

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



TO



**Entries at the November New Jersey
contest**

Torque Roll!!

**The Official publication
Of the NCLRA
Issue # 71
December, 2006**

President's Report – Bill Lee

Changes forthcoming with the TorqueRoll: For the past several years, we have had a real sweet deal with AMA to print and distribute the TorqueRoll. Unfortunately our free ride for printing and mailing of the newsletter is ending. This will probably be the last issue of the newsletter that will come through that avenue.

The NCLRA Board has discussed this issue and looked for alternative means for publishing the newsletter. As it appears now, there is no reasonable way to print the newsletter in the same format without major cost. We have decided that we will shift to an electronic distribution of the newsletter but offering a printed copy for those who do not have access to e-mail or simply prefer a hard-copy version. But associated with the option of a hard-copy will be an increase on membership dues: if you choose a hard-copy distribution of the newsletter, yearly dues will be \$15 rather than the \$10 as it is now.

Obviously this change cannot be made at the snap of our fingers. We will phase it in over the next year. If you have already joined for 2007, no changes will be found. But starting with the late-joiners for 2007, and for years beyond, this new dues structure will be in place.

Initially, we will assume that every member with an e-mail address will receive the newsletter electronically and those who do not have an e-mail address in their membership records will get it in hard-copy. But we will also have a check-off box in a couple of places that will allow you to specify how your newsletter should be sent to you.

First off: the membership form that we supply in the newsletter and which is on the website will now reflect a \$5 surcharge on dues for those folks who want/need a hard-copy of the newsletter. This change has already been done on the website and you should also see it in this newsletter.

Second: We will have a means for you to specify how you want to receive the newsletter in your membership record on the website. This will take a bit of programming to include but will likely be there by the time you read this newsletter.

To access this, you must first go to the “Members Only” section of the website by clicking on the link on the main page. You will be asked to log in. If you need your temporary ID, it is printed on the label of this newsletter in the upper right corner and is 3 or

4 character string. If you have previously logged in, you will already have established your own permanent user ID and your password.

Once you have logged in, you must bring up the “Membership” by clicking on the button at the top of the screen. You can then scroll down and find the listing for yourself. To access your membership record, click on the next to your listing and you will be presented with a form where you can change your personal information. On that form, you will find a check-off where you can specify electronic or hard-copy newsletter delivery. Obviously, if you want electronic distribution, you **MUST** include a valid e-mail address in your membership record.

Please follow these instructions to make sure that your newsletter delivery preferences are properly set.

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

New CL Magazine: Control Line World (CLW): Many of you have by now seen the new magazine being produced by John Brodak. This new magazine is welcome. We certainly don't have a lot of publications dedicated to Control Line these days!

You also probably noticed the absence of any CL Racing content. I would like to give you some background on this situation.

Back in May and early June, we were asked by the editors to contribute a column for the magazine. Since I am the President of NCLRA, it was appropriate that they come to me. I had some serious misgivings about the magazine and how it would affect our ability to maintain and grow our own membership in NCLRA. Certainly ANY additional exposure before the non-racing CL community would be very GOOD. But the health and quality of the TorqueRoll is a direct reflection of the health of the organization. I have seen many, many organizations like NCLRA come and go, and they ALL succeed or fail as a DIRECT function of the quality of their newsletter!

I also was aware of the history of John Brodak and his relationship with PAMPA, the CL Stunt SIG. To say that was rocky would be an understatement! I felt that anything we as an organization did would not open us up to the same sort of bitterness that has been evident in PAMPA over the past 2-3 years.

The NCLRA Board discussed this issue and we came up with a plan: contribute to CLW by submitting articles that had already appeared in past issues of the TorqueRoll, and also retain ownership of those articles for future use. This would have

accomplished a couple of important things: getting racing information in front of folks who otherwise would not see it, but also keep the TorqueRoll as a significant attraction for joining the NCLRA.

This was proposed to the editor of CLW and was rejected.

However, recent added discussions have occurred which may get us back in the ball-park with CLW. If it works out, we will discuss it in future issues of the TorqueRoll.

In the mean- time: if somebody “out there” wants to step up and write for CLW, please go ahead! However, I must ask anyone who has the inclination to do so to first consider writing regularly for the TorqueRoll where we really could use the help.

F2C Team Selection program: Late in October, we sent a snail- mail letter to all of the NCLRA membership. It included the NCLRA membership form and the membership form for the F2C Team Selection Program that was supposed to have been included with the last issue of the TorqueRoll.

