

**From: National Control Line Racing
Association
Bill Lee, President
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TO



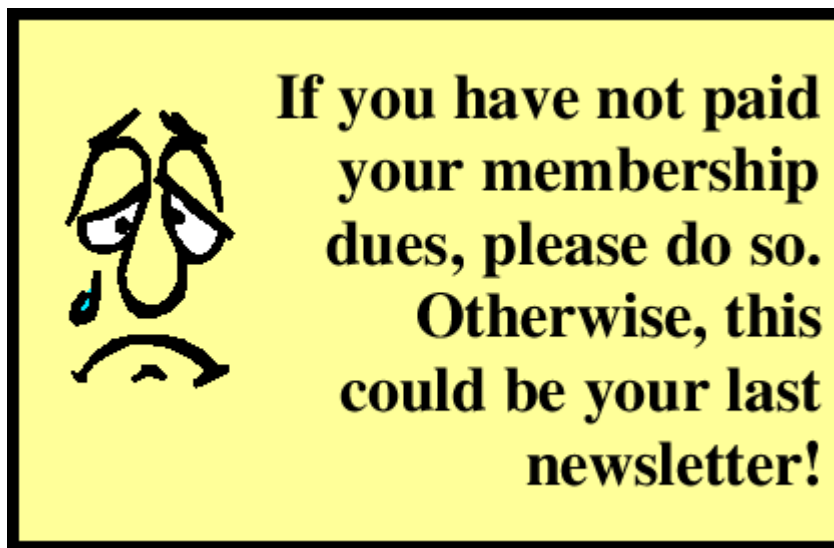
Lineup of 'B' Team racers in Tucson

Torque Roll!!

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Of the NCLRA
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Please note!!!

This will be your final issue of the *Torque Roll* if you have not renewed your membership.



Renewal is easy online at <http://www.NCLRA.org>

President's Column – Bill Lee

NCLRA Elections: Just a reminder that elections for the District Representatives will be held this year. Nominations are open now and through April. Please send nominations to me and/or Tim Stone.

Contest Season: Yes, I know: the contest season never really ends in some parts of the country! But for most of us, winter is a time for building and planning for the following year. Most of us haven't done any flying, and the good weather is now here. So get out and fly a bit!

Cabin Fever in Tucson is behind us. Unfortunately I wasn't able to attend since duties to AMA for FAI representation took me to Switzerland for the CIAM Plenary Session in Lausanne. (More on that later.) Shortly after you get this issue we will have the F2C contest in Dallas. Hope to have a good number of teams there for competition. Times from each day of this contest will be counted individually for purposes of the F2C Team Selection Program.

Toward the end of April the guys in California get it cranked up with the Bill Nusz Memorial, Northwest is the Jim Walker Memorial in Portland and then the Spring Warm-up in Dallas, Texas.

In May, St. Louis will host their traditional Midwest Speed and Racing contest followed a week later by the Topclass contest in Topeka. And, of course, the big Northwest Regionals in Eugene, Oregon.

The Calendar as it is known is published elsewhere in this newsletter, but you can see the absolute current version on the NCLRA website at

<http://www.NCLRA.org>

And if you are having a contest, or know of one that is not listed, PLEASE send in the information. You can do that from the website as well by going to

<http://www.NCLRA.org/Calendar/DataEntry.php>

FAI Meetings: As you know, the FAI is the international organization which governs all of sport aviation. Aeromodeling is a very significant component of the FAI with the largest overall membership of any sporting aviation discipline.

Within the FAI, each discipline is governed by a "Commission". The Commission for aeromodeling is the CIAM (an acronym stemming from the French roots of the FAI and which I won't even TRY to say!:-)) The CIAM is comprised of two major pieces, the Bureau and the Plenary.

The Plenary is the actual body of national representatives and has the authority and

responsibility to vote on matters affecting aeromodeling. Each member nation in the FAI identifies its National Aerosport Control (NAC), and the NAC then names delegates from their nation to each of the Commissions.

