

**From: National Control Line Racing
Association
Bill Lee, President
601 Van Zandt County Road 4815
Chandler, TX 75758**



TO

2006 F2C World Championships



**Ashley Wilk & James Vansant at
the 2006 Nationals**

Nats & F2C World Champs issue!

***Torque
Roll!!***

**The Official publication
Of the NCLRA
Issue # 69
August, 2006**

President's Column – Bill Lee

2006 CL World Champs – I just returned from the 2006 CL World Champs which were held in Valladolid, Spain, 17-24 July. Several things stand out in my memory of this trip.

Valladolid is in central Spain, about 100 miles north of Madrid. The climate in that part of Spain was compared to “the Valley” in California, or perhaps the center of Kansas in the middle of the summer. Hot! Dry!

Very hot! Very dry!

Mornings were pleasant, typical of a dry climate. And that posed real problems for the F2C teams since the official training that preceded each round started in the morning, but the actual competition was from 3p.m. on. As most saw, the settings gained in practice were simply too hard for the afternoon's races.

I was impressed by the overall level of performance from the field. In the past, there was always a small group of really competent teams, usually faster than the field, and which you could safely say would yield the winner. At this year's contest, that was not so easy since so MANY of the teams from all over the world were running quite well. And this was evidenced by the team placings: Ukraine in first, Australia in second, and Spain in third. It was also evidenced by the lack of the old stalwarts in F2C making the semifinals: only a single Russian team, only a single Italian team, and none at all from Great Britain.

Another impression leads me to label this “The year of the retracts!”. Retracts on F2C models have been around off and on forever, it seems. But they always were just a few, and never seemed to be “the way to go”. Not so this year! It looked like every team had

at least one model in their box with retracts, and some teams had nothing else. In the finals, all three were retract models. It looks like this will be the “next big thing” that everyone will have to go out and get. Sad, since most teams need to shoot the slow elephants before chasing down the fast rabbits.



Tom Fluker & Dick Lambert

Our U.S. team had promise. Dick Lambert and Tom Fluker can safely be rated among the best in the world. But along with all of the ability and practice and equipment you often need a bit of luck, and that was just not with them this year. In the first round, they flew in the fourth race. And they saw from the first three that the morning's training settings were so far off that many/most of the teams were getting burn-downs and corresponding no-times or slow results. Dick backed off the compression “two hours” (as he told me), but failed to compensate with a couple of clicks on the needle. He lost just enough range to need a third stop at 98 laps, spoiling a certain sub-3:20 race. (The Italian team of Martini/Menozzi turned a 3:16.9 in that race, and Fluker/Lambert had them covered.)



**Dick Lamberts' Viper MKIII engine.
Beautiful work!**

In the second round, Dick had the un-luck to hit the cowl of the model on the start instead of the prop. It broke the cowl and pushed it into contact with the prop driver. The resultant heat build up simply melted the prop, and on the first pit stop it was loose on the shaft. So a DNF resulted.

In their third round, they had shifted to their back-up model, another carbon model but this one with a wing from the French instead of one of Dick's own. Tommy told me that the difference was insignificant except when landing, when the French wing wanted to "fly" better than Dick's, due apparently to a slightly blunter leading edge and what looked like a further-forward high point. (These were from my own observations. May be wrong.) And in the third race, this bit them when Tommy brought the model in a bit high and in an unusual position. The model hit Dick and the tip of the prop just caught him, breaking the prop.

No luck at all if it wasn't bad!



Lari Dziak & Bob Oge

Larry Dziak and Bob Oge had good equipment but simply not equal to the "norm" of the field. But they had some fortunate races where one of the other teams dropped out and greatly simplified the problems in the center of the circle.

In their first round, they were involved with Shabashov of Russia and Fitzgerald from Australia. There was a great deal of action in the center with the F2C Jury finally disqualifying Fitzgerald. Dziak/Oge's time was 3:40.2.



**Former World champs Shabashov/Ivanov
13th in 2006.**

In the second round, Larry was paired with Magli/Pirrazini from Italy and Zhuravlyov/Sosnovsky from the Ukraine. Zhuravlyov was called twice for pilot interference and got his third foul for blocking. Magli and Dziak were able to finish the race, Bob and Larry improving slightly to 3:39.6.

Their third round flight was with Andreev/Vorobiev from Russia and Crespi/Crespi from Spain. On the first pit, Andreev/Vorobiev got a missed catch and dropped out, to leave Larry and Crespi to fly the last 2/3rds of the race as a 2-up. Bob and Larry continued to improve to a U.S. team-best time of 3:28.9.

Bob Whitney and Jason Allen were chasing reliability and performance all week. Bob had his stable of Zalp-powered models, but also had acquired a very good Mazniak model just prior to the World Champs. My (emphasize: **MY**) estimations were that this was their best model, but it was sufficiently “different” that Bob was having a very difficult time getting it to start reliably. But several hours over at the practice site seemed to get it worked out and they flew the model in their first round race.

In their race, the setting proved to be too hard. They made it through the first pit with a compression adjustment, but was still off tune. At the second pit (early at 59 laps) the engine was reluctant to start, and when it finally fired, the model would jump out on the prime and die. Bob was able to retrieve the model once, but the second time it was too far in and a DNF was recorded.

A note on this race: Jason was in the circle with Wellington Mary from Brazil and Pascal Surugue from France, the reigning World Champion. Jason looked good in this heady company, particularly in

light of the 3:23.9 turned by the Brazilians and a 3:09.5 by the Surugue brothers!

Bob and Jason were in with Leupold/Engfer from Germany and Orvos/Kasoly from Hungary in their second race. With a bit of luck, the Hungarian team dropped out at their second pit stop and Allen/Whitney finished with a “time on the board” of 3:48.4. For this race, as well as their third, they went back to their familiar Zalp-powered models.

Their third race included Orvos/Kasoly (again!) and Zhuravlyov/Sosnovsky from the Ukraine. After a good start, the first pit stop proved to be their undoing. Jason had to land over an occupied segment and ballooned the model. When he finally fought it down, the plane was not where it belonged and Bob missed the catch. Unfortunate because the Ukraine team retired at the second pit leaving the Hungarian team to fly the last third of the race 1-up.

Throughout the qualification heats, the problem of the heat was often seen, with many, many missed settings and compression changes during pit stops. The first round saw the fastest qualifying time turned by the Surugue brothers, but only a handful of sub-3:20 times.

The second round was also somewhat surprising with even fewer sub-3:20's being turned, the best being a 3:14.1 by Ougen/Surugue from France.

