

From: National Control Line Racing Association
Melvin Schuette P. O Box 240
Auburn, KS 66402



TO



Jim Gall and Pitman Dave Rolley clown around before the start of their Clown Race heat.

2013 Nationals Coverage

**Torque Roll Issue #109
August 2013**

PRESIDENT-Melvin Schuette

To My Fellow NCLRA Members;

Well there is one thing I can say about this year's Nationals, humid. It was not that it was hot; the temperatures were in the 80s all week, but with high humidity it felt like it was over a hundred degrees. The wind however never was really a problem. The weather was a bigger factor with the contestants than with the equipment. Dave Wallick set a new 200 Lap F2CN time on Monday and Bill Lee set a new Quickie Rat 70 lap race time on Thursday. Congratulations to them both.

This year we had eleven events flown over four days and had three different event directors. John Ballard ran both Monday and Tuesday's events, while I ran Wednesday's events and Jim Gall ran the events on Thursday. I would personally like to thank John and Jim for the work they did. This year we also had a number of people volunteer their time as timers. We didn't have a problem finding people to time. All you had to do was ask for volunteers and people grabbed watches and lap counters and headed out. With the number of volunteers we had this year I was able to take pictures for the Nat's News and Torque Roll.

I want to thank Randy Rich of Riches Brew Fuels for donating the fuel used this year at the AMA Nationals.

The NCLRA awards two awards at the Nationals. The NCLRA Sportsman award was given to Mike Greb. If Mike was not involved in a race, he was timing and counting laps. To determine the High point recipient the contestants were given 4 points for a first place finish, 3 points for 2nd, 2 points for 3rd and one point from there on down. The person with the highest point total for the week was awarded the NCLRA High Point Trophy. This year the person with the highest point total was Bill Lee.

The High Point Trophy winner is given an award that they keep, while their name and year that they won the trophy is put on a perpetual trophy at the AMA Museum. When I checked with the museum about the trophy I discovered that it was not on display. While talking to the museum staff I discovered that they didn't know that the trophy they had was not a traveling trophy. It will now be put on display. The current trophy has just enough additional room for the 2014 High Point Trophy recipient. We will have to decide if we want to use the same trophy and replace the plate with the oldest recipient's name with the one of the current winner or have a new trophy made.

This year Clown Race was held using sixty foot lines with shutoffs allowed. We only had three contestants entered, but all three pilots said the additional line length totally changed the event for the good. It made it a lot more enjoyable on the pilots and the use of shutoffs changed the strategy of when to pit. It was unanimous; the NCLRA will use the sixty foot line lengths for Clown Race at the Nationals in 2014.

The annual meeting was held at the Sirloin Stockade on Thursday evening. We discussed a number of different topics; one was the 2014 Nationals. We do not yet have a date for next year's nationals, when I find out when they are I will post them on the internet. We also discussed the schedule for the 2014 Nat's. Racing will once again be Monday through Thursday. Fox Race is the only event that will be dropped from the schedule.

We also discussed the dues structure at the meeting. It was discussed and voted on for a three tier membership format. The basic membership will be \$20.00 per year and comes with an electronic newsletter. This membership covers both US and international members. U.S. members wanting a paper newsletter will pay \$30.00 a year, and International members wanting a paper newsletter will pay \$35.00 a year. Life members who choose to get a paper newsletter will have to pay \$10.00 a year.

The NCLRA Treasurers report will be posted in a Members only section of the web site in the near future.

We are asking for volunteers to be the 2014 AMA Nationals Event Director(s). I would like to have the name or names of the Event Director(s) by the first of September. If you would be willing to run all the racing events or if you can run just one day's events get in contact with me as soon as possible. The event director will have the option of being the NCLRA Representative to the Nat's Planning meeting if there is one this year.

Melvin

SOUTHEAST DISTRICT – Jim Bradley

Well we pulled off the Control Line Racing part of the NATS with our new format of spreading the load of running everything. It worked well and I want to thank everyone who was there and pitched in and helped. At times when we were holding a 3 up race the pits under the tents were almost empty because it took everyone who was there to ensure we had people to run the event and time and count laps. It now seems very likely that we will have Control Line Racing at the NATS again next year. Now is the time to start planning for it and marking your calendar. Remember there is no such thing as too much help.

The turnout was about the same as last year and a few people who were planning, or at least talking about coming, didn't make it for various reasons. Hopefully things will work out for them next year so they can attend. If you are a racer you need to come to the NATS.

