fire (or hit it with a starter, ugh). So far I have run three new engines and the first start has been difficult as I flooded all three of them. After the first start it doesn't seem to flood quite as easy."

Price is \$140.00 & \$4.00 S&H. Jims' address is
Jim Booker
20 Turtle Creek
Monticello, IL 61856 email jimbooker@flycontrolline.com

CLOWN RACING RULES CHANGE?

Lately there has been some discussion on the Delphi forum about diesels becoming more competitive in the Clown racing event. Some people feel that diesels have too much of an advantage over glow engines when it comes to fuel economy, and some of the current F2C engines would give quite an edge to those willing to spend the cash for them. At the October 2005 Middlesex, N.J. contest the winning entry of Walt Gifford made 317 laps; the National record is 313 laps.

Don Burke has submitted a rules change proposal as follows:

To Bill Lee, President- NCLRA

Rules change proposal
I would like to submit a rules change proposal for NCLRA Clown Racing.
Change section 4a. Existing rule:

"Fuel tank: Any design of fuel tank is allowed, including pressure systems, except as follows:
Fuel capacity is restricted to 1 ounce, with a +5% tolerance, 31cc maximum."

Revision:

"Fuel tank: Any design of fuel tank is allowed, including pressure systems, except as follows
Fuel capacity is restricted to 31cc maximum for glow plug engines.
Fuel capacity is restricted to 20cc maximum for diesel engines

Philosophy;

Recent developments in Clown racing have shown that the use of F2C diesel engines will become commonplace. No one so far has used a current technology F2C engine, but it is just a matter of time. I believe that clown racing is supposed to be an attractive event for those that wish to race planes with inexpensive and low-tech equipment. The rules that currently exist allow a very large choice in engines and it should stay that way. F2C diesels will eliminate glow plug engines in a short time and the event would be limited to those who wanted to spend the very high prices for those engines.

I think the tank restriction would level the playing field but leave it open for those wishing to use diesels.

If we wait to see the results of use of newer diesels it will be too late to prevent what I believe will be the demise of the event.

Don Burke

*

There has been quite a bit of follow-up discussion of this in the Delphi C/L Racing Forum (Hosted by Dave McDonald). If you're not already involved in this, you can sign up for free & participate in the discussions at the web address;
<http://forums.delphiforums.com/CLRacing/start>

TIME TO RENEW YOUR MEMBERSHIP!

According to Tom Wilk's records, many of us have yet to renew our NCLRA memberships;

"Tim;

I have 31 members paid of of today.

Treasury balances

Savings account \$266.06

PayPal \$ 31.42

Checking \$10,087.11

Total \$10,384.59

Note: Bill Lee has the receipt from the F2C Team Trials.

Total should not exceed \$1,000.00"

Renewal information is on the back cover of this issue.

EAST COAST CONTEST RESULTS- BY PHIL VALENTE

Contest Results for the South Jersey Aeromodelers July 24, 2005

CLOWN RACING

1. Jim Gall..... 324
2. Walt Gifford..... 323
3. Brian Silversmith.. 320
4. Tom Schaefer..... 284
5. James Van Sant.. 282
6. Glen Van Sant.....258
7. Phil Valente.....249

FOXBERG

- 1.Walt Gifford.....9:49
- 2.Brian Silversmith...10:01
- 3.Al Ferraro.....10:22
4. George Connors...37 laps

FOX RACING

- 1.Al Ferraro.....6:42
2. George Connors.....6:44
3. Raul Diaz.....6:47
4. Brian Silversmith.....6:52
5. Walt Gifford.....9:13

Contest Results for The Flying Dutchmen of Reading PA August 13, 2005

FOXBERG

- 1.Walt Gifford.....9:28
2. Jim Gall.....11:40
3. Phil Valente.....13:25
- 4.Jim Allen 14:02
5. Bob Fryer.....15:16
- 6.Rick Wetzel.....17:03
7. Andy Philipczak....18:10