But the third more than made up for it! By then, most of the competent teams had settings figured out and the times really showed it, with 12 teams recording sub-3:20 results. The best in round three was 3:10.7, again by the Surugue brothers.

The cut-off time for making the semifinals was 3:17.4, only a second quicker than seen in Muncie in 2004. There were three French teams, counting the defending World Champions, two teams each

from Australia, Spain and Ukraine, and one each from Singapore, Russia and Italy.

The semifinals were cleanly flown with no disqualifications and no reflays.

Race times got real quick immediately with Kramarenko/Chayka turning the first round's best time of 3:08.4. In the second semifinal round, Bondurenko/Lerner ran the fastest time of the contest at 3:07.7, while Surugue/Surugue posted the third-best semi time of 3:10.8. Those three comprised the finals, and the fourth best semifinal time was several seconds slower.



Bondurenko/Lerner, 2nd place 2006

The finals saw three retract models, all very evenly matched in speed. It was apparent that this race would likely be won on the ground. And that proved correct.

On their second pit stop, Kramarenko came in over Bondurenko/Lerner who were on the ground with a slow stop. Kramarenko was out very close to the line and had to step over Bondurenko's feet. Kramarenko's model just ticked Lerner's helmet which caused Kramarenko's model to oscillate and waddle into Chayka's hand. Chayka pitted the model, but on the next stop at lap 103 he discovered

that the model had a broken prop and retired. It wasn't certain from my viewing when the prop was broken, but it put them out of the race.

At this point, the race was now a 2-up, and Surugue/Surugue had a 2-lap lead from the early pit stops. The two models circulated at essentially identical speed, and the Surugue brothers repeated as World Champions in F2C.

All in all, a very enjoyable World Championships to watch, although I am sure our U.S. team members would like to go back for seconds. The organization of the Spanish was good, and the Jury, comprised of Bruno Delor from France, Andy Sweetland from Switzerland and Francisco Mata from Spain, did a good job in what is perhaps the most difficult event to judge in all of model aviation.



Colin Brown & Steve Smith from Great Britain

SOUTHEAST REPORT- BOB WHITNEY



Well we made it back from VALLADOLID, SPAIN. 11 days of flying with some of the best F2C racers in the world. Jason and I found out we can compete with the best but nowhere ready to beat them. Imagine 45 teams from all over the world, all within 1.5 seconds of each other. In speed, I will leave the details to Bill as I don't have the results.

If you have watched the Olympics on TV than you have an idea of what we got to go through. It was a great feeling walking into the center of the circles with our USA uniforms on being lead by the AMERICAN FLAG. EVERYONE STANDING TALL! You could see the pride in the other contestants as they walked in ahead of us. It was great watching our stunt, speed and combat guys going against the best in the world. I think this was one of the closest teams in a long time. The F2C team was swapping props, fuel, anything we could to improve each other. Our JR stunt flyer CHRIS RUDD had his push rod come undone while inverted on a very rough practice site and the whole stunt team jumped in, found a hobby shop, got the things needed and had him ready to go for his next flight. I was there when his Dad tried to pay for everything, but no one would even listen!

I think if the world was run by modelers we would be a lot better off. It was amazing what was done with sign language.

The banquet was unbelievable. The whole Chinese stunt team [I think they were 1st] came to our table to toast our 3rd place stunt team, many hats, shirts and pins were exchanged through out the evening,

I could go on and on, just let me say Jason and I are already preparing for the next trials which could be at the Nats next year [only in the talk stage].

Speaking of the Nats, we as a group need to decide whether we want to make the commitment to keep the Nats going, or just say the hell with it, one more like the last one and we can kiss it goodbye.

One idea I had was to have F2C heats each evening. Everyone gets a heat each evening; it would be like what they do at the W/C, adjust and go.

One last thing before I get fired, the REBEL RALLY is on for Nov. I can't find the dates right now but will round them up, RAD

VICE PRESIDENTS' REPORT- STEVE WILK

Another Nats has come and gone and as you already know, it was one of our poorest attended. There seems to be some good reasons for this.

Jim Holland wrote on the Forum

"Speaking for myself, it was no surprise whatever. The writing has been on the wall for Muncie for at least a couple of years. Frankly, I am tired of going there and I have no particular desire to return. Attending the Nats this year was never seriously considered by either Bill Cave or myself and next year may not be any different. Maybe it's the 5,000 mile round trip drive, maybe it's the usually crappy weather, maybe it's the town, maybe the \$3.00 a gallon gas or all of these in combination, but something needs to change if the control line racing Nats is to survive."

And let us not forget that several of our Racers were attending the World competition in Spain.

But as Tim has also stated on the Forum

“If you guys will not support racing on the National level, it will just die off to racing in your home town, Do-dah events. The AMA will probably look at this years' entries at the Nats and conclude that we are we are not worth their trouble. I have to agree with them based on the actual racing turnout.”

All these things are true. So what are we going to do about it? Should we let racing just fade away?

The AMA is not willing to move the Nats, so we need to learn to live with the Muncie Site. It is a great site to fly at and is unmatched with any other around the country. AMA has a lot of time and money tied up in the Muncie facility, the land, paved circles for us and all the support equipment.

Maybe we should have Control Line Racing at the Nats every other year, opposite of the Worlds Champs, when everyone can participate. I don't what the answer is, but we need to start talking **now** and make a commitment **now** if Racing is going to continue.

We also need to take a look at the events at the Nats. Some of the NCLRA events are better attended than the AMA event. I think a lot of this is due to local contests not supporting the AMA event. If there is no interest locally, participation is going to be low at the Nats. Maybe we are becoming a group of Sport Racers and not AMA Racers.

We need to thank and support Bill for stepping forward and taking over the Presidency, once again.

But he can't do it alone and he's not a mind reader. Each one of us needs to step forward and let Bill know what your intentions are for Racing. And not what you are interested in, but what you are actually going to fly next season.

Number Racing contest you will attend next season ____
Will you attend the 2007 Nationals Yes ____ No ____ Maybe

____ Bench Flier ____ AMA racer: ____ NCLRA racer
____ F2C ____ Fox Race
____ Goodyear ____ SSR
____ Slow Rat ____ F2CN
____ 15 Rat ____ B Team Race
____ Mouse I ____ Clown Race
____ Mouse II ____ Quickie ____ Other

As for me, my interest is still strong for racing, but I don't have anyone to fly or pit my equipment. So we have been flying more Speed. Ashley did fly Fox Race & Mouse I & II at this years Nats and wants to fly more racing event in the future. Ashley is proving herself as a competitive flyer and her interest is growing. But we still need others to practice with. I can see her as my future pilot, whether it is speed, or racing. But if others don't want to compete in Racing there are other venues for us.

