

Torque Roll

National Control Line Racing Association

September, 2001

Nationals Entries Increase

Presidents Corner

Dave McDonald

The 2001 Nationals are now in the record book, and in approximately 30 days the Nationals Planning Committee will be meeting again at the AMA. Seems as if the Nationals are a year around project.

If you have not heard several competitors were disqualified this year in Quickie Rat due to improper venturis. This underlines the importance of checking equipment, and making sure it conforms to the rules. Since the Nationals, I have spoke with Bill Lee regarding the venturi rule and what should we do about it if anything. Bill has provided some new wording that really cleans up the problem with enforcement of the old rule. The new rule basically requires the .315 throat size at the spraybar only. Check inside this edition for the change to the QR rules. Please Note* only the change is posted, a complete set of rules may be found on the NCLRA www site. (<http://members.aol.com/DMcD143/>)

The new Mouse II rules were utilized at the Nationals and could not have been better. All the pilots did an outstanding job, there was not a single incident with pilots going to the wrong line. All the pilots were warned prior to each days events that stepping over the line would be grounds for a DQ under rule 10.9 which states "... performs so as to (1) endanger other pilots or team members;..." and stepping out of the circle does endanger others. What is ironic is that during F2C two or three teams were DQ'd for stepping out of the circle, conventional wisdom would have thought the opposite would have been the case. As for the future of Mouse II, I think it appropriate that the event be submitted to the AMA as an official event. It has been flown for several years, and in the AMA rule book for some time. I have asked a couple of people to look at the viability of doing this, and ask that you send your comments to them. (Information inside this edition)

What does the future hold for the NCLRA, that is a question that is being mulled over by the officers right now. The current and past officers of this group have tried to do what was good for C/L Racing. Sometimes people need to remember that we are not paid professionals, and try to do the best job we can. This after all is a hobby, and dedicating time to serve as officers takes valuable time away from the pursuit of our hobby, so others will have a more enjoyable experience. Can we please everyone; No we cannot. So to those that are critics, have been critics, and probably always will be critics, try and keep you criticism on an adult level. Name calling and profanity does not further this organization, and certainly does not reflect well on yourself. If you really care about the continued growth of C/L Racing, why not get behind the cause and work with us, and not try and tear down everything that is done? Ask yourself, what have I done to help? Or what am I willing to do to help? Only when you are willing to donate time, energy, and ideas, etc. will you find that running an organization is not as easy as it looks from the outside.

Dave

Inside this issue:

<i>01 Nationals round-up</i>	2
<i>Contest Results</i>	5
<i>Mouse II</i>	7
<i>Quickie Rat up-date</i>	7
<i>Florida Fall Brawl</i>	7

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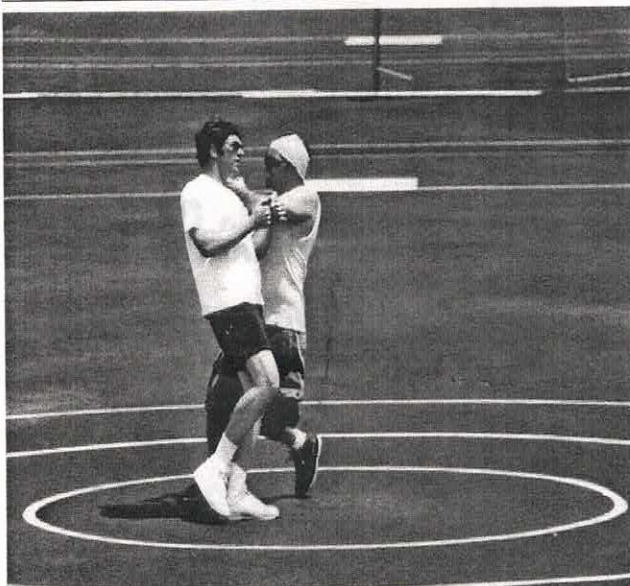
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The 75th Academy of Model Aeronautics National Championship for Control Line Racing will undoubtedly go down as one of the best in memory. The weather was hot and so was the competition. The people that helped run this year's event deserve top billing. Event Director Roy Gould was unable to attend at the last minute due to a medical condition. Dick Lambert stepped up and helped myself run the events and a big thank you should go to Dick. Also John McCollum helped run the FAI Team Race event, and I want to thank John for pitching in. This gave John some practice before the US Team Trials, and also allowed the competitors to see just what John likes and does not like in a team race heat. Also a big thanks goes to all those that support Control Line Racing, Eliminator Props, Fox Manufacturing, Muncie Model & Hobby, and Sig Manufacturing the control line racing community greatly appreciates the support.