For those of you that were there I'm sure you will agree with me that it was hot. We didn't have any rain this year and the wind was never a problem so overall the weather wasn't a factor for racing, or control line for that matter.

We ran Clown's using 60 foot lines this year and I heard nothing but good things from everyone, especially the pilots. The pilot's rotational speed was visibly slower making it much easier for them to fly instead of an F2C training event. Even though shutoffs were allowed I don't think many people used them because getting enough laps per tank was an issue for many. The airspeeds were also down about 5 MPH which also helped the pilots. I believe the general feeling is that 60 foot lines and allowing shutoffs to be used during the race would be a good rule change for Clown.

There was also some discussion of cutting the Clown Heat races down to 5 minutes and the Finals down to 10 minutes. Some of this is to try and balance the pit stops with the longer lines. Generally with the 60 foot lines you will have one more pit stop for the 7.5 minute Heat races and two more for the 15 minute Finals. With more pit stops and a shorter interval between pit stops using the 60 foot lines will keep the Pit Monkey's, like myself, busier.

As for Jim DeMeritte, pilot for myself and several others, we were holding our own in QR in the first heat until the motor started to go sour. I couldn't signal Jim quick enough to shut it down and it blew up. Actually it broke the bottom half of the rod off. I changed the motor for the second Heat but it was nowhere up to the task with the other fast QR's and we didn't make the Finals. Such is life in the fast lane. Next year I'll be sure to bring two good motors with me.

I'm sure the full results will be posted elsewhere in this issue so I won't rehash them here.

SECRETARY/TREASURER

- Dave Rolley

The South Central District was represented at the 2013 AMA Nats by the following folks:

Texas: Bill Bishoff, Mike Greb, Dale Gleason, & Bill Lee
Kansas: Melvin Schuette
Colorado: Dave Rolley

Their exploits are described in another part of the newsletter. Did I miss anyone?

Colorado Happenings:

Racing appears to be making a comeback in the Denver area. Over the last couple of years several folks have been showing interest in racing Class 1 Mouse, Wichita CL Scale Race - Class II, and Fox Racing. Now models are appearing and folks want to get into the circle with other teams.

Just in the last 2 months I've seen 5 different Mouse Racers out on the circle. There has been some 2-up practice. Like many locations, sometimes there aren't enough folks to get 3-up practice going.

Class II Goodyear models are also starting to show up at the circle. Right now it appears there may be 4 or 5 of these

models ready to fly. Again, some 2-up practice is taking place.

The Rocky Mountain Aeromodelers have adopted the NCLRA Fox Race event as the common denominator across all of the Fox 35 Stunt powered racing events that have been flown over the years. The models are mainly various flavors of Fox-Berg racers or Big Goodyear racers all with Fox 35 Stunt engines and a 2 oz tank.

What else is going on in the South Central District? Drop me a note and it will get included next time!

NCLRA Annual Meeting:

The annual meeting was held on July 18, 2013 at the Sirloin Stockade in Muncie IN. Melvin Schuette, President presiding. VP: Les Akre and S/T: Dave Rolley and other members of the NCLRA were present. As there is no quorum requirement in the by-laws for the transaction of business at the annual meeting, no roll or attendee count was recorded.

Treasurer's Report:

A summary report listing the starting balance for the year and the ending balance for the year was verbally presented. A full Treasurer's Report will be placed on the NCLRA website shortly in the members only area.

Awards:

Nats Sportsman Award: Mike Greb

Nats High Point Award: Bill Lee

Discussions:

Nats Clown Race: The pilots that participated in the event liked the sixty foot lines. The use of shutoffs was also liked. The consensus of the meeting is that both modifications to the event will be used at the 2014 Nats.

There was request for an explanation of the NCLRA Rules process. The process was described for the meeting (please see the By-Laws on the NCLRA website if you would like to refresh yourself on the topic). At least one member indicated that the process should be revised. The member was invited to submit a proposal to the president for consideration.

Super Slow Rat: Is it time to consider a venturi size rule. It was suggested that the topic should be addressed in the newsletter to bring before a larger audience.

Nationals Events:

What events do we have to run? Melvin Schuette had looked into this question. The AMA no longer requires any specific rulebook events be run at the Nat's. The question of what events we want to run at the Nat's was raised. While it was suggested that Goodyear and Fox Race could be dropped, the consensus of the meeting was to retain the current slate of events for 2014.

