

Monday was the start of CL Racing at this year's Nationals. Because the CL Team Race team trials are being held the weekend after the CL Nationals, it was decided to change the schedule and put Team Race on the last day of racing instead of having it start at the first of the week.

The first event of the day was Scale Race. Scale Race uses semiscale Profile versions of actual Goodyear racing planes. Scale Racing is flown with two pilots competing at the same time. Because we had an odd number of contestants, it was decided to fly the event in round robin-style. Each contestant was given two opportunities to fly a 140-lap race, and his or her best time would determine his or her final placing.

Because we have a limited number of pilots, most of them fly not only their own entries, but also for their fellow competitors.

The results of Scale Race are:

| Contestant | Best Time |
|------------------|-----------|
| 1. Bill Bischoff | 6:33.69 |
| 2. Bill Lee | 7:03.57 |
| 3. Bob Oge | 7:42.39 |
| 4. Dave Betz | 8:03.37 |
| 5. Mike Greb | 9:55.32 |

After lunch, Sport Goodyear was held. This event has increased in popularity across the country since its introduction at last year's Nats. Sport Goodyear will more than likely have the largest number of entrants in this year's CL Racing events.

I do not know if the popularity of the event is because of the realistic look of the aircraft, the ease of building one and flying one, or the relative low cost of getting into the event. The number of contestants allowed us to have both three-up heat races and a three-up final race. The results will show just how evenly matched the planes were—with the difference often being how fast the aircraft got in and out of the pits.

The results for Sport Goodyear are:

| Contestant | Best Heat Race Time | Final Time |
|---------------------|---------------------|------------|
| 1. Bill Lee | 4:07.33 | 8:29.60 |
| 2. Mike Greb | 4:18.24 | 8:43.85 |
| 3. Bill Bischoff | 4:20.98 | 9:16.91 |
| 4. Charles Barnes | 4:26.96 | |
| 5. Charles Barnes | 4:28.61 | |
| 6. Bob Hedgewood | 4:30.25 | |
| 7. Bob Oge | 4:33.19 | |
| 8. Patrick Hempel | 4:35.17 | |
| 9. Ron Duley | 4:37.41 | |
| 10. Charlie Johnson | 4:37.98 | |
| 11. Dave Betz | 4:45.60 | |
| 12. Mark Knight | 78 laps | |

By the time you read this, Mouse 1, the second most popular CL Racing event, will be underway or finished. You should still have time to stop down at the McCool site and catch some of the Quickie Rat races. 🏁



Sport Goodyear contestants with their planes.



Bill Lee and Mike Greb working to get a fast pit.



Bob, Bill, and Charles having fun during three-up.



Timers and the pitmen watching the race.



Processing the airplanes before the race.



Scale Race winners.



Sport Goodyear winners.

In the past, we have had to withstand the heat, rain, and wind. Earlier this week, it was cooler than at past Nationals. Today, however, the heat, along with the humidity, coupled with the lack of wind, took its toll on the pilots. The rest of the week is predicted to be even hotter.

Other than Sport Goodyear, Class I Mouse is the most popular CL Racing event at the Nationals. Even with its popularity, it comes with its own set of problems. The first being that the best engines are made from parts of different versions of Cox .049 engines. Most of the more desirable parts have been out of production for a number of years.

These engines were in production for a number of years in the past, so anyone who is willing to take the time can find just the right parts. This year, a majority of the contestants had found the right parts and were quite competitive.

The author, however, was bitten by the gremlins associated with these engines. What worked at my last contest didn't work on Tuesday. It looks like I will have to figure out what went wrong and figure out how to fix it. I was not the only one who had problems. Two people were unable to get their engines to race before the races started and had to withdraw.

Here are the Class I Mouse results:

| Contestant | Best Heat Time | Final Race Time |
|-----------------------|----------------|-----------------|
| 1. Charles Barnes Sr. | 2:31.77 | 5:01.27 |
| 2. Patrick Hempel | 2:47.47 | 5:09.36 |
| 3. Bill Lee | 2:28.52 | 5:51.24 |
| 4. Charles Barnes Jr. | 2:43.25 | 1/2 lap |
| 5. Mike Greb | 2:51.96 | |
| 6. Melvin Schuette | 2:52.60 | |
| 7. Rod Christie | 3:03.56 | |
| 8. Brenden Robinson | 3:51.87 | |
| 9. Mark Knight | 3:57.43 | |

After lunch, Quickie Rat was held. Quickie Rat can be called the big brother to Class I Mouse. Like Mouse, there are few restrictions on aircraft design. Most restrictions are on the motors. The most commonly used engine is the K&B .40.

The results for Quickie Rat are:

| Contestant | Best Heat Time | Final Race Time |
|-----------------------|----------------|-----------------|
| 1. Bill Lee | 3:17.61 | 6:55.42 |
| 2. Bill Bischoff | 3:23.83 | 7:24.60 |
| 3. Charles Barnes Sr. | 3:38.60 | 7:42.56 |
| 4. Charles Barnes Jr. | 3:41.82 | |
| 5. Mike Greb | 3:44.15 | |
| 6. Bob Oge | 3:48.22 | |

Slow and Super Slow Rat are scheduled for Wednesday. We will finish up CL Racing on Thursday with Clown and Team Race. 🚁



Mike Greb and David Betz keeping an eye on the races from the tower.



Grandpa, did you see that?



Timers Zella Betz and Sandra Lee.



Mike Greb during a Quickie Rat pit stop.



Brenden Robinson preparing to catch a Mouse during a pit stop.