In the United States, the NAC is the National Aeronautic Association (NAA). NAA is mostly an umbrella organization covering member organizations for the various sport aviation disciplines. For aeromodeling, the AMA is the NAA-designated organization, and all FAI aeromodeling concerns are handled exclusively by AMA. The AMA names the delegate to the CIAM, and he is Dave Brown, our AMA President.

The second part of a commission is the Bureau. This is a small collection of officers elected by the Plenary to serve as a "Board of Directors" so-to-speak. The Bureau has many responsibilities but ultimately reports to the Plenary. The officers are the President, several vice presidents, recording and technical secretaries, etc.

Within the Plenary, technical subcommittees are named for each of the modeling disciplines. Each member country has technical specialists which the NACs name that serve as members of the subcommittee. There is one technical subcommittee for control line (F2), as there is for Free Flight (F1), but each of the RC categories has its own individual subcommittee.

Each committee is led by a chairman, nominated and elected by the Plenary. The Chairmen of the subcommittees are also members of the Bureau. The F2 technical subcommittee has been led for many years by an American, Doctor Laird Jackson. However, Doc is stepping down at the end of his current term in March 2008 and AMA has asked me to fill in for him. I will be working with Doc for the next year, kind of as an assistant chairman, and if the Plenary so decides in 2008, as the chair.

The Bureau and Plenary both meet in March in Lausanne, Switzerland. That unfortunately conflicts with Cabin Fever for me. The meeting this year discussed some clarification and safety changes in the F2 rule, with only one affecting F2C (Team Race), a change to allow a small tolerance in the length of the lines, and a specification on how the lines must be held while doing the line length check. Both changes came about as a result of the significant increase in the number of TRs with retract gear which, when the lines are pulled tightly, actually change the line length slightly. If interested, contact me for the exact wording.

There were changes for the other F2 disciplines as well.

NORTHEAST REPORT-JASON ALLEN



I just got back from the Cabin Fever contest in Tucson. I've come to really enjoy this contest. Don't get me wrong, I like flying at contests all the time, but this is one of the better events of the year. It makes a nice change from the March weather here in the north eastern United States. Going from winter weather to 70's and 80's with bright blue skies, is a very nice way to start the contest season.

The Central Arizona Control Line Club and the Cholla Choppers put on a very good event, and a great big thanks goes out to all those who volunteer there time to put on such a great weekend. With the travel involved in getting to Muncie some folks we don't get to see at the Nats are able to make it to Tucson, making it great to see those familiar smiling faces there. The weather was spectacular, so another big thanks goes out to the South Western folks, for getting it there just in time. We arrived on Friday night and from some of the stories we heard Thursday and Friday during the day weren't pretty. Hail and rain keeping practice to minimum.

The only drawback to this contest is the amount of events being contested in only two days. But I heard talk about extending future events to three days. Saturday started with the Mice. Mouse I and Mouse II, then into the bigger planes, Clown and SSR. On Sunday we flew Fox Race, BTR, Rat, Formula Unlimited, Rat and Quicky Rat. Because of the compressed schedule we only flew a couple of 2 up races in F2C TR but we did see two new teams to the TR family, Cave/Holland and Hull/Dawson. It's nice to see folks trying it out, and I have to say, both teams looked good doing it. If they stick with it they should succeed.

All the results will no doubt be listed elsewhere in this issue (and really I was having too good a time to write them down). I do remember some good races. Rat was again won by a Team Racer with long lines. This just goes to show you that racing isn't speed. While flying the second heat of our (Whitney/Allen)

race, I did have to prove a point, and was able to pass a full out, "on song" rat racer with the Diesel. I didn't even whip that hard (insert foul here).



Another fun race was the BTR final. It was a two lap race between Russ Green and Les Akre with Brokaw a close third. Until, that is, Les blew a plug in the last pit. Quicky rat was, as always, a close race throughout the heats into the feature. With the winning two time separated by 2 seconds, McCollum/Green beating out Holland/Cave, with Akre/Allen coming in third. With all the hardware that I saw Hull/Dawson take home, I think we can now safely say that Dave Hull can retire the "McSlow" moniker. So keep saving up that great weather down there in Tucson and we'll see you next year.