Should a schedule which includes up to 3 events per day be retained for 2014? The consensus of the meeting was yes, retain up to 3 events per day. It was noted that such a schedule does impose some requirement for tighter circle

management in order to complete the day's events. All present recognized there is a balance between being sure to complete the day's events and appearing to run the contest for the benefit of the officials.

What does it take to get folks to come to the Nat's? There was a lot of discussion on this topic, but in the end no concrete recommendations.

Nationals Trophies:

For 2013, where the AMA's pre-entry level for awarding trophies through 3rd place was not met, the NCLRA purchased the missing trophies through 3rd place. For the NCLRA events, the NCLRA provided trophies through 3rd place.

Alternative approaches for Nat's trophies were discussed. The one that received the most support was a plaque with some type of Nationals Racing heading with space to put event plates listing the year, event, and placing.

NCLRA Dues:

The current dues structure does not differentiate between members that receive the newsletter electronically and those that receive a paper copy. A motion was made to establish a three tier dues structure to offset to costs associated with distributing paper newsletters:

Basic Membership, electronic newsletter: \$20/yr (Life Members are given a Basic Membership)
Domestic (USA) Membership, paper newsletter: \$30/yr
International Membership, paper newsletter: \$35/yr
Motion made by Rolley, seconded by Gall and passed by the members present.

Membership:

As of the 2013 Nats there are 38 dues paying member of the NCLRA and 8 Life Members of the NCLRA. How do we grow the NCLRA membership? Since 2010 57 members have not renewed their membership. This group represents folks that have been members and some number of them may be interested in rejoining if the NCLRA were to reach out to them.

A motion was made to provide an electronic copy of the NCLRA newsletters for the remainder of 2013 to all former members of the NCLRA with a membership expiration of 2010 or later.
Motion made by Rolley, seconded by Lee and passed by the members present.

NCLRA Website:

Bill Lee (NCLRA Webmaster) described several features of the website including a new feature called Tech Topics. This section hosts articles describing "How To" on various topics of interest to racers. Some articles have previously been in the Torque Roll, others, like the capture of the late Wayne Trivin's website are a collection of racing related topics we don't want to lose. Please check it out.

Meeting adjourned.

F2C Activities – Dave Rolley

2013 F2C Team Finals for the 2014 Control Line World Championships:

The F2C Team Finals contest is scheduled for October 15-16, 2013 at Stahl Field in Bowling Green KY. Processing will be on October 14. Dave McDonald is the CD.

This year's Team Finals is very important to the future of F2C in the USA. Under the rules the AMA uses for determining if an event is approved for participation at the World Championships we need seven (7) teams to participate in the contest to secure AMA sponsorship beyond the 2014 Control Line World Championships.

Six F2C teams participated at the Nationals. They are:

1st	Lambert/Fluker	3:24.78	7:06.56
2nd	Wilk/Fisher	3:22.60	102 laps
3rd	Wallick/Brozo	3:49.97	75 laps
4th	Polak/Urtubey	6:23.81	
5th	Rolley/Johnson	73 laps	
6th	Topunov/Elbert	36 laps	

However, the Polak/Urtubey team are Canadian and not eligible to participate in the USA Team Finals.

That means we need a minimum of the remaining 5 teams plus 2 additional teams to attend the Team Finals contest in October. Simply entering the contest is not sufficient. The teams must participate in the competition. Please drop me an email or call if you are willing to consider participating.

The 2014 F2C Team Selection Program description is available at:

<http://www.nclra.org/F2CTeamSelection/2014TeamSelection/index.php>

Please drop me an email or give me a call if you are thinking about participating.

2013 Bluegrass World Cup :

Don't forget the 2013 Bluegrass World Cup contest for F2A and F2C. October 18-20, 2013 at Stahl Field in Bowling Green KY. Bill Lee is the CD.

Information available at:

<http://www.bluegrassworldcup.us/>

EDITOR - Les Akre

I made it back to the Nat's this year, after a one year layoff. Not much had changed in a year, except that registration is now at AMA Headquarters, and the Hobby shop has closed down.

District Representative Elections:

We are very late getting this underway, so without further delay...

Nominations are now being accepted for all of the District Representative Positions. The nomination period run from now until September 15. Send your nominations by electronic or regular mail to Melvin Schuette, or Les Akre and we'll see that you get on the ballot. Ballots will be sent out with the October issue.