Sunday is NCLRA Fox Racing day. The event since it's inception has been supported by Fox Manufacturing, Fox continues to support the event with their gracious donation of three Fox .35 engines for the JR/SR class. Twenty-one open entries this year made it the biggest Fox Racing day ever. Fox Racing always provides close competition, as more and more competitors have



Bill Bischoff and Doug Mayer during Slow Rat at the Nationals. Bill went on to finish first.

figured out just how to get every bit of power out of a Fox .35. Airplanes have stabilized into some very predictable types. Several competitors are using an old carrier design called the Vulture, while others are using the Mongoose Fox Racer.

Most teams experienced some performance loss this year, which could be attributed to the extreme weather. Temperatures were in the 90's with the humidity in the 80% range making for some extremely hot conditions. Props also varied from very thin blade APC's to wide blades. In the JR/SR division Doug Short became a first time champion by posting a very good time of 6:18.87. Doug's father Greg handled the pit duties. Doug and his father have only been racing for a few years and showed what dedication and practice can do. Defending champion Scott Matson was only able to post a 7:18.95 time after having some difficulties during the race. Scott finished second using his second-generation Hooter-geese design. In the open class Doug Mayer posted the quick time at 6:03.93, while Pat Matson posted a 6:08.68 for second qualifying position, and Rich McIntyre turned a 6:21.82 to secure the third qualifying position. Tim Stone of McHenry Illinois, Dave Betz of Warsaw Indiana, and Wayne Trivin of Lake Worth Florida rounded out the positions for the final races. Pat Matson showed what practice of an event can do, and stepped up his performance in the final to post 6:02.03 to secure first place. Tim Stone was second using a Mongoose; Doug Mayer's performance slipped during the final and posted 6:33.00 for third position. Pat's winning airplane was the prototype of the Hooter-geese and utilized an entire different prop strategy than everyone else in the field. Pat utilizes a wider blade, while not turning the RPM's that others turn, he was able to turn 7 lap times in the low 21 second bracket.

Monday as usual is Slow Rat. Here several competitors again had problems while others took advantage of that to secure valuable positions. Melvin Schuette had a catastrophic crash during test flying when his controls caught in the down position during a shutoff. Jerry Meyer also had some bad luck while trying to determine what airplanes to process; he lost three due to various failures.

Nelson engines continue to dominate the event from a power standpoint, and are a must if you want to be competitive at a Nationals level. Mike Greb turned an outstanding time of 2:40.76 during the heat races to claim quick qualifying time. Doug Mayer was second qualifier at 2:41.12, and Bill Bischoff rounded out the top three qualifying spots at 2:44.20. Only two other entries broke the 2:50 mark in qualifying, Larry Dziak at 2:46.92, and Todd Ryan 2:47.73. During the finals only two entries were able to run under the 6:00 minute mark; Bill Bischoff recorded a 5:40.92 for first



Slow Rat winners, Bill Bischoff 1st, Todd Ryan 2nd, Rich McIntyre 3rd, Mike Greb 4th.

place, while Todd Ryan was second at 5:53.16, and third place went to Rich McIntyre at 6:00.29.

Tuesday means Scale Racing, and was also the hottest day of the week. Ambient temperature climbed into the middle 90's the humidity rose to around the 90% level. Blacktop temperatures climbed to over 140 degrees during the afternoon. When the weather gets extreme like this, performance is sure to suffer. Many teams recognize this and compensate with prop adjustments, and or glow plug adjustments. Changes for the 70-lap race are not as critical as getting



Jimmy Ricketts flying for Dad Jim, and Larry Dziak during the Scale Race final. Jim became a first time National Champion, and Larry finished second.

everything set for the 140-lap feature.