Contest Results for South Jersey Aeromodelers August 28, 2005

FOXBERG

1. Walt Gifford.....9:46:29
2. Al Ferraro.....9:46:56
3. Jim Gall.....9:48
4. Tom Schaefer.....10:23
5. Brian Silversmith.....11:14
6. Phil Valente.....13:12

1 Ounce Goodyear

1. Walt Gifford.....7:17
- 2.Brian Silversmith.....8:08
3. Glen Vansant.....8:13
4. Tom Schaefer.....8:37
5. Raul Diaz.....9:39
6. Phil Valente.....11:14

CLOWN RACING.....7.5 minutes

1. Walt Gifford.....156
2. Glen Vansant.....145
3. Raul Diaz.....136
4. Tom Schaefer.....133
5. Brian Silversmith.....121
6. Al Ferraro.....115
7. Phil Valente.....109

Contest Results for South Jersey Aeromodelers September 26, 2005

QUICKIERAT

1. Brian Silversmith.....6:51
2. Jim Allen.....7:07
3. Glen Vansant.....7:59
4. Tom Schaefer.....8:25
5. James Vansant.....8:38
6. Walt Gifford.....9:59

WARBIRD

1. Walt Gifford.....6:43
2. Brian Silversmith.....7:18

3. Tom Schaefer.....7:24
4. Phil Valente.....13:10
5. Jim Allen.....90 laps

2 Ounce Big Goodyear

1. Walt Gifford.....7:02
2. Glen Van Sant.....7:41
3. Tom Schaefer.....8:12
4. Brian Silversmith.....9:07
5. Phil Valente.....10:30

Contest Results for South Jersey Aeromodelers Oct 30, 2005

CLOWN RACING.....15 Min

1. Walt Gifford.....317
2. Bob Whitney.....309
3. Brian Silversmith.....304
4. Tom Schaefer.....300
5. Al Ferraro.....291
6. Jim Gall.....287
7. Glen Van Sant.....277
8. James Van Sant.....259
9. Raul Diaz.....243
10. Phil Valente.....237
11. George Connors.....236

1 Ounce Goodyear

1. Walt Gifford.....7:51
2. Glen Van Sant.....8:31
3. Raul Diaz.....9:25
4. James Van Sanr...90 laps
5. Brian Silversmith...66 laps
6. Tom Schaefer.....DNF
7. George Connors...DNF
8. Phil Valente.....DNF

Quickie Rat (5 entries)

- 1st Place - Bill Lee (4:23.60 / 70- laps, 3:07.66 / 70- laps, 6:25.53 / 140- laps)
 2nd Place - Ralph Aaberg (3.28.63 / 70- laps, DNF / 38- laps, 9:11.65 / 140- laps)
 3rd Place - Jason Allen (3:25.64 / 70- laps, 3:24.34 / 70- laps, DNF)

Florida Slow Rat (2 entries)

- 1st Place - Carl Schaefer (9:21.38 / 140- laps) No 70- lap heat races were flown.
 2nd Place - Brian Silversmith (DNF / 109- laps) No 70- lap heat races were flown.

Clown Racing (6 entries)

- 1st Place - Carl Schaefer (124- laps / 7.5 minutes, 150- laps / 7.5 minutes, 302- laps / 15 minutes)
 2nd Place - Brian Silversmith (143- laps / 7.5 minutes, 147- laps / 7.5 minutes, 300- laps / 15 minutes)
 3rd Place - Bob Whitney (148- laps / 7.5 minutes, 124- laps / 7.5 minutes, 297- laps / 15 minutes)

Fox Racing (4 entries)

- 1st Place - Ron Macknet (6:27.72 / 100- laps, 5:49.10 / 100- laps, 6:34.64 / 100- lap final)
 2nd Place - Carl Schaefer (6:29.31 / 100- laps, 6:32.65 / 100- laps, 6:37.75 / 100- lap final)
 3rd Place - Brian Silversmith (6:08.12 / 100- laps, 6:08.25 / 100- laps, 9:41.97 / 100- lap final)