North Central District - Les Akre

I've just returned from Cabin Fever 2007. If you could not attend this great contest put on by the Cholla Choppers Control line club, you missed 2 days of close racing and great comraderie. I'm sure that a full contest report will be included else ware in this issue, so I'll limit my ramblings to some of the things I observed in the 2 days of competition. Firstly, some thanks have to go out to all of the people that made this contest a reality. Ken Gulliford, chief CD. Mark Smith, Event director, problem solver, and chief "whip Cracker" who hustled things along and made sure we got all the events flown. John Bruman for the nice Brisket lunch on Saturday, and helping wherever he could, and last, but certainly not least, all of the timers and other support staff who made the contest run smoothly. I can't remember all the names but I do appreciate what you have all done.

The new flying height rule was used at this race, and there was a bit of confusion concerning the

interpretation of this rule, but that was soon sorted out during the first couple of events and with everyone having a more clear understanding, we continued on with very few infractions being given by the CD.

On the subject of infractions, I still feel that we need to go a step further and use colored “bibs” like they used at the World Champs. It is certainly much easier to say “Red team stop whipping” or “Yellow team, keep it down” than to remember the names of the team members in any particular heat.

All of the pitting positions in the feature races were decided by the heat times. This worked out well, although the lack of wind at this particular race rendered it pretty much inconsequential.

Of all the events offered at this contest, three registered double digits. Clown racing had 11, B team race and TQR had 10. No event had less than 5 entries.

Most of the heats were run 3-up, with only odd entry numbers, and equipment problems causing the majority of the 2-up heats.

I was kept pretty busy for the entire two days with some nagging equipment problems, (mostly my wheels kept coming off!) This caused no end of grief for me, and I have since obtained some Dons Hard rubber wheels for all my racers. These are currently being manufactured by Mark Warwashana, and are available in the original black rubber, as well as red polyurethane. They are available in sizes from 1¼” to 2¼” in ¼” increments.

SSR had good competition with a heat time faster than 5:56 needed to make the feature. TQR was also hotly contested, with the 3:01 turned in by yours truly being the bump spot for 3rd qualifier in the feature. The feature races in Clown and B Team Race drew much applause. The winner in clown was Russ Green, turning in “something” over 300 laps. The whistle was not heard by the person counting laps for Russ’ entry, so his actual time is a bit of a mystery. (The contest management intends to address this problem so that it does not happen in the future). The Burke/Duly Camp conceded that Russ appeared to be a couple of laps ahead, so he was declared the winner. With some of the pilot’s tongues hanging out after 15 minutes of hard fought 3-up racing, nobody was really interested in re-running the race!

The B team race feature started off with the Akre entry gaining about a lap and a half lead right off the start and holding the lead for about half of the race. However, about the time for his third pit stop, the plug went south, and the ensuing time to replace it and continue on was more than Green entry needed, and they easily took the win. Even with the plug change, Akre was able to squeak out 2nd place. Burt Brokaw finished 3rd.

The trophy plaques were laser engraved with the Cabin Fever logo, and the event name, and were quite attractive.

Again, my thanks to everyone who helped put on this contest, and to everyone who made an effort to show up and compete.



The B team race finalists, from left to right. Team Brokaw third place, Team Green first place, Team Akre second place.



All of the B team race entries, 10 in all!

SOUTHEAST REPORT - BOB WHITNEY

Tucson has come and gone, a good time was had by all. The weather was great, and the flying was great. I arrived Thursday afternoon in a driving rain storm. Friday was cool turning into rainy and windy

sending everyone to the local pizza joint, for the afternoon. Sat and Sunday made up for it with perfect weather

The flying was very good with 3 up in mouse2, BTR. Fox, Quickie, and 15 rat. F2C became a practice session for Dave Hull and Bill Cave, both did very good, finishing their 2 up races on the first try.