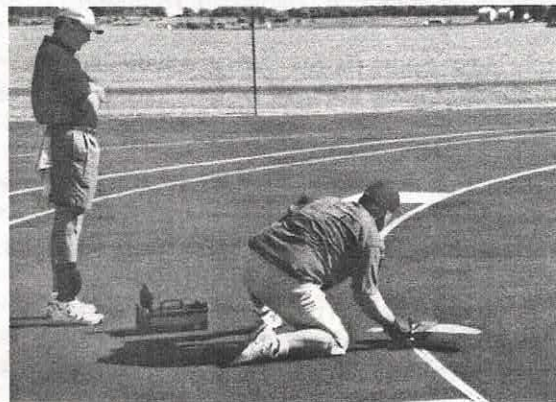
Twenty-two open entries made this the largest official event of the week. In the JR/SR category Scott Matson finished first, while Doug Short experienced tank problems, and took second.

For the open category the slow qualifying time was 2:56.53. This showed several teams they would

need to work on various areas, either engine performance, or prop selection. As several good airplanes were left out of the finals. As a rule any time over 3:00 minutes will not qualify at the Nationals. Stoo Willoughby turned quick time for the qualifying round at 2:42.51, while his partner Bob Oge was close behind at 2:44.98. Bob's time was even more impressive as he did not get to start his first 70-lap race, due to a broken crank in the warm up period. Bob changed the engine during the first heat, and was ready for the second. With some minor needle valve adjustments Bob secured his time without any practice, now that is impressive. Larry Dziak was third fast at 2:50.47, while Jim Ricketts, Wayne Trivin, and Bill Lee rounded out the positions for the finals. The feature races while down on performance again made for some surprises. Stoo Willoughby and Bob Oge both experienced plug problems and made them a non-factor. Jim Ricketts proved that consistency pays off, his time of 6:05.90 was enough to secure his first ever National Championship. Last year his son Jimmy, claimed his first National Championship, this kept the Scale Racing championship in the family. Larry Dziak of Madison, Wisconsin was second, while Scale Race rookie Wayne Trivin showed he is going to be a factor for several years by taking home third place. Bill Lee finished fourth, while Stoo Willoughby was fifth, and Bob Oge was sixth.

Wednesday is F2C. Here we see some fast racing, and nervous crews. \$1,000 dollar models and action that puts aircraft as close together without touching as physically possible. The extreme weather finally started to subside, while the temperature was about the same, the humidity decreased making it easier on both crews and equipment. Twelve open entries would make for a nice amount of racing.

Most teams opted to bring out older or backup equipment, saving the top performing airplanes and engines for the team trials. Dick Lambert brought airplanes seven-eight-and nine, while I believe Jim Holland was using a Nelson powered airplane. Others were using Vorobiev, or Mazniak equipment.



Steve Wilk makes a catch while Dick Lambert provides valuable information regarding the performance and setting.



(L-R) 1st Willoughby/Oge, 2nd Holland/Lee, 3rd Fluker/Lambert 4th, Ryan/Whitney.

For the first time in several years we have seen some re-alignment of teams. Dick Lambert is teaming with Tom Fluker, while Bill Lee has a new comer to the US racing scene as his pilot, Jim Holland. Dave Wallick of Florida is the rookie this year, and while his son is going to handle the flying duties on a normal basis, Bill Bischoff jumped in to fly at the Nats. Jimmy Ricketts also tried his hand for a second year at F2C by teaming up with Steve Wilk. Julio Isidro of Portugal and Dennis Ward of the UK provided the international flare to the event.

Speeds this year were in the 18.0-18.5 range for most of the competitors. These speeds are down some, and could be attributed mostly to the lack of front line equipment. Most teams hit the settings this year quite well; the team of Fluker and Lambert were having the most trouble keeping a setting. A bad contra piston was the cause, as the engine came up to operating temperature the contra piston was backing off causing an under compressed condition. The teams of Holland and Lee, and Willoughby Oge set the two quick times in the heat races with a 3:35.18 and 3:37.64 respectively. The teams of Perkins and Goldsmith, Ryan and Whitney, and Fluker and Lambert were locked in an extremely close battle for the third position. With Fluker/Lambert taking the spot by less than one second over Ryan/Whitney and by six seconds from Perkins/Goldsmith on their last flight.