The results of this membership drive for the F2C Team Selection Program has been gratifying, but we still need more to join. You can download a copy of the form from the NCLRA web site by clicking on the “2008 WCs F2C Team Selection” link on the main page and then the “2008 F2C Team Selection Membership form” link on that page.

Remember that if you send this form to me (address on the back of this newsletter), NCLRA will pick up the cost. Such a deal! :-)



Recently completed Air force Memorial at Arlington, VA.

Photo by Bill Lee

SOUTHEAST REPORT- BOB WHITNEY

Well thanks to the NAVY the Jacksonville contest never came off. We did have a good F2C practice last weekend with Tom, Dick and Harry, I mean Jason coming down. I think this years' team trials are going to be very interesting .the rumor is the the ASHERS are ready to jump back into the Frey. More than one team has orders in for the hot YUGOV engines.

Work is still going on at the sports park where our new circle is being built

There is a new Clown engine on the market, the **Zalp** F2D combat engine. I have been named the US distributor. The only thing that needs to be done is to put a pee tube in the venturi. They run in the 19's with no problem ,we have seen 18.8 for 8 laps, price is \$160 plus shipping. It is one of the easiest starting engine I have ever seen. I have a drawing of the p, tube I put in ours free with the engine

EDITORS' COLUMN- TIM STONE

MEMBERSHIP...

An involved membership is the backbone of this small organization. Without this any group will die a slow death.

It is obvious to everyone that this is happening NOW with the NCLRA. I have at times begged for contributions from anyone and sometimes (not very many) a few people have stepped up to help out. It is very frustrating to me that with the amount of talent that our members generally have that very few of you will submit any material to me. I welcome ANY and ALL contributions from members. I cannot fill this newsletter with my ramblings alone. In the 3 or so years that I have been Editor for this newsletter I have only refused to publish 1 submission.

NEW REP IN NORTHWEST DISTRICT- John Thompson has asked to step down as Northwest district Rep for the NCLRA. Our dear old friend **Mike Hazel** has agreed to take over the job & has been appointed by Bill Lee to this position. Welcome back, Mike!

NEWSLETTER CHANGES- This will be the last NCLRA newsletter that will be printed for us by the AMA. I want to thank Steve Kaluf for all his help over the last 3 years. He has been terrific in supporting our organization.

We are still shopping for a cost effective solution to printing this newsletter. I am reaching out to the membership to help me with this and I welcome any

assistance in this area. Bill Lee writes in depth about this in his column. In order to keep costs down we are encouraging as many people as possible to receive an E-Copy of the newsletter. We are not sure if we can continue to produce the newsletter in color, but it is in color when posted on the NCLRA web site.

I encourage everyone who is not on already to sign up for the free Delphi online forum for c/l racing at the web address <http://forums.delphiforums.com/CLRacing/start> There can be some interesting discussions there! For a minimal fee you can get full access so that you can post pictures such as...



This nice lineup of a recent Middlesex Modelers contest. Another forum that is sometimes popular and frequented by the International racing community is the Yahoo C/L racing forum that offers free full membership including photo posting, <http://groups.yahoo.com/group/clracing/?yguid=283279727>

The F2C types tend to hang out there but there is quite a bit of crossover discussion as well.

NORTH CENTRAL REPORT- LES AKRE

Not much to report this issue, the building season has arrived here in Edmonton and we already have a foot of snow with still more to come!

2006 has been a tumultuous year, what with the new regulations put forth by the AMA regarding participation at future World Champs, and the unusually low turnout at the Nationals. This begs the question, is contest attendance on the downswing?

Looking over the some of this years contest results has me wondering. Some contest results I viewed showed as little as 2 entries in some events. Are we all losing interest, or are there some concrete reasons why attendance is down? Are the demographics of the racing population changing faster than the rules can keep up? Certainly as a group, we are getting older, and for some of us the old legs just won't keep up anymore. Do we need more slow rotation events just to keep some of us active?

It seems we have more questions than answers at this point.

So, what would it take for YOU to become more active at contests? You need to let someone know. Problems can't be fixed until we determine what they are.

We should all try and attend as many contests as we can in 2007 or we may find that fewer and fewer will be offered.

SSR Article

I received mixed reaction to my article on SSR tips. Some folks were happy that information is actually being shared, and others saw it as what is wrong with racing today.