John McCollum continues to be the master of mouse 1, Whitney & Allen knocked almost 2 min off the M2 record (unofficially). BTR had 10 entries. Don Burke and Ron Duly gave everyone else a chance by blowing plugs with both of their entries. Les Akre and Russ Green were putting on a good show until Les blew a plug giving the race to Russ.

Quickie was another close one I believe John McCollum got Jim Holland by a few tenths at the end.

Clown had the usual riff raff. If you didn't do over 155 laps in the heat you didn't fly the final which would have had three 300 lap finishers if I had held up my end of the deal (I flooded my OPS 19 on one pit) and that was that! Russ Green was using a Fora and Ron Duly had a new engine with a big Z on the side of it, that's all I know about it.

Most people still seem to be having trouble getting 15's to run in Rat. Steve Eichenburger had the fastest plane when he could get it running! Jim Holland was using a Goodyear with 18sec airspeed, Dave Hull had a Quickie style rat with medium speed and good starts. Jason Allen and I brought back last years winning F2C with a 15 cc tank and a new Cyclon engine. Three good pits and 17sec air speed put us out front at the end of the race.

We have met so many good people at the Cabin Fever contest it is hard to name them all so I wont try, but just say C/F is already on my list for next year!

When you do things for a long length of time certain things stand out in your mind would like to share a few of mine.

The first would have to be getting to fly the late Bill Wisniewski's 1/2A speed plane when I was a 12 year old at the Nats and then getting to take it home! I wore out three engines in that plane.

Next would be setting the Sr 1/2A speed record in about 1961.. next would be making the 1966 USAF team and winning the team championship at the Nats. Next would be flying jet Bill's jet at 196 mph and flying Glenn Lees' and Ned Morris' D speed planes at over 190mph, next and right at the top would be finally making the US F2C team after more than 10 years of trying.



Now I have one more to add to the list. My good friend Keith Trostle, a well known stunt flyer who has put up with our crew for the last two C/F's finally gave in and let me fly his Al Rabe designed semi scale BEARCAT stunt ship. Now this is a seven year old ship with many VSC wins to its' credit and I haven't flown a real stunt ship since 1984 (what was he thinking??) Keith put up a flight to check everything out and then handed it over to me. After a fair takeoff and a few laps to settle the nerves I started putting it through the pattern. What a great airplane, no wonder it wins so much! It made me feel like I could do anything I wanted, I made a 3 bounce landing & I realized that my mouth was totally dry. That flight will all ways be the best 6 min of flying I have ever had, thanks Keith, RAD.



My alignment jig

EDITORS' COLUMN- TIM STONE

NCLRA ELECTIONS FOR DISTRICT REPS

This year is the election year for District representatives. Here is the text from the NCLRA Bylaws concerning elections;

“Nominations are open, anyone wishing to hold office will submit their name to the President and Newsletter Editor between March 1 and April 30, for publication in the June Newsletter.

Ballots will be in the June Newsletter, and must be returned by July 1. The results will be announced at the annual meeting at the Nationals.

All open category members, who were members prior to March 1, shall have the right to vote.

District Representatives will be voted on by members of that district.

In the event of a vacancy the President shall appoint a member to fill the vacancy. Vacancies shall be filled only for the remainder of the un- expired term.”

The Southwest district has already had Ron Duly & John Bruman nominated to replace Doug Mayer.

The South Central district has Mike Greb nominated to replace Russ Green.



Stu Willoughby, British dentist now living in Illinois. Pitman Bob Oge, never before started diesel. They set U.S. FAI record.

From Model Builder magazine 1978...