Mouse 1 (4 entries)

- 1st Place - Jason Allen (2:21.60 / 50- laps, 2:20.88 / 50- laps, 4:55.19 / 100- lap final)
 2nd Place - Dave Hallas (2:20.66 / 50- laps, 2:41.13 / 50- laps, 5:10.66 / 100- lap final)
 3rd Place - Bill Lee (2:30.44 / 50- laps, 2:42.01 / 50- laps, did not fly in final)

CONTEST RESULTS- REBEL RALLY
 JACKSONVILLE, FLA- NOV 12 & 13 2005

F2C (2 entries)

- 1st Place - Bill Lee (3:28.47 / 100- laps, 3:30.72 / 100- laps) No 200- lap final was flown.
 2nd Place - Jason Allen (4:42.03 / 100- laps, 3:52.29 / 100- laps) No 200- lap final was flown.

F2CN (2 entries)

- 1st Place - Dave Hallas (4:44.40 / 100- laps, 9:09.95 / 200- lap final) No second 100- lap heat- race was flown.
 2nd Place - Bill Lee (4:56.78 / 100- laps, 9:13.78 / 200- lap final) No second 100- lap heat- race was flown.

SCAR #6 RACE RESULTS

EVENT	PILOT	1ST HEAT	2ND HEAT	FINAL	PLACE
AMA SCALE					
	DAVID HULL			8:07:31	1ST
SCAR UNLIMITED					
	DAVE DAWSON	DQ			3RD
	STEVE EICHENBERGER	3.52.34		7:13:00	1ST
	RANDY BUSH	3.53.08		7:23:10	2ND
NCLRA 15 RAT					
	STEVE EICHENBERGER			82 LAPS	2ND
	DAVE DAWSON				1ST
NCLRA CLOWN					
	DAVE DAWSON	128 LAPS	92 LAPS	218 LAPS	3RD
	DAVID HULL	87 LAPS	138 LAPS	273 LAPS	2ND
	DOUG HAAS	76 LAPS	131 LAPS	277 LAPS	1ST
B TEAM RACE					
	DAVE DAWSON			DNF	2ND
	DON BURKE			5.55.19	1ST
MOUSE 1					
	BILL BARBRA	4.02.48		7.17.22	1ST
	DAVID HULL	DNF	5.33.39	7.57.23	2ND
	DAVE DAWSON	DQ	4.03.59	11.17.12	3RD
SUPER SLOW RAT					
	DAVE DAWSON	6.41.18	8.03.00	6.43.45	3rd
	DOUG HAAS	8.08.31	103 LAP DQ		
	DON BURKE	6.19.44	6.15.34	6.18.13	2nd
	RANDY BUSH	5.46.12	5.37.19	5.39.69	1st
	DAVID HULL	9.26.10	9.45.34		
SCAR GOODYEAR					
	DAVID HULL	9.40.28		13.03.72	1st
	DAVE DAWSON	6.15.03		13.04.72	2nd
NCLRA TQR					
	DAVE DAWSON	3.40.87	56 LAPS		
	DAVID HULL			12.43.36	2nd
	DON BURKE	3.16.49	3.15.78	7.33.16	1st
	DOUG HAAS	8.08.81	4.43.43	72LAP	3rd

CONTEST RESULTS- SCAR TOYS FOR TOTS
 DEC 3 & 4- DOUG MAYER/DON BURKE

CLOWN									
entrant	pilot	mech	race 1 7-1/2 min	race 1 7-1/2 min	Final 15 min	airplane	engine	prop	wt - oz
Burke	Duly	Burke	138		273	Brodak	N15FISED		17.50
Holland	Mayer	Holland	137		173	KennSmith	Cipolla 15	MA 6.5-5	
Murphy	Matheson	Murphy	132		243	KennSmith	PC-6		16.75
Hull	Hull	Patwell	112			Brodak	OS15CVA	APC 7-5	18.38
Patwell	Hull	Patwell	87			KennSmith	MVVS15G	APC 7-5	20.38