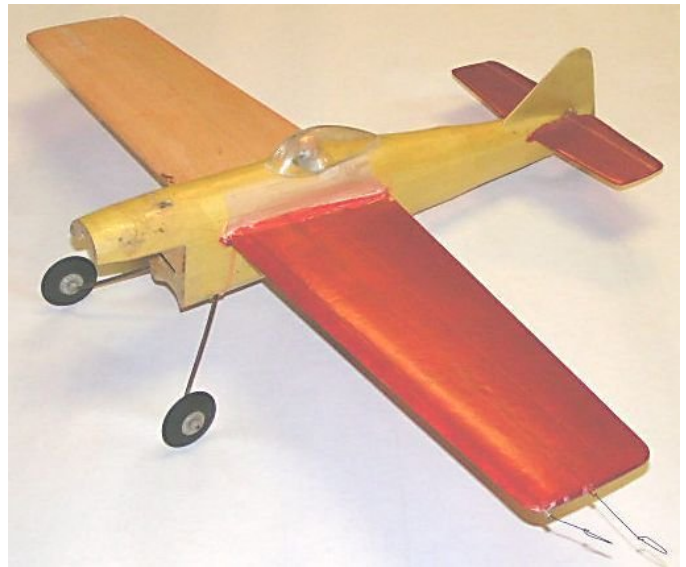
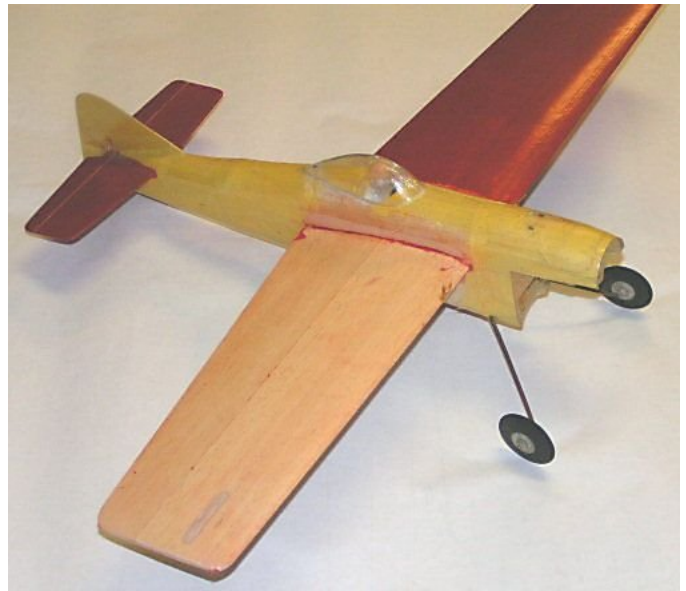
The purpose of the article was to show how to get the best out of the equipment you have, within the rules. Notwithstanding the part of the article having to do with engines, the rest of the article can apply to any suction event. One of the positives was that I was able to help out a fellow with some venturi's for his Thunder Tiger .25's. Racers helping out Racers, Isn't that what the NCLRA is all about.

Project Rambler

Currently, I'm working on refurbishing an old Rambler "B" team racer. This airplane was built sometime in the late '50's, early '60's and by all accounts, had never been flown. I'm in the process of removing the old doped on silk finish. When this is completed, I plan to replace some of the planking on the top side that is soft and thin, replace the bellcrank and leadouts, and fiberglass the entire airplane. Next, I will update the engine bay with some aluminum plates, and mount a stock O.S. 25 LA engine. The original fuel tank and shutoff will be used, although the tank will be updated to a uniflow system, and the capacity reduced as it is too large. The shutoff is original and surprisingly doesn't leak! I will also make a new larger stab, as the current unit is warped. Here are some pictures of the airplane and fuel tank with shutoff.

Best of the Holiday season to everyone.

Till next issue....Les



MORE B TEAM RACERS!



VIC GARNER recently sent me some info on his latest B Team racer featuring a beautiful paint job by Dave Dawson;

These are the specs of my new airplane.
Features Mechanical quick fill, Glen Lee wheels,
Fiber glass prop by Steve Eichenberger, Pilot from a
Cox PT 19 and a Gillott bellcrank.

Dimensions:

Wing span 28 1/8"

Root chord 5 1/2

Tip chord 4 3/8

Prop to leading edge 3 7/16

Elevator hinge to wing leading edge 12 1/2

Stab span 13"

Stab chord tapering to 2 1/4

Elevator 1 1/4 tapering to 1



Fine job, Vic! We knew you couldn't stand retirement! Keep those cards & letters coming!