2006 NATIONALS REPORT

TIM STONE

NATS NEWS- C/L RACING

SUNDAY 7/09

The 2006 Nats kicked off with the running of NCLRA Fox/ Super Slow Rat racing on Sunday. On the West Coast the Super Slow Racing event (using plain bearing .25's) has been gaining popularity over the traditional Fox .35 powered event. While the displacement of the .25 is considerably smaller than the .35, the .25's are a much smoother running engine than the Fox and probably will produce more power with some tweaking. The O.S. .25 LA seems to be the choice motor for this event.

The NCLRA Fox & Super Slow Rat entries were run in concurrency as SS Rat is a developing event,

and speeds are very close to the Fox powered entries.

While normally one of the most popular racing classes, the event was lightly attended. Many of the usual supportive entries will be at the C/L World Championships next week in Spain.



Steve Wilk with Daughter Ashley

Steve Wilk's O.S. LA .25 powered "Foxbat" design had a clear advantage in airspeed, and despite some relatively slow pits had the second fastest Preliminary race time. Matthew Hart from Scotland helped Steve with the flying chores. Russ Green entered John McCollums' excellent NCLRA Fox racer; with smooth flying by Russ it was the class of the field.



**John McCollums' Fox racer
entered by Russ Green**

Junior Ashley Wilk made her racing debut with a great deal of enthusiasm and she is catching on quickly! Overall times were much slower than last year, but almost all races were good clean fun.

NATS NEWS-C/L RACING MONDAY 7/10

Monday was Diesel day in Muncie with the running of F2C Team racing, and F2CN (profile, simple) Team racing. John McCollum volunteered to be Event Director for these 2 classes. John is highly qualified in this event, being a former multiple time U.S Team member at the World championships.

Team racing was expected to have a low turnout this year because 3 of the active U.S. F2C Teams will be competing in the World Championships in Spain next week. This event has become so expensive, complex, and physically demanding that few people in the United States participate in it. 5 Teams showed up to race this year which was a better than expected turnout.



Three rounds of 2-up racing were flown. Surprisingly there were no mid-air collisions or entanglements that often occur in F2C. Bill Lee had some terrific pits and a slight edge in airspeed, but suffered from poor fuel economy. He was forced to make extra pit stops that cost him precious time.



Milo Wallace pitting F2C



Dave McDonald pitting F2C

Matthew Hart entered Dave McDonalds' plane (pitted by Dave) and with his smooth flying, good airspeed & good pits wound up on top. Milo and Gary Wallace had some good times, and quite an improvement over last years' times.

Charlie Rolley was forced to bow out because of recurring knee problems; the Rolleys were battling mechanical problems throughout the day.



F2C winners (L/R) Gary Wallace, Milo Wallace, Matthew Hart, Dave McDonald, Jim Ricketts, Bill Lee

F2CN also had a fair showing with 4 teams on the flightline. As with F2C, Bill Lees' entry was the class of the field, but into the second preliminary round his motor seized up forcing him to withdraw. Junior James Vansandt mixed it up with the big boys and showed a great level of ability for his age. The final was anticlimactic with Vansandt & Rolley being DQ'd leaving Matthew Hart to coast to a win.



F2CN Final race

**C/L RACING NEWS
TUESDAY 7/11**

The news for Tuesday was rain, rain & more rain! Rain continued throughout the day with only 2 periods of around 45 minutes with drizzle light enough to consider racing. The entrants decided that

even with marginal conditions that they would give it a go when the weather turned better.



Jim Ricketts waits out the rain

Jim Ricketts posted the first and best preliminary time of 3:06 against Steve Eichenberger, who had mechanical problems that he could not sort out. The afternoon break gave a chance for 1 more race where

Jim Ricketts Sr. put up a respectable time that was good enough for 2nd place. A 140 lap final was not run due to weather conditions. 'B' Team racing was cancelled because of conditions, and will be run on Wednesday.



Soaked Goodyear winners!

NATS NEWS 7/12/06

We had a full schedule today with the running of Slow Rat, NCLRA Clown race, and 'B' Team race that

was rescheduled due to Tuesday's washout rain conditions. While a little wet in the morning we managed to complete all 3 events.

Slow Rat had a poor turnout, so a final was run quickly & we moved on to other events. Clown racing had a fair turnout even with the normal East Coast entrants missing. Speeds have really increased in this event, and a few people commented that at a distance it looked like a Goodyear race!



Ron Duly tweaks his Fora powered Clown entry, new 15 minute final record 331 laps!

3 entries from New Jersey, John Ross, Albert & Son Patrick Ferarro powered their entries with O.S. .18 car engines. Their airspeed was superior to the commonly used Nelson .15, and they pitted quite well. Junior Patrick Ferarro flew with the Open flyers and did an excellent job. At the end of preliminaries, Russ Green was tied with Ron Duly at 156 laps, outstanding times. In the finals, Rons' Fora .15 really cranked with flawless pits by John McCollum to win with a new record of 331 laps.



Clown winners (L/R) Russ Green, Ron Duly, Albert Ferraro

B Team race has also turned into a fairly fast event. Ron Duly's new "Sprintr" entry won the Best Appearance Award hands down, but suffered mechanical problems. His airspeed was the class of the field.

Russ Green pretty much had it all together and with great pits by John McCollum, won easily. David Betz placed 2nd with lower airspeed, but good pits & excellent fuel economy using a NovaRossi .28. Glen Vansandt was looking good with airspeed about even with Greens' plane, but he was forced to make extra pits, putting him behind Betz in the end.



GlenVansant's sharp looking new 'B' Team racer, flutter problems forced him to use his backup model.



Ron Duly's Concours winning 'B' Team racer

Nats News 7/13/2006

The weather finally calmed down today and was a welcome break for racing. No rain = nice racing!

.15 Rat was first up and as expected there were many mechanical problems. Steve Eichenberger was tops in airspeed but suffered from poor pit stops. Two entries snapped lines while flying leaving Eichenberger to a win by attrition.



Tex Texas Quickie Rat was flown later in the day with a moderate turnout. The contestants elected to skip the preliminary races and just go for 140 lap finals. Even without any practice laps, John McCollum was smokin' fast! With David Betz DQ'd due to a launch-in at the start, John had a 'Bunny Run' (a mostly solo flight) with what could have been a record time of 5:56.44.