The final race is one that could very well have been a preview of the Team Trials? All three airplanes were away at the start and were on song. It looked as if was the race was going to be extremely close. However, on the first pit Tom Fluker made a mental error and snagged the wire of the Willoughby/Oge mode. This resulted in Fluker/Lambert being disqualified. The look on Tom's face could only be described as the agony of defeat. What started as such a close race was going to become one-sided. The Willoughby/Oge team had very steady performance with a perfect setting and very good pit stops resulting



Bob Whitney Shows off his lucky pit outfit. Later he added a cone head to the helmet. All that was missing was the cannon to shot him out of.

in a winning time of 7:22.99. Holland/Lee had some pitting difficulty and turned an 8:54.12 for second place.

B Team Race traditionally follows FAI T/R. Nine entries this year made for some interesting heats. Wayne Trivin took best of show with his original design B Team Racer. Wayne also claimed first place in the event. Julio Isidro was only a few seconds behind taking second. Julio and his pitman Dennis Ward of the UK are very experienced in B T/R and always make a good accounting of themselves. Paul Haley was third with 63 laps, after an engine failure. A personal observation this event still has not seen the performance level that should be attained. The lack of practice seems to be hurting most competitors. Hopefully most of the teams will have more performance for 2002.

Quickie Rat was one of the events on Thursday. This was without a doubt the closest racing of the week. All the airplanes were extremely even in speed, the pre race posturing of 15.5-16.5 lap times never materialized. Seems most people's equipment runs better at home than at the Nats? Lap times were in the 16.95- 17.1 range for most of the teams.

Three Junior/Senior competitors participated in Quickie Rat, and Steve Wilk of Eliminator Props who sponsors Quickie Rat made sure these young men had awards. Thanks Steve. Scott Matson, who usually enters open and flips the prop, decided to fly in the Junior/Senior class this year. Scott turned a very respectable 3:04.22 in the heat races. First time Nationals competitor Zack Schnoover qualified second. Zack did a great job for his first Nationals and I expect to see more of him in years to come. During the final, Doug Short had some difficulty when during a pit his elevator broke putting him out. Zack had a shutoff failure, resulting in an overrun. Scott Matson had a perfect 4 flip race, and a very good time of 6:20.20 to win the division.

Open races were extremely close and competitive. Todd Ryan was the quick qualifier in the open division at 3:01.12. The next 8 qualifiers were separated by less than 8 seconds. Props ranged from

APC's to carbon re-production Rev-Up 8x8's. Several competitors experienced plug failures during the final; this could be attributed to lean settings, or too many RPM's? At the conclusion of the final races, and during the post race inspection, the top three finishers were all disqualified for venturi rule infractions. This resulted in the fourth through sixth place finishers moving up. However during their inspection, the fifth place finisher was disqualified due to an oversize venturi. This resulted in the seventh place finisher taking third. The final results were Wayne Trivin first, Bill Cave second, and Bill Lee third. This shows the importance of making sure your equipment is correct, and not taking the word of someone then finding out at an inopportune time that it is not. I expect all those that were disqualified will have those problems resolved for 2002.

Mouse I and II Friday is Mouse day, and as expected it was the windiest day of the week. At the beginning of the day, the talk was there would not be a single Cox engine in the final with all the homebuilt, and converted Cyclon .049's in the field. The only problem with that talk was the Cox engines were not quite ready to leave center stage. Todd Ryan using a Paul Gibeault Venom established a new heat record at 2:14.35. John McCollum surprised the field with a 1970's vintage FAI T/R type airplane, with a home made engine, filler system and shutoff. John experienced some difficulties in getting the engine up to speed, and missed the final by a few seconds. Wayne Trivin's bar stock engines took two of the transfer spots, Vic Garner's converted Cyclon also claimed a transfer to the finals. During the final Wayne had problems getting the engine to start, and in fact never did get it to start. Vic Garner damaged a reed in his engine and was forced to retire at 70 laps. Todd Ryan was given a racers dream, his two opponents retired after 79 laps giving Todd a long period of solo time. Todd took advantage and posted a 4:30.31 to become Mouse Champion. Bill Lee was second at 5:14.09, and Kenny Perkins third at 5:17.26. The specialty Mouse engines were only able to finish sixth, eighth, and ninth.

Mouse II was flown using the new rules. If you have been one of those that doubted the wisdom in changing the rules, you should have been there. The new pitting line and the longer flying lines worked perfect. Not a single pilot had trouble getting to the correct spot, and the rotational speed was very reasonable. The Cyclon is the dominant engine in this event; the engines are extremely well made, and develop great horsepower.