JERSEY VISIT- BILL LEE

While I was in the Northeast for Thanksgiving visit with family, I had the opportunity to spend Sunday, November 19 with a bunch of the guys from New Jersey and surrounding area. This was the contest that was originally "SJAM - Nov 19" and was originally scheduled for Sewell, NJ, but got moved to the Middlesex Aeromodelers beautiful new site in Middlesex, NJ.



I picked up Doc Jackson that Sunday morning and we found our way over to the flying site. Got there before anybody except Raul Diaz, who had already set up his tent and table inside the fence near the circle. The day was overcast and fairly cold although a good coat kept it reasonable.

Two events were flown: 1 oz. Goodyear, and Clown. Results were as follows:

1 oz. Sport Goodyear	
Tom Schaefer	8:23
Al Ferraro	9:13
Raul Diaz	13:03
George Connors	DNF

This is an interesting variant of a category of event flown across the country: local rules Sport Goodyear. As I understand the New Jersey rules, any engine is allowed, but with the fuel capacity restriction, all-out horsepower is not always welcome



Al Ferraro pitting his Clown entry

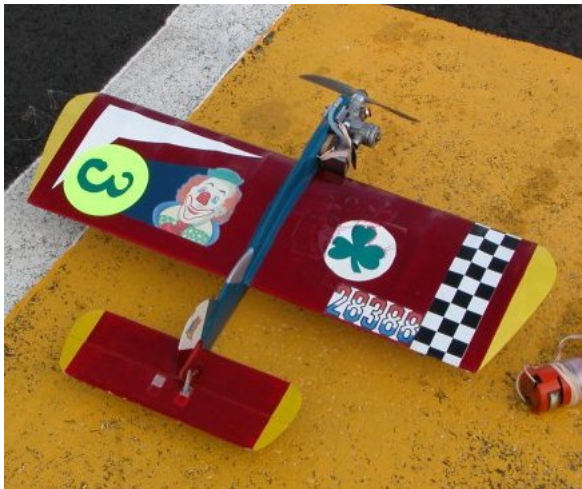
Clown

Tom Schaefer	167
Al Ferraro	158
George Connors	132
Raul Diaz	124
Patrick Ferraro	114
John Ross	80



Raul Diaz fires it up

Seems like the dominant engine this day was the OS Max .18 car engine that has been converted to use a prop. All of the large head fins are cut off, a Rossi Nova plug is used and several different props.



George Connors' colorful Clown

Clown performance was very good at 167 laps for 7- 1/2 minutes by Tom Schaefer. In his second heat, Tom turned 161 as I recall to verify that the 167 was no fluke. Al Ferraro had a smoker going but had a pit where the pilot, John Ross, tried to shut down the model too quickly and missed the pit, resulting in a 1/2 lap run by the pit crew. And they STILL turned in 158 laps!

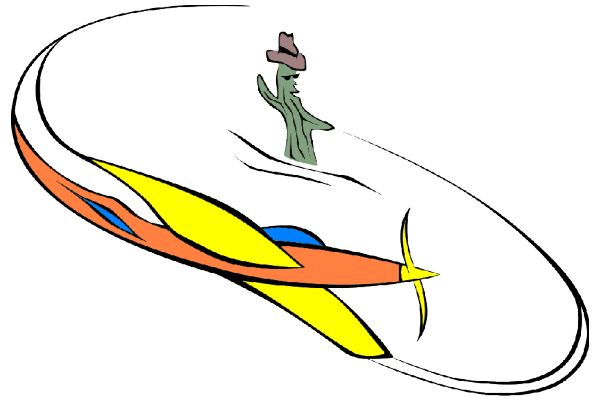


OS .18 engine in Tom Schafers' Clown

After the racing, Doc and Raul Diaz and I found our way to a local diner for a bite to eat. Now figure this: the name of the diner was the "Mountain View Diner" with no mountains in view as best as I could tell. And they had a "Greek specialties" section on the menu with some really GOOD Greek food.

"Greek specialties" in the middle of New Jersey in a diner with the name "Mountain View Diner"?!! Go figure! :-)

The Central Arizona Control Line Club



PRESENTS

CABIN FEVER 2007

With lots of help from the Cholla Choppers and others.....