Nat's News:

There were records set this year for the F2CN 200 lap final by Wallick/Brozo, and the QR 70 lap heat by Lee/Bischoff. Check out the records listing for the update.

The weather was usual Muncie...high humidity and heat. A few teams flew some extended practice sessions, but if you didn't have any gear to sort out, you were under the tent. My wish for a rain shower to cool things down a bit was denied by the racing gods. Maybe next year...

My decision to attend this year was last minute, and combined with unsuitable weather at home for practice left me with no equipment ready or sorted out.

My pre-arranged Pilot had decided to graciously bow out of further competition after the first day. The heat and exertion proved just a bit too much for him and he wisely decided to take it easy. Backup Pilot Charlie Johnson was promoted to first string Pilot for the duration of the week. Thanks Charlie!

Between bad luck, and Murphy's Law, I had little success. There was also this guy from Texas going around putting the hex on people (or maybe it was just me) but even he got done in by himself a few times, he he.

In Scale racing; my "Little Mike" continues to have problems and broke its back again in the same place as before so it's permanently suspended from use for now.

One of the bright spots for me was the fact that I was actually competitive in the AMA Scale Race event with my backup model which is an 1oz. Goodyear model "Stinger" powered by a Moki .15 Sport engine.

A broken spray bar on the Moki prevented me from placing in the Scale Race Final. This combination shows promise. I had good airspeed in practice with the Eichenberger prop I was using, but decided to trade a bit of airspeed by bolting on an APC prop in order to get enough laps to one stop the heat. A slightly larger fuel tank will allow me to use the faster prop, and is in the works.

I ran this model in Rat Race as well, and bested my Scale Race heat time. Neither of the purpose built Rat models worked properly, although the Mini-Shark I have running a Nelson .15 on suction shows the most promise. Just needs a bit more sorting out. Strangely enough, the Nat's isn't the best place to sort out a model, Hmm.

Clown Race on 60 foot lines you say... Well, it wasn't that bad. In fact all the Pilots looked relatively fresh afterwards??

Some observations: Takeoffs and landings were non issues. The fears of longer lines impacting the handling characteristics of the models didn't happen. The use of shutoffs can be used to an advantage, provided one actually practices using it. I went without as I needed all the laps I could get. I Might have to try a diesel now. On sixty foot lines I think it could be used to an advantage.

The F2CN worked ok. I still need some more speed though. Also need to practice with this model a bit more. I had enough laps to cut out a pit in the final, but a landing issue during a pit stop prevented me from continuing.

Mouse 1 was the typical gong show. Airplanes falling out of the sky, breaking cranks, landing issues and loose plugs were just some of the issues that plagued various entrants, me included. My entry got its lines wrapped around Melvin Schuette in the final during the confusion of my Pilot having to try and bring the airplane to my new pit position due to my original spot being occupied by another entrant who was also having problems. Ahh, the joy that is Mouse 1.

That's all for now.

2013 Nationals – Melvin Schuette

There are a number of people to thank for helping run the racing events and unfortunately, I do not have everyone's name. John Ballard was Monday's event director while Dave McDonald and Bill Lee comprise the Jury. A number of people also volunteered to time Monday's racing events.

The first event on the schedule for Monday was F2C Team Race. Because most of the teams that will be trying out for the team in October that will represent the United States at the 2014 Control Line World Championships are spread out across the country, they use the Nats as a chance get in some three-up practice before the team trials.

Pitman David Wallick survived a stroke that has left him legally blind, but has not stopped him from his love of modeling or competing. David not only entered, but managed to place third overall in F2C and second in F2CN.

Each team completed three 100-lap heat races to determine the three teams that would qualify for a 200-lap final. Dick Lambert and Tommy Fluker finished first while Steve Wilk and David Fisher finished second and Dave Wallick and his pilot finished third. Pilot Tommy Fluker is a past World Champion in F2D Combat.

There were only three entries in F2CN, so the contestants decided to run a 100-lap heat race in order to get a good motor setting before going in to the 200-laps final.

The team of Bill Lee and Bill Bischoff finished first, David Wallick and his pilot finished second, and Les Akre and Ron Duly finished third.

B Team Race was the final event of the day. First place went to the team of Bill Lee and Bill Bischoff, second place was Dave Betz and Charley Johnson, while Ron Duly and Les Akre finished third.