Doug Mayer posted the quickest time at 3:01.27, while Todd Ryan was at 3:04.24, and Rich McIntyre took the third transfer spot at 3:05.88. The favorites in this event were left out due to various engine problems, again underlying the need to have your equipment checked prior to the event. During the final Rich McIntyre scored his first win of the week on the last day. Rich dominated Mouse II with a time of 6:42.41. Doug Mayer was second at 7:14.49, and Todd

Ryan posted a disappointing 8:27.39.

NCLRA awards; the inductees into the NCLRA Hall of Fame this year were Vic Garner, and John McCollum. Congratulations to both.

The Larry Dziak Sportsmanship award was presented to Marcia Matson. Marcia is a tireless worker during the Nationals, getting all the race times, posting the heats, and keeping the contestants informed. While Marcia is not a participant, she is extremely active so others can be participants. The NCLRA owes a big Thank You to Marcia for her help over the years.

Again thanks to Dick Lambert for pitching in to help run the events, John McCollum for helping with F2C, Bob Abernathy for his help in the pits checking lines, and pull testing airplanes, and again to Marcia for all her help. Additionally a big thanks to all our sponsors, with out you this would not be possible. Eliminator Props, Fox Manufacturing, Muncie Model & Hobby, and Sig Manufacturing.

Wayne Trivin became the first NCLRA Nationals Racing champion by just a few points over Todd Ryan. Congratulations Wayne. The Championship was determined on the last day, and if the first year is any indication then, future championships will be very exciting.

So make your plans to attend the 2002 Nationals today.

Contest results

Middlesex, NJ 5-20-01

Phil Valente

Scale Race (11)

Jim Gall 7:19

Pete Sofko 8:53

Brian Silversmith 9:13

Scale Race 1oz

Bud Brautlecht 7:40

Jim Gall 8:19

Ed Gifford 9:06

Clown Race

Ed Gifford 268 laps

Brian Silversmith 267 laps

Paul Haley 241 laps

Contest Highlights:

event 1..scale racing....Jim Gall with Nelson for power was way ahead of the pack

event 2...1 oz Goodyear (140 laps, 60 ft, no pits)

Bud Brautlecht using a Nelson Diesel one pitted and beat Jim Galls glow which had 4 pits.

event 3....Clown Racing.....Ed Gifford had 268 from his Fox 15 powered clown to beat Brian Silversmith by 1 lap. Paul Haley with a smoking Veco 19 was third with 241

A good day of racing was had be all.

Sewell, NJ 5-29-01

Phil Valente

Slow Rat (6)

Brian Silversmith 6:56
 Jason Allen 7:38
 Phil Valente 9:55

Quickie Rat (8)

Brian Silversmith 6:51
 Walt Gifford 7:59
 Larry Bush 8:02

Scale Race (8)

Bud Brautlecht 7:25
 Ed Gifford 7:55
 Phil Valente 11:16

Contest Highlights: event 1...2 oz Goodyear..60' lines 140 laps Brian Silversmith broke the 7 minute barrier to claim 1st place Jason Allen was in hot pursuit Quickie Rat....Brian Silversmith turned a 6:51 too out distance the rest of the pack.

1 oz goodyear....Bud Brautlecht turned his best time of the year with a 7:25 and one pit stop. Ed Gifford was close behind finishing with a 7:55. The diesels dominated the day. It was an absolute beautiful day weather wise and everyone enjoyed themselves

2001 Northwest Control Line Regionals Results
 May 25-26-27, Roseburg, Ore.

First Grand Champion: Todd Ryan

Second Grand Champion: Nitroholics Racing Team

Third Grand Champion: Bill Cave

Mouse Race I Senior-Open (11)

1. Vic Garner, 4:55.98
 2. Bill Cave, 5:41.18
 3. James Holland, DQ
 4. McIntyre/McCarthy, 2:54.16 heat

Mouse Race I Jr. (2)

1. Aaron Smith, 7:37.52
 2. Amanda Smith, 9:34.95

Mouse Race II (4)

1. McIntyre/McCarthy, 6:25.98 (Reg. record)
 2. Vic Garner, 8:40.28
 3. Bill Cave, 10:28.56
 4. David Hallas, 7:21.49 heat

Expert Flying Clown Race (8)