DATE: March 24th and 25th **PILOT'S MEETING:** 8:00 AM Both Days

LOCATION: Cholla Choppers Flying Field, Christopher Columbus Park,
Silverbell Road, Tucson Arizona*

FEES: \$20.00 Entry (includes first event, and fuel fee)
\$5.00 each additional event

Contest Director: Ken Gulliford
(623) 877- 8823

Asst CD: Mark Smith
(623) 877- 8968

SATURDAY EVENTS

FAI F2C
Super Slow Rat (SSR)
Mouse I (Modified Production Reed Valve)
Mouse II (Spring Starters – Any Fuel) Texas
Clown Race
Fox Race
Sport Proto Speed (Time Permitting)

SUNDAY EVENTS

B-Team Race
NCLRA .15 Rat
SCAR / ACLA Formula Unlimited
Quickie Rat
Sport Proto Speed (If not flown Saturday)

AMA RULES: (316) Mouse I, (317) Mouse II, (318) F2C
NCLRA RULES: Clown, Fox, SSR, Texas Quickie Rat, NCLRA .15 Rat
SCAR / ACLA RULES: Formula Unlimited
CACLC RULES: Sport Proto Speed

Contact Ken Gulliford for Rules Questions (623) 877- 8823

RULES DEVIATIONS and Special Instructions:

Mouse I - Modified Production Reed Valve Engines Only

Mouse II - Spring Starter and Any Fuel Allowed

Sport Speed - 300 sq. in. x 1 in. thick wing, Under \$100.00, .35 Front Rotor Engine, 60 foot .015 lines, gravity feed fuel, 14 laps from takeoff in speed pole. Any Fox Racer fits the bill.

* The flying site has been rented and is open flying all day on Friday, March 23rd, for Earlybirds and those that need to get a needle. No club officials will be present. Courtesy Rules are in effect, along with all Club, NCLRA, and AMA Safety Rules. Enjoy!

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. Members can log in there and submit contest details. All contest information must first be posted to the web site.

Southwest District

AZ

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

CA

FEB 25- - Sepulveda Basin, CA (UnSanc) 2nd Denny Shauer Memorial. Site: Sepulveda Basin, CA. Events: AMA Mouse 1, NCLRA Clown, NCLRA Super Slow Rat, SCAR Goodyear, NCLRA B-Team Race, F2CN, and F2C Sponsor: SCAR #4641. CD: unknown, Phone: [tbd1\(day\)](mailto:tbd1(day)@aol.com)

AZ

MAR 24- 25- - Tucson, AZ (AA) Cabin Fever 2007. Site: Christopher Columbus Park, Silverbell Road, Tucson AZ. Events: Saturday: F2C, Super Slow Rat, Mouse I, Mouse II, Clown Race, Fox Race, Sport Proto Speed; Sunday: B-Team Race, Rat, SCAR/ACLA Formula Unlimited, Texas Quickie Rat Saturday Sunday (if not flown Saturday): Sport Proto Speed Sponsor: Central Arizona Control Line Club #4116. CD: Ken Gulliford, 10001 W. Colina Ct., Phoenix, AZ 85037. Phone: 623- 877- 8823(eve) E-Mail: KGRTR@cox.net Class I Mouse: Modified Production Reed Valve; Class II Mouse: Spring Starters – Any Fuel. Sport Speed - 300 sq. in. x 1 in. thick wing, Under \$100.00, .35 Front Rotor Engine, 60 foot .015 lines, gravity feed fuel, 14 laps from takeoff in speed pole. Any Fox Racer fits the bill. Additional contact: Mark Smith 623- 877- 8968

CA

APR 28- 29- - Whittier Narrows, CA (UnSanc) Bill Nusz Memorial. Site: Whittier Narrows, CA. Events: SUN: AMA Mouse 2, NCLRA Super Slow Rat, NCLRA Clown, AMA Rat, NCLRA TQR, F2CN and F2C Sponsor: SCAR #4641. CD: unknown,

CA

JUN 09- 10- - Whittier Narrows, CA (UnSanc) 1st Bev Wisniewski Memorial. Site: Whittier Narrows, CA. Events: SUN: AMA Mouse 1 and 2, NCLRA B-Team Race, AMA Scale Race, NCLRA Clown Race, NCLRA TQR, F2CN and F2C Sponsor: SCAR #4641. CD: unknown

CA

AUG 04- 05- - Napa, CA (UnSanc) 3rd Annual Northern California C/L Racing Site: Napa, CA. Events: Sat: AMA Scale Race, NCLRA Clown Race, Formula Unlimited, NCLRA Super Slow Rat; Sun: AMA Rat, NCLRA B-Team Race, SCAR Goodyear, NCLRA TQR Sponsor: SCAR #4641. CD: Jim Perrson, Phone: 925- 846- 3999(day)