MOUSE I									
entrant	pilot	mech	50 LAPS	50 LAPS	100 LAPS	airplane	engine	prop	wt - gr
Dawson	Duly	Dawson	02:58.56	03:01.94	06:09.53	Humminbird	Cox	IF 5-3 mod	192
Hull	Hull	Patwell	dnf	03:04.82	06:12.58	Streaker	K-bee	APC 4.5-4	192
Holland	Mayer	Holland	02:35.44	05:31.37	07:22.00	Streaker	BlkWdo	APC	206
Patwell	Patwell	Hull	04:18.30	3 laps	dns	Streaker	Cox	APC 4.5-4	192

FORM U									
entrant	pilot	mech	70 LAPS	70 LAPS	140 LAPS	airplane	engine	prop	wt - oz
Holland	Mayer	Holland	04:10.32		07:34.34	Shoestring	HP40PDP	APC 8.5-7	38.5
Dawson	Hull	Dawson	40 laps		09:44.05	Shoestring	K&B 40	APC 7.8-7	37.375

LAFOX									
entrant	pilot	mech	100 LAPS	100 LAPS	100 LAPS	airplane	engine	prop	wt - oz
Burke	Duly	Burke	06:27.63		05:46.78	SSR02	T125GP	APC 8-6	25-3/4
Dawson	Mayer	Dawson	07:19.47		06:03.15	Mongoose	OS25FP	Taitun 8-6	27
Hull	Hull	Patwell	08:24.50		07:35.74	SlyFox	OS25FP	APC 8-6	27-1/2

TQR									
entrant	pilot	mech	70 LAPS	70 LAPS	140 LAPS	airplane	engine	prop	wt - oz
Burke	Duly	Burke	03:21.59	03:10.61	06:52.22	LARQ	K&B 40	APC 7.8-6	24.50
Holland	Mayer	Holland	03:39.16	03:07.16	07:00.48	Omega	K&B 40	APC 7.8-7	
Hull	Hull	Patwell	04:11.71	05:12.09	08:22.63	Rattler	K&B 40	APC 7.8-7	31.88
Mayer	Mayer	Holland	NI	03:39.59		Alley Rat	K&B 40	APC 7.8-7	

CONTEST REPORT- JERRY “WHO”
MEMORIAL –OCT 2ND FERMLAB by TIM STONE

We had great weather but a much smaller than usual turnout for the annual Jerry Meyer Memorial 350 lap Fox race. Only about half the usual contestants showed up. I decided to sit it out since having won the last 3 years with Bob Oge pitting.

The stunt guys all had a pretty good time; this is a very laid back event. Most races were run 3 up as manpower allowed. There were the usual run- ins & midair collisions; a really good time in remembrance of a great guy. In the end Bob Oges’ fine pitting skills prevailed over some surprisingly fast stunt flyers’ entries.

- 1 - Bob Oge 23:41:13
- 2 - Fred Krueger 24:37:91
- 3 - Glenn Lee 29:33:23
- 4 - Alan Hahn 31:11:07
- 5 - David Betz 33:11:07
- 6 - Jim Schuette DNF
- 6 - Bill Smith DNF

NEW FROM TOM WILK

One thing you can say about Tom Wilk is that he sure keeps himself busy! Tom produces a wide range of CD’s with plans, photos, and archived articles; vinyl decals. See his listing in the supplier section of the newsletter. Tom is also pretty handy with a lathe as it turns out. Tom sent me a photo of one of his projects; a compressed air motor.



Pre race in the pits while everything is still in 1 piece!



Glenn Lee fires it up



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) 3:15.46 LAMBERT/FLUKER
9/04/05
(200 LAP) 6:57.36 LAMBERT/BALLARD
7/15/98

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 QUICKIERAT

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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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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