One thing that I noticed when I got to the flying site Wednesday morning was that it wasn't quite as hot as it was the day before. The question would be, would it stay that way? Although it did warm up, it wasn't anywhere near as hot or humid as it was on Tuesday.

There were two events scheduled for Tuesday: Slow Rat and Clown Racing. Slow Rat requires a 300-square-inch wing airplane with a .25-size engine. All of the contestants used the GO .25 engine. This is an R/C car engine that has been converted to airplane use.

All of the airplanes used were built from plans or were original designs. The contestants flew a 70-lap heat race before flying a 140-lap final race.

Clown racing is different from most racing events, because you must use a PDQ Flying Clown, or faithful replica. It can be built from plans with only minor changes. This is the one racing event where you don't try to see how fast you can complete a given distance, but how many laps you can complete in a given time.

The pilots in the past have made comments that the rotational speeds of the pilots were making the event difficult to fly. Traditionally, Clown Racing is flown on 52-foot lines and fuel shutoffs are prohibited from use during the race. For this year, the lines were lengthened to 60 feet and shutoffs were allowed to be used.

After the races were over the pilots were asked what they felt about the rule change and they all felt that the extra length made flying the event easier and the use of shutoffs allowed them to overcome any disadvantage of the longer lines.

Competitors flew 7-minute, 30-second heat races, and the top three flew a 15-minute final race.

Thursday was CL Racing's fourth and final day. There were three events scheduled: Class I Mouse, Quickie Rat, and Rat Racing. All three events have one thing in common: they have very few design restrictions.

Rat Racing was up first. It has the fewest restrictions regarding design and what type of engine to use. The only requirements are that the engine must have a maximum displacement of .01525, and that it must have at least a one-wheel landing gear. For this reason, a number of people use airplanes that are designed for different events, but are both legal and competitive in Rat.

Class I Mouse is a little more restrictive, but only by a little. The airplanes must use a reed valve .049 with an integral fuel

tank engine, have external controls, and a one-wheel landing gear.

There was one person who brought a Cyclone .049 that had been converted from a front intake motor into a reed valve motor.

Unfortunately, he did not use it in the races. Although Mike Greb

ran fast enough that he qualified for the finals, he withdrew because he shared the same pilot with another competitor, so the fourth-fastest contestant flew in his place.

The final event of the day and of the 2013 CL Racing Nationals was Quickie Rat. The airplanes are required to be of profile construction with external controls and only single bypass ported .40-size motors allowed.

The most popular engine in this event is the K&B 4011. The most disastrous crash of the week occurred when Bob Oge completed his heat race. The engine suffered an unknown mechanical failure, causing a crash landing at more than 100 mph destroying the airplane.

On the upside, Bill Lee set a new Quickie Rat heat race time at 2:58.72. Due to the heat and the time of day, the contestants decided to use their best heat race time to determine their overall placement in the event.

Plans are already being made to make next year's Nats even better than this year's!

2013 Nationals Results

F2C Team Race

Place	Team	Best Heat Time	Final Time
1 st	Lambert / Fluker	3:24.78	7:06.56
2 nd	Wilks / Fisher	3:22.60	102 laps
3 rd	Wallick / Brozo	3:49.97	75 laps
4 th	Polak / Urtubey	6:23.81	
5 th	Rolley Johnson	73 laps	
6 th	Topunov /Elbert	36 laps	



F2C Team Race Winners

F2CN

Place	Team	Best Heat Time	Final Time
1 st	Wallick / Brozo	4:37.88	8:37.10
2 nd	Lee / Bischoff	4:32.68	9:10.59
3 rd	Akre / Duly	5:12.78	38 laps



F2CN Team Race Winners

B Team Race

Place	Team	Best Heat Time	Final Time
1 st	Lee/ Bischoff		6:43.38
2 nd	Betz / Johnson		14:42.12
3 rd	Duly / Akre		85 laps
4 th	Sopka / Fluker		76 laps



B Team Race Winners



Bob Oge's Re-Kitted Quickie Rat.