**Mike Greb makes a quick grab,
John McCollum backs him up.**

The Texas racers favored 2 man pit crews making scheduling of races difficult for any 3 up races given the available manpower. Races were flown all 2 up and there were no rules infractions or penalties given out.

C/L RACING NEWS FRI 7/14/06

Racing wound down today with the running of Mouse 1 & 2. Unlike past years, the winds were manageable and conditions were good. Juniors James Vasant & Ashley Wilk put up a good race showing that they were practiced and prepared. Open Mouse had the pattern of hi tech Cyclon reed valve conversions battling reliability problems against the tried and true Cox motors.



As he had done 5 times before, John McCollum used his Cox powered Mouse 1 to run consistently with great pits for a win.

Mouse 2 was very lightly attended and only Junior James Vasant had a decent run. The Cyclon engines on Dave Rolleys' and Ashley Wilk just refused to co-operate on the restarts.



Hecklers in the Mouse racing peanut gallery!

Russ Green was awarded the Racing High point trophy. He entered 6 events and placed well in almost every one. There were 22 teams entered at the 2006 Nats which was more than expected given all the normal entrants & support crew that usually come to Muncie that were in Spain. Even though we were quite short handed, everyone pitched in and made it happen by flying, pitting, and timing whenever & for whoever needed it.



Russ Green, 2006 Nats High point Champion



Ashley Wilk with her Mouse 2 entry

North Central Report - Les Akre

Congratulations to Bill Lee for staying on as President for another term.

I hope everyone is attending as many contests as they can. I know I've been kept busy readying or repairing models for upcoming competitions.

I wish to give a great big thank you to Tim Stone and everyone who helped him with the Nationals this year.

Attendance at the Nationals (particularly racing) was down this year due in part to several regulars attending the World Control line Championship in Valladolid Spain. I'm sure that the High fuel prices accounted for some others not attending.

Speaking of attendance, if we can't support racing at the Nationals to a higher level, it may be lost forever.

If you have any ideas on how to increase participation, I'm sure President Bill Lee, or any of the officers would be glad to hear them. Further to that effort, knowing why racers don't attend the NATS, is just as important as knowing why they do. So, pick up a pen and write a letter, write an email, pick up the phone and call for that matter, but if you are a racer that doesn't attend the NATS, we would appreciate knowing why.

If you think the racing NATS is worth saving then we need to get busy now!

Clown Racing:

This event is fast becoming one of the Premier racing events, be it the NCLRA version, North West version, or other local versions. The 331 laps turned in by Ron Duly at the Nationals is the second highest total this year. In fact, this year alone has seen 3 entries over 120 laps, all with Glow engines. Are 350 laps out of the question? I don't think so. There are many strategies available for winning clown race and I think that is part of the appeal. Everyone thinks they have a shot at winning! You need a good balance of speed and range, and many different engine/prop combinations can supply this. The fact that it isn't an (expensive) one engine event relying on highly specialized equipment is also a powerful attraction.

North Central District Contest results

On June 10 & 11, the Toronto Balsa Beavers ran their annual extravaganza, **The T&D (Toronto and district Championships)** at Centennial Park. One of their traditional events, the "Fox 35 Sport Race" had tapered off to nothing.

This year the engine was changed to an OS 25 LA, with good results. There were four entries (all successful) in the opening event.

The winner was Brad LaPointe with an ARF Streak (the intended "single design" of the event). Steve Stefanovich and Chris Brownhill were 2nd and 3rd with old, re-engined Fox sport racers. Fourth place was Paul Smith from Michigan.

There were four 70 lap (2 up) races and a 140 lap (3 up) final. There was no heat or final times supplied. They hope for more entries now that the concept has been proven.

The Beanfield Grand Prix 2006

LA 25 Sport Race - June 24

Dresden, Ontario

This contest is primarily an invitational combat competition hosted by Brad LaPointe at his site at Dresden Ontario, but this year they decided to add a Sport Race event as well.

Brad is trying to promote Racing again in Ontario Canada. They had 5 entries for this new fun event that hopefully will carry on into the future.

Everyone had a lot of fun and things went well.

They say there are some issues to sort out for next year concerning shut-offs and eligible models.

Heat: 70 lap 1 stop. Final: 140 laps 3 stops.

Results:

TEAM	HEAT 1	HEAT 2	FINAL
Team Stefanovic	1 st 4:57.1	4:08.7	9:15.2
Team Smith	2 nd D.Q.	4:48.0	11:20.0
Team LaPointe	3 rd 4:51.0	Pass	11:25.0
Team vadim/Renton	D.Q.	4:58.3	-
Team Scavone	6:09.1	D.N.F.	-



Here is a picture of Australian John Hallowell's new lightweight "Rocket" BTR. O.S. Max 25FP, 7x7 APC, 21oz.

Until next issue... keep your lines tight!

6-17/18/06

DENNY SHAUER MEMORIAL RACES - Sepulveda Basin Apollo 11 field

TQR		pilot	pitman	heat 1	70 laps	heat 2	70 laps	best	final	140 laps
	1	Randy Bush	Jim Persson			03:11.47	00:00.00	03:11.47		06:17.18
	2	Dave Hull	Dave Dawson			00:00.00	03:28.34	03:28.34		07:22.04
	3	Dave Hull	Dave Dawson			04:18.50	00:00.00	04:18.50		dns
MOUSE I		pilot	pitman	heat 1	50 laps	heat 2	50 laps	best	final	100 laps
	1	Ron Duly	Dave Dawson			03:36.03	02:54.37	02:54.37		05:51.50
	2	Randy Bush	Dave Hull			03:44.56	03:35.96	03:35.96		07:29.03
	3	Bill Barber	Dave Hull			DNF	07:55.69	07:55.69		46 laps
MOUSE II		pilot	pitman	heat 1	70 laps	heat 2	70 laps	best	final	140 laps
	1	Dave Hull	Dave Dawson			04:55.98	05:16.31	04:55.98		11:20.89
	2	Dave Hull	Dave Dawson			05:32.15	04:49.63	04:49.63		96 laps
FOX/SSR		pilot	pitman	heat 1	100 laps	heat 2	100 laps	best	final	100 laps
	1	SSR Randy Bush	Jim Persson			05:25.35	DNS	05:25.35		05:44.63
	2	SSR Dave Hull	Dave Dawson			05:59.15	06:14.17	05:59.15		05:56.94
	3	SSR Ron Duly	Don Burke			06:33.59	06:13.17	06:13.17		90 laps
	4	SSR Dave Hull	Dave Dawson			DNF	DNF	DNF	00:00.00	
CLOWN		pilot	pitman	heat 1	7-1/2 min	heat 2	7-1/2 min	best	final	15 min
	1	Randy Bush	Jim Persson		145	0		145	268	
	2	Dave Hull	Dave Dawson		123	0		123	261	
	3	Ron Duly	Don Burke		116	0		116	DNS	
	4	Dave Hull	Dave Dawson		98	0		98	0	
	5	Ron Duly	Don Burke		DNS	0		0	0	
15 RAT		pilot	pitman	heat 1	70 laps	heat 2	70 laps	best	final	140 laps
	1	Dave Hull	Dave Dawson			00:00.00	00:00.00	00:00.00		07:02.65
SCALE RACE		pilot	pitman	heat 1	70 laps	heat 2	70 laps	best	final	140 laps
	1	Dave Hull	Dave Dawson			00:00.00	00:00.00	00:00.00		07:59.56
BTR		pilot	pitman	heat 1	35 laps	heat 2	70 laps	Heat total	final	140 laps
	1	Ron Duly	Don Burke			01:28.50	03:32.77	05:01.27		06:30.56
	2	Dave Hull	Dave Dawson			01:35.87	03:46.12	05:21.99		100 laps
	3	Ron Duly	Don Burke			DNS	DNS	DNS	00:00.00	