CA

SEP 08- 09- - Whittier Narrows, CA (UnSanc) 2nd Annual Wayne Trivin Memorial. Site: Whittier Narrows, CA. Events: SUN: AMA Mouse 1, SCAR Goodyear, NCLRA Clown Race, NCLRA Super Slow Rat, NCLRA TQR, SCAR Orange Crate Race. Sponsor: SCAR #4641. CD: unknown

CA

OCT 20- 21- - Whittier Narrows, CA (UnSanc) Virgil Wilbur Memorial. Site: Whittier Narrows, CA. Events: Sat: AMA Scale Race, SCAR Formula Unlimited, AMA Rat, AMA Mouse 1 - 2; SUN: NCLRA Clown, NCLRA B-Team Race, SCAR Goodyear, NCLRA Super Slow Rat, NCLRA TQR, F2CN, F2C. Sponsor: SCAR #4641. CD: unknown

CA

DEC 01- 02- - Whittier Narrows, CA (UnSanc) Toys for Tots. Site: Whittier Narrows, CA. Events: Sun: AMA Mouse 1, NCLRA Super Slow Rat, NCLRA Clown Race, SCAR Formula Unlimited, NCLRA TQR, F2CN, F2C Sponsor: SCAR #4641. CD: unknown

NATIONAL RECORDS

SLOW RAT

JR (70 LAP) 5:16.20 SCOTT MATSON
7/10/00
(140 LAP) 6:47.37 SCOTT MATSON
7/10/00
SR (70 LAP) 4:29.63 HOWELL PUGH
7/20/94
(140 LAP) 10:58.47 DOUG SHORT
7/10/00
OP (70 LAP) 2:36.31 BOB OGE
7/18/91
(140 LAP) 5:24.94 MIKE GREB
7/19/90

½ A MOUSE 1

JR (50 LAP) 2:37.57 SCOTT MATSON
7/15/99
(100 LAP) 5:17.68 SCOTT MATSON
7/17/99
SR (50 LAP) 2:44.68 DAVE ROLLEY JR
7/15/99
(100 LAP) 5:20.11 D.J. PARR
7/16/98
OP (50 LAP) 2:12.3 JIM HOLLAND
7/16/04
(100 LAP) 4:22 RYAN&GIBEAULT
7/15/99

½ A MOUSE 2

OP (70 LAPS) 3:01.24 MACCARTHY/KERR
7/11/03
(140 LAP) 7:16.03 WHITNEY/HALLAS
7/11/03

SCALE RACING

JR (70 LAP) 2:50.65 BOB FOGG III
7/16/91
(140 LAP) 6:08.55 BOB FOGG III
6/23/92
SR (70 LAP) 3:15.12 DOUG SHORT
7/11/00
(140 LAP) 5:40.05 BOB FOGG III
7/11/95
OP (70 LAP) 2:39.38 WILLOUGHBY/OGE
7/15/97
(140 LAP) 5:33.04 BOB FOGG SR
7/16/91

F2C TEAM RACING

OP (100 LAP) 3:15.46 LAMBERT/FLUKER
9/04/05
(200 LAP) 6:57.36 LAMBERT/BALLARD
7/15/98

F2CN (NCLRA RULES)

100 LAPS JULIO ISIDRO
7/11/05
200 LAPS BOB WHITNEY & DAVE HALLAS
7/11/05

'B' TEAM RACING

OP (35 LAPS) 1:24.34 BURKE/DULY
7/12/05
(70 LAPS) 3:11.51 BURKE/DULY
7/12/05
(35+70 LAPS) 4:35.85 BURKE/DULY
7/12/05
(140 LAPS) 6:45.1 BURKE/DULY
7/13/04

RAT RACING (.15 RULE)

OP (70 LAP) 2:44.6 JIM HOLLAND
7/15/04
(140 LAP) 5:33.1 JIM HOLLAND
7/15/04
JR-SR NO RECORD ESTABLISHED

NCLRA FOX

JR (100 LAP) 5:57.11 SCOTT MATSON
7/11/99
SR (100 LAP) 5:28.09 SCOTT MATSON
7/16/02
OP (100 LAP) 5:32.55 TIM STONE & BOB OGE
7/10/05

NCLRA CLOWN

OP (15 MINUTES) 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

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NCLRA Membership Form

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