Scale Race (Goodyear)

Place	Team	Best Heat Time	Final Time
1 st	Bob Oge	3:23.97	8:38.47
2 nd	Mike Greb	3:19.70	9:07.66
3 rd	Jim Gall	3:31.38	68 laps
4 th	Les Akre	3:28.12	37 laps
5 th	Bill Bischoff	3:51.10	
6 th	David Betz	6:35.00	



Scale Race Winners

Super Slow Rat

Place	Contestant	Race Time
1 st	Mike Greb	5:26.91
2 nd	Bill Bischoff	5:30.68
3 rd	Jim Bradley	6:16.18
4 th	Dale Gleason	6:22.65
5 th	Bill Lee	6:25.53



Super Slow Rat Winners

Fox Race

Place	Contestant	Race Time
1 st	Bob Oge	6:38.25
2 nd	Melvin Schuette	7:54.40
3 rd	David Betz	8:09.6



Fox Race Winners

Slow Rat

Place	Contestant	Heat Time	Final Time
1 st	Jim Gall	3:28.48	6:23.61
2 nd	Bill Bischoff	3:19.33	6:53.50
3 rd	Jim Bradley	3:34.90	8:28.28
4 th	Robert Oge	4:09.83	11:04.70



Slow Rat Winners

Clown

Place	Contestant	Best Heat Laps	Final Heat Laps
1 st	Bill Lee	142 Laps	291 Laps
2 nd	Les Akre	141 Laps	281 Laps
3 rd	Jim Bradley	129 Laps	235 Laps



Clown Race Winners

Rat Race

Place	Contestant	Best Heat Time	Final Time
1 st	Bill Bischoff	3:16.46	6:58.56
2 nd	Les Akre	3:25.75	9:42.09
3 rd	Mike Greb	3:40.45	
4 th	David Betz	3:50.00	



Rat Race Winners

Class I Mouse

Place	Contestant	Best Heat Time	Final time
1 st	Bill Lee	2:18.56	5:17.25
2 nd	Dave Rolley	2:57.12	7:19.20
3 rd	Les Akre	2:45.68	40 Laps
4 th	Mike Greb	2:38.63	
5 th	Bill Bischoff	3:14.10	
6 th	David Betz	5:42.56	
7 th	Melvin Schuette	39 Laps	



Mouse 1 Winners

Quickie Rat

Place	Contestant	Heat Race time
1 st	Bill Lee	2:58.72
2 nd	Bill Bischoff	3:14.81
3 rd	Bob Oge	3:44.45
4 th	Jim Bradley	3:57.83
5 th	Mike Greb	14 Laps



Quickie Rat Winners

CONTEST CALENDAR

NOTE! Confirm all contest details with Contest Director!

NCLRA cannot be held responsible for errors or omissions! This calendar is compiled from data collected at the NCLRA website nclra.org and other published sources. Members can log in to NCLRA.org and submit contest details.

NORTHEAST DISTRICT

2013 RACING SCHEDULE

South Jersey Aero Modelers

29-Sep

2 OZ BIG GOODYEAR

FOXBERG

SLOW RAT - NEW .25

CD PHIL VALENTE 16155

03-Nov

SLOW RAT - NEW .25

WARBIRD

FOX RACE

CD PHIL VALENTE 16155

17-Nov

FOXBERG

CLOWN RACING-NCLRA

CLOWN RACING-SPORTSMAN

CD PHIL VALENTE 16155

CONTEST SITE: MOUNTAIN VIEW PARK "MIDDLESEX, NJ"
COME OUT AND ENJOY CONTROL LINE RACING.

INQUIRES.....CALL or write PHIL VALENTE
1523 ULSTER WAY "WEST CHESTER, PA 19380
(610) 692-6469

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

SEP 21-22--Salem, Oregon (A) Salem Speed & Racing Site: Salem Airport. Events: Racing Events: NW Sport Race, NW Super Sport Race, Sportsman Clown Race Sponsor: Western Oregon Control Line Flyers #3464. CD: Mike Hazel, Po Box 505, Lyons, OR 97358. Phone: 503-871-1057(day) same(eve) E-Mail: zzclspeed@aol.com NW Sport race will also allow

O.S. 25 LA engines, contact C.D. for Sportsman Clown Race rules. Contest also features speed events.

MIDWEST DISTRICT

OCT 18-20--Bowling Green, KY (A) Bluegrass World Cup for F2A and F2C Site: Stahl Field, Bowling Green, KY.

Events: FAI Open International World Cup for F2A and F2C

Sponsor: Southern Kentucky Model Aero Club #11158. CD:

Bill Lee, 601 VZ County Road 4815, Chandler, TX 75758.