Class I Mouse winners.



Quickie Rat winners.



Rod Christie, Charles Barnes, and Bill Bischoff during a Class I Mouse heat race.



Oops. The author misses a catch during a Mouse pit stop.

This week was the debut of the Mockingbird in both Slow Rat and Super Slow Rat.

The Mockingbird was designed by Bill Bischoff from Garland, Texas. Bill also designed the Margaret June Sport Goodyear, published in the June 2015 issue of *Model Aviation*. Bill has designed airplanes that are used in the CL Navy Carrier events. He worked with Pat King to get the Mockingbird kitted. The kits are laser cut and available from PDK LLC in Monee, Illinois. Pat also kits the Polecat Goodyear racing plane, along with several others.

After Bill flew his Mockingbird to second place in Slow Rat, he changed the engine and fuel tank and flew it to first in Super Slow Rat. Two out of three of the aircraft flown in the finals of Super Slow Rat were Mockingbirds. It is nice to have kits available for CL Racing events.

The results for Slow Rat are:

| Contestant | Best 140 Lap Race time |
|------------------|------------------------|
| 1. Bob Oge | 6:49.09 |
| 2. Bill Bischoff | 7:07.89 |
| 3. Bill Lee | 7:37.54 |
| 4. Dave Betz | 8:07.53 |

Pat King not only sponsored the Super Slow Rat event, he was there to watch the race and present the trophies.

The results for Super Slow Rat are:

| Contestant | Best Heat Race Time | Final Time |
|-----------------------|---------------------|------------|
| 1. Bill Bischoff | 5:35.18 | 5:40.96 |
| 2. Mike Greb | 5:58.69 | 5:49.97 |
| 3. Charlie Johnson | 7:55.00 | 5:54.99 |
| 4. Charles Barnes Sr. | 5:58.69 | |
| 5. Bill Lee | 5:59.66 | |
| 6. Charles Barnes Jr. | 6:10.85 | |
| 7. Bob Oge | 6:11:15 | |
| 8. Dave Betz | 11:01.27 | |
| 9. Ron Duley | 53 laps | |

Thursday morning we will be holding the Clown Race, which is how many laps you can complete in a given time instead of how fast can you complete a given number of laps. The contest will be followed by the F2C team race. 🤡

Not all planes make it to the pitman on their wheels.



The results of a hard landing. This plane was quickly repaired and finished the race.





Super Slow Rat winners with event sponsor Pat King.



Slow Rat winners.



The effects of the heat on the contestants can be seen on Bob Oge's shirt.



Three Mockingbirds built from kits designed by Bill Bischoff.

Thursday was the final day of CL Racing. Although the event director gets the glory for running the events, it cannot be done without help.

Zella Betz and Sandra Lee are two ladies who come to the Nationals year after year with their husbands. You never have to ask—they just pick up a watch and lap counter, and sit in the hot sun all day just so their husbands can play.

Mark Knight, who first started coming to the Nationals a few years ago, if not flying, he was timing. Tara Degraff is our official photographer. My only mistake was showing her how to use the continuous shoot feature on the camera. Dave McDonald, who ran Team Race, knows the complexities of the event a lot better than I do.

Last but not least, I want to thank all of the contestants who when not flying, were timing.

If you haven't been able to make it out to the McCool site, but still want to watch some CL Racing, the US F2C team trials are being held this weekend. The top three teams from this weekend's event will represent the United States at the 2018 CL World Championships in Landres, France.

Clown Racing was the first event of the day. As I stated in an earlier article, Clown Racing differs from most forms of racing in that you see how many laps you can fly during a given time period. The rules require that the plane be a PDQ Clown and you can use up to an .18 cubic inch engine. A lot of the engines used are RC car engines converted for CL Racing use.

I do not know why, but one of the teams that entered had to withdraw even before the races started and the rest of them fought engine problems throughout the races. One team couldn't get through two tanks of fuel before having to change the glow plug.

The results for Clown Race are:

| Contestant | 7:30 Heats Laps | Final Race Laps |
|-----------------------|-----------------|-----------------|
| 1. Bill Lee | 148 laps | 278 laps |
| 2. Charles Barnes Sr. | 73 laps | 211 laps |
| 3. Charlie Johnson | 97 laps | 195 laps |

Team Race is different from most AMA racing events in that in an AMA Rule Book event, the pilot and/or pitman can compete on more than one team. Team Race, however, is as the name implies—a team event. After a pilot or pitman competes on one team, he or she cannot compete on any other team at that contest.

Team Race was interrupted shortly by a brief rain shower. What would be a Nationals without a little rain? After the rain quit, both officials and contestants worked to dry out the site so that flying could continue.

The results for Team Race are:

| Teams | Best Time |
|-------------------|-----------|
| 1. Fischer/Wilks | 3:27.00 |
| 2. Topunov/Peter | 3:34.45 |
| 3. Lambert/Fluker | 3:37.14 |
| 4. Hempel/Lee | 3:44.83 |
| 5. Allen/Whitney | 4:14.95 |
| 6. Brozo | 5:23.22 |
| 7. Greb/Bischoff | 51 Laps |

I look forward to seeing all of you at next year's CL Nationals. 🏁



Adjusting the handle for neutral before the race.



Catching an F2C plane.



One flip start.



Clown Racing.



Melvin Schuette receiving the NCLRA Sportsmanship award from NCLRA President Bill Bischoff.



What did I do?



F2C Team Race winners.



Tell the CL Racers free food, and 15 minutes later ...



NCLRA Clown Race winners.