B Team racers in the pits at Denny Shauer memorial race

2006 NCLRA SPORTSMANSHIP AWARD

Each year the NCLRA Sportsmanship award is given to the person that demonstrates the spirit of helpfulness and dedication to C/L Racing as personified by Larry Dziak Sr. and Jerry Meyer. Each year it is difficult to choose a single person, given the vast talents shown in competition by many NCLRA members.

Past years' recipients have been:

- 1994 Jerry Meyer
- 1995 Melvin Schuette
- 1996 Dave McDonald
- 1997 Jim Ricketts
- 1998 Lari Dziak
- 1999 John Ballard
- 2000 James Ricketts
- 2001 Marcia Matson
- 2002 Steve Wilk
- 2003 Jerry Meyer (posthumous)
- 2004 Bud Brautlecht & John David King
- 2005 Tim Stone

2006- DAVID BETZ



This years' recipient has been racing for many years. He has demonstrated unfailing integrity in competition. He has always been an honest competitor whose biggest thrill is just showing up & being part of the event. He always helps out, and never steps on anyone's toes. I have never heard him utter a foul word in the course of competing. He accepts the results the way they are, win or lose without grumbling or getting angry. He is always gracious in the racing circle, and an example to everyone.

CONTEST CALENDAR

NOTE! Confirm all contest details with Contest Director! NCLRA cannot be held responsible for errors or omissions!

Northwest District

OCT 07-08--Salem, OR (AA) Fall Follies Site: Bill Riegel Model Air Park, Salem OR. Events: NW Sport Race, Flying Clown Race, NW Super Sport Race, Sunday: Racing events TBA. Sponsor: Western Oregon CL Flyers #3464. CD: John Thompson, 2456 Quince Street, Eugene, OR 97404. Phone: 541-689-5553(eve) E-Mail: JohnT4051@aol.com

Southwest District

AUG 05-06--Napa, CA (AA) 2nd Annual Northern California CL Racing Championships Site: Kennedy Park, Napa, CA. Events: Sat. AMA Scale Race, NCLRA Clown Race, SCAR Formula Unlimited, NCLRA Fox/Super Slow Rat; Sun. 15 Rat, B Team Race, SCAR Goodyear, NCLRA Texas Quickie Rat Sponsor: SCAR #4641. CD: Jim Persson, 3749 Gettysburg Court, Pleasanton, CA 94588. Phone: 925-846-3999(eve) Asst.CD: Randy Bush rbush88@juno.com. This is SCAR#5.

SEP 10--South Elmonte, CA (AA) Wayne Trivin Memorial. Site: Whittier Narrows. Events: AMA Mouse I-II, SCAR Goodyear, NCLRA Clown Race, NCLRA Super Slow Rat, TQR Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St, Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: scar4641@aol.com WebSite: <http://www.microair.info/SCAR/SCAR#6>

SEP 16-17--Tucson, AZ (AA) Karl Marschinke Memorial Site: Christopher Columbus Park, 4600 N. Silverbell Rd, Tucson, AZ. Events: Saturday Â½ A Mouse II, Fox Race, Texas Quickie, Formula

Unlimited, Clown Race. Sponsor: Cholla Choppers #1989. CD: Glen Allison, 1484 W. Oak Shadows, Tucson AZ 85737. Phone: 520-575-0359(eve) \$10 first then \$5

OCT 21-22--South El Monte, CA (AA) Virgil Wilber Memorial Control Line Contest Site: Whitter Narrows, South El Monte, CA. Events: AMA Scale Race, SCAR Formula Unlimited, AMA 15 Rat, NCLRA Clown Race, NCLRA Classic B Team Race, AMA Mouse I, SCAR Goodyear, NCLRA Super Slow Rat, TQR Sponsor: SCAR #4641. CD: Joe Brownlee, 12101 Stonegate Lane, Garden Grove, CA 92845. Phone: 714-895-1857(eve) This is SCAR Race #7. Racing ED: Jim Holland jgmholland1959@yahoo.com Phone: 209-726-0357. \$20-\$25

OCT 28-29--Phoenix, AZ (AA) Carrier Plus IX Site: Avondale Friendship Park. Events: Fox Race Sponsor: Central Arizona Control Line Club #4116. CD: Ted Kraver, 225 West Orchid Lane, Phoenix, AZ 85021. Phone: 602-944-8557(day) E-Mail: tkraiver@qwest.net I-10 to Avondale Blvd North ½ mile to McDowell, West to Park \$10 then \$5

DEC 03--South El Monte, CA (AA) Toys for Tots Site: Whitter Narrows Park, South El Monte, CA. Events: AMA Mouse I, NCLRA Super Slow Rat, NCLRA Clown Race, SCAR Formula Unlimited, TQR. CD: Joe Brownlee, 12101 Stonegate Lane, Garden Grove, CA 92845. Phone: 714-895-1857(eve) Bring Toy For Tots. Racing ED: Jim Holland jgmholland1959@yahoo.com Phone: 209-726-0357 SCAR #8