Phone: 903-852-5599(day) 903-288-6029(C)(other) E-Mail:

Bill@WRLee.com WebSite:

<http://www.BluegrassWorldCup.US> Pre-registration required, see the website.

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

AUG 31-SEP 01--Watkins, CO (East of Denver) (AA) 37th

Annual Rocky Mountain Championships Site: Front Range

Airport. Events: Stunt: OT; Classic; 4 Pampa Classes; Profile.

Event Director (ED) is Jerry Higgins 303-921-1782. Speed:

All Classes POR; Vintage POR 1964; Perky; 1/2-A Mouse I

Proto Speed . ED is Greg Settle 303-343-8778. Racing:

NCLRA Fox Race; Scale Race Wichita Rules (see NCLRA

website). ED is Bill Ledden 303-604-0107. Balloon Pop.

Sponsor: Rocky Mountain Aeromodelers #790. CD: Bob

Spahr, 8542 S. Lewis Way, Littleton, CO 80127. Phone: 720-

981-9908(day) WebSite:

www.rockymountanaeromodelers.com Five (5) flying sircles at the Airport

SOUTHWEST DISTRICT

September 14-15 Wayne Trivin Memorial Speed and Racing

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Racing Sunday only, events include: SCAR Goodyear,

Quickie Rat, Formula Unlimited & Mouse I

Speed ED: Volunteer

Racing & CD: Ron Duly 818-843-1748

October 12-13 Virgil Wilbur Memorial Speed and Racing

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Saturday Racing events include: F2CN, Super Slow Rat/Fox

Race, Formula Unlimited & NCLRA Clown

Sunday Racing events include: Mouse I, SCAR Goodyear & Quickie Rat

Speed & CD: Howard Doering h.714-638-4937 c.714-394-5304

Racing ED: Volunteer

December 7-8 Toys For Tots Speed & Racing

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Racing Sunday only, events include: SCAR Goodyear, Super Slow Rat/Fox Race,

Musciano Log Racing & Quickie Rat

Entry fee: 1 new unwrapped toy, approx value \$10-\$20.

Racing & CD: Jed Kusik 714-669-0205

Speed ED: Volunteer



2013 Bluegrass WORLD CUP

Welcome to BluegrassWorldCup.us! Here you can find information about the 2013 Bluegrass World Cup, the second year of America's F2A and F2C World Cup adventure! The 2013 Bluegrass World Cup, presented by SKYMAC, will be held October 18th, 19th, and 20th at Stahl Field located in beautiful Bowling Green, Kentucky. This three day event will be limited to 21 entries in F2A, and 21 Teams in F2C. SKYMAC will be offering travel vouchers to help offset the cost of travel from countries outside the North American continent of \$500USD per entry in F2A, and \$500USD per registered competitor in F2C. This will be paid out after completion of one round of flying. Registration fees will be \$75USD per entry in F2A, and per competitor in F2C. This will include a catered BBQ meal on the field Friday evening, and a Banquet on Saturday Night. The BBQ on the field Friday will be \$9, and the banquet will be \$16 for friends and family. Please visit the website to view the tentative schedule, and register for competition at the 2013 Bluegrass World Cup!



<http://www.BluegrassWorldCup>



John Ballard Telling Stories About Racing back In The Day, While Les Akre And Charlie Johnson Time A Race.



Jim Bradley Catching His Slow Rat During A Pit Stop.



Bill Bischoff And Jim Gall In Their Slow Rat heat, Note Jim's Airplane In The Background.



Bill Bischoff's Mouse 1 Entry Showing Its Sheared Crankshaft.



Jim Gall After His Grueling Slow rat Heat, A Much needed rest!



Bob Oge Releases His Fox Racer After A Quick Pit Stop

NATIONAL RECORDS

SLOW RAT (.25 engine)

Op (70 laps) 3:01.52 Jim Gall/ Les Akre 7/04/11
(140 laps) 6:17.59 Russ Green/ Bill Lee 7/07/09
(no Jr or Sr record)

½ A MOUSE 1

Jr (50 Laps) 2:37.57 Scott Matson 7/15/99
(100 Laps) 5:17.68 Scott Matson 7/17/99
Sr (50 Laps) 2:44.68 Dave Rolley Jr 7/15/99
(100 Laps) 5:20.11 D.J. Parr 7/16/98
Op (50 Laps) 2:12.3 Jim Holland 7/16/04
(100 Laps) 4:22 Ryan&Gibeault 7/15/99