1. Todd Ryan, 296 laps
 2. Nitroholics Racing Team, 246
 3. Mac Ryan, 237
 4. David Hallas, 130 heat

Sportsman Flying Clown Race (3)

1. Vic Garner, 101-lap heat
 2. Larry Hyder, 70-lap heat
 3. Ken Smith, 58-lap heat

Northwest Sport Race Sr.-Open (16)

1. Todd Ryan, 8:36.10)
 2. David Hallas, 9:30.24
 3. Ron Howell, 9:38.5
 4. McIntyre/McCarthy, 9:45.61

Northwest Super Sport Race (9)

1. S&S Racing Team, 6:49.92
 2. McIntyre/McCarthy, 7:45.53
 3. Todd Ryan, 8:18.48 3:12.20 heat NW record
 4. Nitroholics Racing Team, 3:31.43 heat

Northwest Goodyear (6)

1. Vic Garner, 7:40.5 (Regionals record)
 2. Bill Cave, 8:43.58
 3. Bobby Arledge, 71 laps
 4. James Holland, 4:26.4 heat

Quickie Rat Race (9)

1. Bill Cave, 6:26.88 (Regionals record)
 2. James Holland, 6:39.07
 3. Todd Ryan, 68 laps
 4. David Hallas, 3:14.5 heat

Rat Race (4)

1. Todd Ryan, 7:19.52 (4)
 2. Nitroholics Racing Team, 8:05.48 (3)
 3. James Holland, 3:13.02 heat
 4. McIntyre/McCarthy, 3:53.16 heat

Slow Rat Race (3)

1. McIntyre/McCarthy, 5:58
 2. Bill Cave, 7:43.25
 3. Todd Ryan, 57-lap heat

AMA Goodyear (8)

1. Todd Ryan, 6:54.49, NW record
 2. Bill Cave, 7:05.12
 3. Nitroholics Racing Team, 7:05.15
 4. McIntyre/McCarthy, 7:16.17

Middlesex NJ, June 3rd, 2001**Slow Rat (8)**

George Connors 7:25
 Brian Silversmith 8:00
 Tony Liana 8:58

Slow Rat (Warbird) (8)

Pete Sofko 7:44
 George Connors 7:50
 Brian Silversmith 8:07

NCLRA Fox Racing (8)

Brian Silversmith 6:33
 George Connors 6:39
 Dave Edwards 6:42

Contest Highlights: Event 1- Slow Rat...Larry Bush turned 11:59 for 6th place but his Nelson spoke volumes for future races Event 2..Slow Rat (Warbird)..Fox Mk VII's begining to dominate the event Beautiful weather helped made a good day better. Much spirited racing was enjoyed by all. Dave King did his usual good job of managing the contest and kept things moving.

Quickie Rat update

The change to the rules should prevent the problems encountered at the Nationals, and provide easier enforcement for all contest officials.

4.7.1 The venturi shall have an inside circular bore of not more than .315". The venturi will maintain this diameter for at least 0.155" at the throat of the venturi where the spraybar will be located at the midpoint of the area.

We are looking for someone to step up and takeover the newsletter. Time constraints make it very difficult to continue putting one out in a timely manner. If you are interested, and would like to volunteer please contact Dave McDonald.

You would like to help but do not want the whole project? Well why not decide to contribute columns? How about stepping up and doing 3 columns a year? If several people would do that it would help.

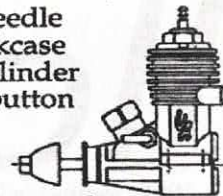
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(763) 531-0604
bwilk@uswest.net**

Mouse II

Should Mouse II be an official event? Contact Bob Whitney, or John McCollum and let them know how you feel. Should Mouse II allow spring starters if it is an official event?

Send your comments to;

Bob Whitney
456 Garvey Rd. SW
Palm Bay, FL 32908
(321) 676-0554

John McCollum
300 VanZandt County Rd.4717
Ben Wheeler, TX 75754
903-852-3033

**Florida Racing Assoc.
3rd Annual Fall Brawl
Flagler County Airport, Bunnell Fl.
Oct. 13-14
Sat. #312, 313, 314,
NW Clown, FL Slow Rat
Sun.NCLRA Fox Racing, Quickie Rat
#317, B T/R**

Ron Macknet CD
PO Box 813
Yulee, FL 32041
(904) 879-9070

Or

Gabe Manfredi (561) 878-9220
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