JAN 27-28--Tucson, AZ (AAA) Southwest Regionals Site: Christopher Columbus Park 4600 N. Silverbell Rd Tucson, AZ. Events: Texas Quickie, Fox Race, Formula Unlimited Sponsor: Cholla Choppers #1989. CD: Jim Hoffman, 2658 W. Montgomery Dr, Chandler, AZ, 85224. Additional

info: Robin Sizemore 11310 E. Concho Tucson AZ
85743 1-520-749-1812 expstunt@aol.com

f2cracer@aol.com, Phone 321-676-0554

South Central District

AUG 19-20--Albuquerque, NM (AA) High Desert Control Line Fiesta Site: Maloof Model Airplane Park, Albuquerque, NM. Events: Northwest Sport Race(Foxberg) Sponsor: NM Coalition of CL Addicts #4323. CD: Richard Perry, 427 Live Oak Lane NE, Albuquerque, NM 87122. Phone: 505-856-7008(day) 505-856-7008(eve) E-Mail: tailhooker@comcast.net

SEP 02-03--Denver, CO (AA) 30th Annual Rocky Mountain Control Line Championships Site: Front Range Airport, Denver, CO. Events: Saturday: Mouse I, NCLRA Foxberg Sponsor: Rocky Mountain Aeromodelers #790. CD: Chris Jacobson, 9961 West 86th Place, Arvada, CO 80005. Phone: 303-420-3346(eve) E-Mail: CJRJFlyer@aol.com

SEP 02-03--Dallas, TX (AAA) DMAA Charles Ash Memorial Contest. Site: Hobby Park, Dallas, TX.. Events: 312 (JSO), 313 (JS)(O), Quickie Rat(JSO), Sportsman Goodyear, Fox Goldberg Racing(JS)(O). Sponsor: Dallas Model Aircraft Association #902. CD: Mike Scott, 1111 Park Dr., Hillsboro, TX 76645. Phone: 214-478-6263(day) 214-388-7025(eve) E-Mail: miksct@cs.com WebSite: <http://www.dmaa-1902.org/>

Midwest District

OCT 01--Batavia, IL (C) Jerry 'WHO' Memorial 350 Lap FOX Race Site: Fermilab, Batavia, IL. Events: 350 Lap FOX Race. CD: Glen Lee, Phone: 630-879-2558 (day)

Southeast District

Nov- Rebel Rally, Jacksonville, Florida.details to follow. Contact Bob Whitney

Northeast District

AUG 27--Sewell, NJ (A) SJAM - Aug 27. Site: Gloucester County Institute of Technology. Events: 2 oz. Big Goodyear, 1 oz. Goodyear, 1/2A Goodyear Sponsor: South Jersey Aeromodelers #432. CD: Brian Silversmith, 86 Kingsland Circle, Monmouth Junction, NJ 08852. Phone: 732-274-8945(day)

SEP 24--Sewell, NJ (A) SJAM - Sep 24. Site: Gloucester County Institute of Technology. Events: 2 oz. Big Goodyear, Warbird, Quickie Rat Sponsor: South Jersey Aeromodelers #432. CD: Tom Tabar, 83 Oakland Drive, Pittsgrove, NJ 08318. Phone: 856-455-6436(day)

OCT 29--Sewell, NJ (A) SJAM - Oct 29. Site: Gloucester County Institute of Technology. Events: Fox Racing, Foxberg, Quickie Rat Sponsor: South Jersey Aeromodelers #432. CD: Lester Froelich, 356 Walnut St., Coatesville, PA 19320. Phone: 610-384-5046(day)

NOV 19--Sewell, NJ (A) SJAM - Oct 29. Site: Gloucester County Institute of Technology. Events: 1 oz. Goodyear, Clown Racing. Sponsor: South Jersey Aeromodelers #432. CD: Larry Bush, 2550 Dupont St., Coatesville, PA 19320. Phone: 610-383-5045(day)

FOR SALE

Slow Rat 2 Nelson .36's front intake side exhaust. 1 New, 1 used. 1 ½ airplanes built by Mike McCarthy plus plans & templates & lines (high tech light weight) Have taken 2nd & 3rd at the Nationals.

Total price- \$600.00

For more info call Mike McCarthy after 5 PM west

Coast time at

707-542-2492

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

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

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) 331 LAPS RON DULY/JOHN MCCULLOM/RUSS GREEN 7/12/06
OP (7 ½ MINUTES) 160 LAPS DON BURKE & RON DULY 7/13/05

NCLRA TEXAS QUICKIE RAT

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

NCLRA SUPER SLOW RAT

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

SUPPLIERS

B & L HOBBIES

7606 Weymouth Rd., Hammonton, NJ 08037-3404
Harters Speed Pans, T/R Pans, Rev-Up & Top Flite Speed Props, Torque Units and more (Paul Haley) 609-567-9365

CS ENGINES AMERICA

113 North Chase Ave., Bartlett, IL 60103
G/Z .049/.061 Engines; sales, service & parts. Engines available in both normal and pipe timed configurations. (Bill Hughes)
e-mail williamhughes4@comcast.net 630-736-6036

DARP

31052 Mason St.
Livonia, MI 48154 DARP Magnesium Speed Pans for all classes including A, B, D, F-40, 21-S, and 21 Proto. (Barry Tippett) e-mail: btippett@ameritech.net 734-266-7290

ELIMINATOR PROPS

Steve Wilk 3257 Welcome Ave. N.
Crystal, MN 55422 763-531-0604
e-mail swilk@cpinternet.com

STEVE EICHENBERGER

Custom Fiberglass Performance Props: Moulded tops. Steve Eichenberger 480-730-0016

GILLOTT RACING PRODUCTS

Custom engine reworking, hard chroming
Tim Gillott 1063 Harding St.
Salinas, CA, 93906 Phone 831-449-2052

JUST ENGINES LTD

Newby Cross Farm, Newby Cross
Carlisle, CUMBRIA CA5 6JP England
All engine and engine accessory needs; Popular engines plus spares and Pipes. Irvine, Moki, Mvvs
(<http://www.justengines.unseen.org>)

LONESTAR BALSA

115 Industrial Lancaster, TX 75134
Info 972-218-9663 Order 800-687-5555
Fax 972-218-9211 <http://www.Lonestar-Models.com>
Contest balsa, full line of Control line supplies.