½ A MOUSE 2

Op (70 Laps) 3:01.24 MacCarthy/Kerr 7/11/03
(140 Laps) 6:18.13 Whitney/Hallas 7/10/09

SCALE RACING

Jr (70 Laps) 2:50.65 Bob Fogg III 7/16/91
(140 Laps) 6:08.55 Bob Fogg III 6/23/92
Sr (70 Laps) 3:15.12 Doug Short 7/11/00
(140 Laps) 5:40.05 Bob Fogg III 7/11/95
Op (70 Laps) 2:39.38 Willoughby/Oge 7/15/97
(140 Laps) 5:33.04 Bob Fogg Sr 7/16/91

F2C TEAM RACING

Op (100 Laps) 3:16.47 Lambert/Fluker 7/07/09
(200 Laps) 6:43.32 Fisher/Wilk 7/16/12

F2CN (NCLRA RULES)

100 Laps 4:14.84 Bill Lee/ Russ Green 7/07/11
200 Laps 8:37:10 Wallick/Brozo 7/15/13

NCLRA 'B' TEAM RACING

Op (35 Laps) 1:24.34 Burke/Duly 7/12/05
(70 Laps) 3:05.73 Green/Lee 7/10/09
(35+70 Laps) 4:33.91 Green/Lee 7/10/09
(140 Laps) 6:08.80 Green/Lee 7/10/09

RAT RACING (.15 RULE)

Op (70 Laps) 2:44.6 Jim Holland 7/15/04
(140 Laps) 5:33.1 Jim Holland 7/15/04
Jr-Sr No record established

NCLRA FOX

Jr (100 Laps) 5:57.11 Scott Matson 7/11/99
Sr (100 Laps) 5:28.09 Scott Matson 7/16/02
Op (100 Laps) 5:32.55 Tim Stone/Bob Oge 7/10/05

NCLRA CLOWN

Op (7 ½ Min.) 167 Laps Les Akre/ Dave Hull 07/05/11
Op (15 Min.) 344 Laps Les Akre/Andrew Robinson
07/14/10

NCLRA TEXAS QUICKIE RAT

Op (70 Laps) 2:58:72 Bill Lee/Bill Bischoff 7/18/13
(140 Laps) 6:07.01 John McCollum/Bill Lee 7/14/05

NCLRA SUPER SLOW RAT

(100 Laps) 5:14.30 Bill Lee/Russ Green 7/05/09

TQR Record – 18 July 2013 - Bill Lee

As you know, CL Racing records may only be set at the NATs. This rule was made many, many years ago when AMA first allowed racing records to be kept. The presumption was that the standard of racing and of the judging was better at the NATs than at a local contest.

CL Racing rules require that a record flight is acceptable “only if the record-setting flight had competition during 80 percent of the claimed record performance.” In addition, Nat’s officials (and the NCLRA) has deemed it a requirement that the race start with the prescribed number of competitors for the event. e.g. three for TQR, Clown, etc., or two for some other events.

This year I was fortunate to have all of those conditions met and was able to turn a new record in TQR, 2:58.72. The heat started with three-up and included Mike Greb and Bob Oge. Mike's flight ended quickly, 20 laps or so, when he threw a blade off a Taipan prop he was using, which damaged the model. Bob's entry flew to the end, had shut-off problems, and crashed shortly after completing the required 70 laps.

CL Racing is NOT an individual event! That fact alone is one of the reasons CL Racing is not flown as much as some other CL events: you can't just go to the field by yourself and fly. Any flight such as the one where the new record was set should never be listed only with one person's name. It takes a TEAM to race! While the entry was mine, this record would never exist without the flying skills of my pilot, Bill Bischoff. His name will be included when the record is published in the *Torque Roll*.

But another name should be there as well since without him this record would also never have been set: John McCollum. John can't be on the field with us these days, but his efforts “back home” were as essential and important to this effort as my entering and pitting, and Bill's flying. I only wish John's name could be listed too.

Thanks, Bill. Thanks, John. Without you two we'd probably be off watching paint dry.



Pilot Bill Bischoff And Pitman Bill Lee With Record Holding Quickie Rat.

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USING PAYPAL-To pay dues with PayPal, first log in to your Paypal account, then send dues to; Treasurer@NCLRA.org

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<http://www.NCLRA.org/>