MBS MODEL SUPPLY

PO Box 282 Auburn KS 66402
Contact Melvin Schuette 1-785-256-2583
Solid Wire Sets and other C/L needs
<http://www.members.cox.net/mbschuette>

MCDONALD RACING

Dave McDonald PO Box 384
Daleville, In, 47334 DMcD143@aol.com
Hard to find racing items, kits, shutoffs

RITCH'S BREW

Fuel ready mixed top quality finest ingredients.
4104 Lark Lane, Houston, TX 77025 713-661-5458

MEJZLIK MODELBAU

Borova 14, 64400 BRNO, Czech Republic Distributors of PROFI line of Russian FAI speed gear. PROFI Engines, Pipes, Pans, Props, Tanks, Handles and FAI Speed Models in kit form or ready built. (Tomas Mejzlik) Phone: 420-5-432-18888 Fax: 420-5-432-18880 e-mail mejzlik@brno.comp.cz

MODEL ENGINE SPECIALTIES

15477 Owens Rd, Hinckley, IL 60520 815-286-3969
Custom engine reworking, liners chromed and honed to your specs, racing parts. (Bob Oge) boge@isp-west.com

NELSON COMPETITION ENGINES

121 Pebble Creek Lane, Zelienople, PA 16063
Manufacturer of NELSON Racing Engines and parts, FAI Pans for F2A & FIC Custom Button Heads, Nelson Glow Plugs, many other specialty engine items. (Henry Nelson) Phone: (724) 538- 5282 e-mail: nelcomp@fyi.net

MARK WARWASHANA

Rubber fastfills, wheels. 11577 North Shore Dr.
Whitmore Lake, MI 48189-9124
Phone: 734-449-7355 E-Mail: chief@wwnet.net

OLD MAGAZINE PLANS & MORE ON CD

Tom Wilk, 301 W. Redwing St., Duluth, MN 55803
Phone: 218-724-0928(hm) E-Mail: tawilk36@cpinternet.com

Nelson

Competition Engines 

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

VIC GARNER

For Sale, Texas Quickie Rat Engines...

Quickie Rat engines. K&B .40s Race prepared with all the go- fast modifications that I know of. Placed 1- 2- 3 at 2004 Nats.
Updated 2005 versions with .292 venturi perform better than previous model! Call or email;
Vicgarner@aol.com or 925- 447- 3786

2006 NATIONALS RESULTS

NCLRA FOX RACE

	100 Lap Prelim	100 lap prelim	Final
1) RUSS GREEN	6:44.3	06:24.4	06:53.4
2) WAYNE MCDANIEL	06:51.3	07:50.7	08:05.1
3) DAVID BETZ	08:54.5	07:39.9	09:28.5
4) ASHLEY WILK	DQ	10:04.3	

SUPER SLOW RAT

STEVE WILK 06:27.9

F2C

	100 lap	100 lap	100 lap	Best
1) MATTHEW HART	03:37.5	03:42.6	03:33.0	3:33.0
2) GARY WALLACE	03:34.6	04:47.1	03:39.1	03:34.6
3) BILL LEE	03:49.1	03:43.1	03:35.6	03:35.6
4) DAVID ROLLEY	04:43.5	03:52.3	65 Laps	03:52.3
5) MELVIN SCHUETTE	no time	95 Laps	no time	95 Laps

F2CN

	100 lap	Final
1) MATTHEW HART	04:45.1	WIN BY DEFAULT
2) DAVE ROLLEY	08:41.4	DQ
3) GLEN VANSANDT	05:46.4	DQ
4) BILL LEE	04:41.3	WITHDREW

GOODYEAR

	70 LAP	70 LAP	BEST
1) JIM RICKETTS JR	03:06.0	STAND	3:06.5
2) JAMES RICKETTS SR	03:37.2	15 LAPS	03:37.2
3) STEVE EICHENBERGER	NO TIME	2 LAPS	
4) DAVID BETZ	SCRATCH	SCRATCH	

B TEAM RACE

	35 LAP	70 LAP	35+70	FINAL	140
1) RUSS GREEN	01:31.2	03:21.0	04:52.2		07:12.9
2) DAVID BETZ	01:51.3	03:58.7	05:50.0		08:23.1
3) GLEN VANSANDT	01:31.6	04:33.2	06:04.8		
4) RON DULY	02:32.1	04:28.5	07:00.6		

SLOW RAT

	140 LAP FINAL
1) MIKE GREB	05:48.3
2) RUSS GREEN	06:08.5

NCLRA CLOWN

	7.5 MIN	7.5 MIN	15 MIN FINAL
1) RON DULY	156	STAND	331 (NEW RECORD, MCCOLLUM/GREEN PITTING)
2) RUSS GREEN	155	156	301
3) ALBERT FERARRO	148	STAND	281
4) JOHN ROSS	149	STAND	236
5) PATRICK FERARRO	88		

.15 RAT

	140 LAP
1) STEVE EICHENBERGER	11:04.4
2) DAVID BETZ	20 LAPS

TEXAS QUICKIE RAT

	140 LAP FINAL
1) JOHN MCCOLLUM	05:56.4 (1 UP NO RECORD)
2) MIKE GREB	06:31.1
3) RUSS GREEN	07:39.4
4) STEVE EICHENBERGER	10:43.8
5) DAVID BETZ	DQ

MOUSE 1 JR-SR

	100 LAP FINAL
1) JAMES VANSANT	07:47.4
2) ASHLEY WILK	12:47.4

MOUSE 1 OPEN

	100 LAP FINAL
1) JOHN MCCOLLUM	04:48.3
2) RUSS GREEN	05:35.3
3) CHARLIE ROLLEY	07:31.1
4) DAVE ROLLEY	9 LAPS

MOUSE 2 JR-SR

	100 LAP FINAL
1) JAMES VANSANT	08:47.6
2) ASHLEY WILK	NO TIME

MOUSE 2 OPEN

1 ENTRY DAVE ROLLEY

F2C WORLD CHAMPIONSHIPS TEAM RACING FINAL RESULTS 24/07/2006

Pos.	Team	Country	Heat 1	Heat 2	Heat 3	Best 1	Semi 1	Semi 2	Best 2	Final
1	SURUGUE / SURUGUE	WC	3:09.5	3:31.8	3:10.7	3:09.5	DISQ	3:10.8	3:10.8	6:29.8
2	BONDARENKO/LERNER	UKR	3:27.0	3:16.5	3:14.9	3:14.9	3:11.0	3:07.7	3:07.7	6:33.1
3	KRAMARENKO/CHAYKA	UKR	3:47.8	3:30.7	3:14.7	3:14.7	3:08.4	DISQ	3:08.4	103 LAPS
4	PICARD / PERRET	FRA	3:21.9	3:18.9	3:15.5	3:15.5	3:29.6	3:15.1	3:15.1	
5	SIMONS / POTTER	AUS	3:25.9	DISQ	3:16.7	3:16.7	3:18.0	3:15.4	3:15.4	
6	OUGEN / SURUGUE	FRA	3:28.2	3:14.1	3:20.4	3:14.1	DISQ	3:16.8	3:16.8	
7	YUSHCHENKO / YUGOV	RUS	3:13.4	3:15.1	3:19.9	3:13.4	3:17.9	3:20.3	3:17.9	
8	MARTINI / MENOZZI	ITA	3:16.9	77 LAPS	3:24.6	3:16.9	3:18.0	DISQ	3:18.0	
9	THOMPSON / HARVEY	AUS	3:27.0	DISQ	3:17.4	3:17.4	3:21.8	3:44.7	3:21.8	
10	BARRAGA /BARRAGAN	ESP	3:13.3	34 LAPS	3:13.7	3:13.3	3:23.9	3:27.9	3:23.9	
11	CRESPI / CRESPI	ESP	3:39.7	3:19.2	3:13.5	3:13.5	3:32.2	3:25.9	3:25.9	
12	W. KIM SUN/W.TACK	SIN	37 LAPS	3:59.9	3:17.3	3:17.3	46 LAPS	DISQ		
13	SHABASHOV/IVANOV	RUS	3:17.7	3:25.3	74 LAPS	3:17.7				
14	SANCHEZ / CARRACEDO	ESP	3:19.1	3:39.6	3:17.9	3:17.9				
15	MARY / WIECK	BRA	3:23.9	3:20.4	3:19.8	3:19.8				
16	FITZGERALD / ELLINS	AUS	DISQ	3:27.2	3:20.1	3:20.1				
17	ZHURAVLY/SOSNOVSKIY	UKR	3:21.6	DISQ	66 LAPS	3:21.6				
18	MUELLER/SACCAVINO	SUI	DISQ	3:27.9	3:22.5	3:22.5				
19	MAGLI / PIRAZZINI	ITA	81 LAPS	3:27.2	3:22.7	3:22.7				
20	CARDOSO / FOMIN	POR	3:23.7	4:11.6	3:55.0	3:23.7				
21	FITZGERALD/THOMASON	GBR	DISQ	71 LAPS	3:24.3	3:24.3				
22	MORTINHO / MATIAS	POR	3:26.2	61 LAPS	DISQ	3:26.2				
23	RODRIGUES / MARY	BRA	4:15.3	3:43.1	3:27.6	3:27.6				
24	CONTENTE / GOULAO	POR	3:42.9	3:27.9	DISQ	3:27.9				
25	WINGETER / DEVENISH	BRA	35 LAPS	3:32.9	3:27.9	3:27.9				
26	DZIAK / OGE	USA	3:40.2	3:39.6	3:28.9	3:28.9				
27	DESSAUCY / DESSAUCY	BEL	3:33.7	34 LAPS	3:29.3	3:29.3				
28	ONG H. L./SU HUN MENG	SIN	DISQ	3:29.4	3:31.4	3:29.4				
29	BORER / STUDER	SUI	3:49.4	3:29.9	86 LAPS	3:29.9				
30	BILLON / CONSTANT	FRA	35 LAPS	3:42.3	3:30.5	3:30.5				
31	ORVOS / KASOLY	HUN	68 LAPS	67 LAPS	3:31.3	3:31.3				
32	SMITH / BROWN	GBR	3:37.0	3:32.6	3:47.9	3:32.6				
33	BINDEL / PERRET	FRA	3:38.3	97 LAPS	3:33.1	3:33.1				
34	FLUKER / LAMBERT	USA	3:33.3	34 LAPS	34 LAPS	3:33.3				
35	LANGWORTH/BROADHEAD	GBR	52 LAPS	3:36.0	3:44.5	3:36.0				
36	NEO C. SENG /CHING C. HAU	SIN	4:32.2	3:54.9	3:37.4	3:37.4				
37	SAMUELSO /AXTILIUS	SWE	4:17.1	3:42.7	3:38.6	3:38.6				
38	WONG JIE / LIM JIN	SIN	81 LAPS	3:45.9	3:40.3	3:40.3				
39	LEUPOLD / ENGFER	GER	3:41.5	3:40.6	3:42.8	3:40.6				
40	STANOJOVIC/ -SACCAVINO	SUI	87 LAPS	3:40.9	DISQ	3:40.9				
41	LOSI / LOSI	ITA	3:41.2	89 LAPS	34 LAPS	3:41.2				
42	ANDREEV / VOROBIEV	RUS	3:47.1	67 LAPS	34 LAPS	3:47.1				
43	ALLEN / WHITNEY	USA	59 LAPS	3:48.4	33 LAPS	3:48.4				
44	PALMER / PALMER	NZL	34 LAPS	3:55.3	3:49.9	3:49.9				
45	OLIJVE / SCHOT	NED	41 LAPS	DISQ	4:07.9	4:07.9				

Officer's Addresses

President

Bill Lee

601 Van Zandt County Rd.4815
Chandler, Tx 75758
Phone 903-852-5599
Email Bill@WRLee.com

Vice- President

Appointment pending

Secty/Treas

Appointment pending

Editor

Tim Stone

4919 Country Oaks Dr
McHenry, Il 60050
Phone 815-344-5728
Email tstone@mc.net

Northwest Representative

John Thompson

2456 Quince St.
Eugene, OR 97404
email JohnT4051@aol.com

Midwest Representative

Stewart Willoughby

95237 Aero Drive
Naperville, Il 60564
Phone 630-904-7011
Email StooDDS@aol.com

Northeast Representative

Jason Allen

1103 James St.
Sinking Spring, PA 19608
email jallen@mpgis.net

Southwest Representative

Douglas Mayer
5010 West 123rd Place
Hawthorne, CA 90250
310-676-4240 Email mayer@kmd-arch.com

South Central Representative

Russ Green

615 Oldham Ln.
Granbury, TX 76048 (817) 573-7416
Email jgreen2@charter.net

Southeast Representative

Bob Whitney

456 Garvey Rd. SW
Palm Bay, Fl 32908
Phone 321-676-0554
Email F2CRACER@aol.com

North Central Representative

Les Akre

13336-129st.
Edmonton, Alberta
Canada T5L-1J8
Home 780-454-5723 Cell # 780-919-2792
Email scaleracer@hotmail.com

Torque Roll is the official publication of the NCLRA. Published bi-monthly. All submissions are valuable & will be considered for publication subject to editing. Preferred format for publication is as a MS Word document using 10 point New Times Roman font. Any photos should be sent as a separate jpeg file, medium res. Email all as an attachment to Tim Stone At the address given on this page. While this is preferred format, we will take submissions in just about any format, they can be written, typed or mailed to Tim Stone.

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

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

Note that a \$.25 surcharge is added for the Pay-Pal charges.