NOMINATION TO NCLRA HALL OF FAME

Pete Soule has formally submitted this Hall of Fame nomination that is in my opinion long overdue;

Nomination of Herbert Stockton and Donald Jehlik to the NCLRA Hall of Fame

Herbert Stockton

Born; Dec. 9 1929 Washington DC

Started modeling; about 9 - 10 year old, 1938-1939- building 5&10 cent store kits, by high school I was

building- flying gas powered free flight. My favorite was Sal Taibi's Pacer C, powered with the Rocket 46. After building and losing three of Pacers to fly aways, ontrol line flying looked interesting, so I think I stopped flying free flight completely about 1950 51. First Trophy; 1953 3rd place control line C speed.

Donald Jehlik

Began model building in 1942 in Decatur, Ga: when a landlady gave Brother Dave and Don a stick rubber kit. Moved to Cincinnati Ohio in '43. Father located a Cleveland 36" P-40 scale stick kit which was his first completed model.

Moved to Ames IA in '45. Bought an Arden 19 and Goldberg Zing CL model. First C/L plane flown. Followed by many kits and engines, FF and CL. Entered local contests in Iowa and Minnesota through 1957. Met Herb Kothe and Pete Brandt at Iowa State- we became future International competitors in CL and FF.

Became the AMA record holder in PAA Load FF in '52 and CL C Speed in '55. Moved to Virginia in '57 and flew CL speed exclusively until '60 when I met Herb Stockton and became his FAI TR mechanic. We competed Nationally and Internationally from '61 to '72.

These two men met and became F2C World Champions. Here is Don's account of how they got together.

“I offered to help a flier start the diesel engine in a plane at the DC Navy Yards and Docks parking lot beside the National Cemetery.. His helper wasn't able to do it. I was successful and the pilot asked me to restart several times. At the end of the day, he asked me if I would help him again next week. After several weekends helping, the pilot asked me if I wanted to practice to make the US Team. I asked- What event? He was surprised and said I was the one who set up and ran the US FAI Team Selection Program. Didn't I know what a Team racer was? I got over my gaffe and said sure.

We practiced for a number of weeks and did not enter local contests. Herbs objective was to approach the event systematically. There were many elements of this system to develop -then incorporate into our competition system. The process was a 5 step process as follows:

1. Identify
2. Isolate
3. Solve
4. Integrate
5. Validate

Herb went on to develop both the engines and airframe with Don, Herb doing most of the machining work. And primary builder. Don doing test and engine development. The record in

International competition is unmatched by any other US team;

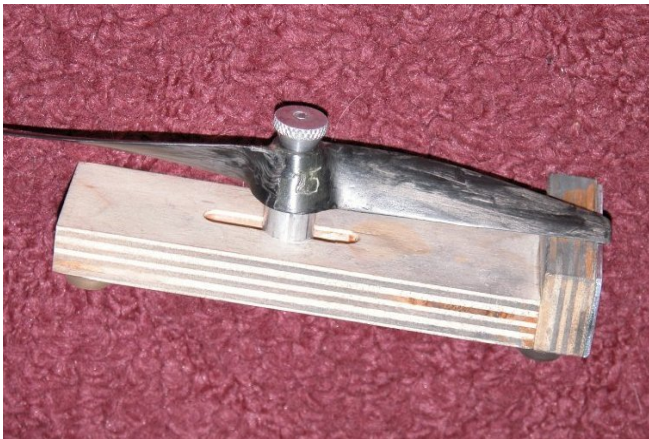
- Team members for the 1962 World Championships in Kiev
 - Second in the 1965 Criterium of Europe
 - First in the 1966 World Championships in England
 - First in the 1967 Criterium of Europe
 - First in the 1968 World Championships in Finland
- Subsequent to competition Don served at many World Championships including
- Member, Chief of FAI TR juries 1978, 1984, 1986, 1988, 1994.
 - US CL Team Manager 1980, 1982
 - Official and technical lecturer: China National Championship, 1985
- Out of the 72 F2C teams the US has sent to the World Championships we have won podium positions three times. Two of them were the only two first places we have won in those 26 contests”.

They were both won by Stockton and Jehlik. They should be in the NCRLA Hall of Fame.
Pete Soule

Prop Diameter Trimming Jig **Bill Lee**

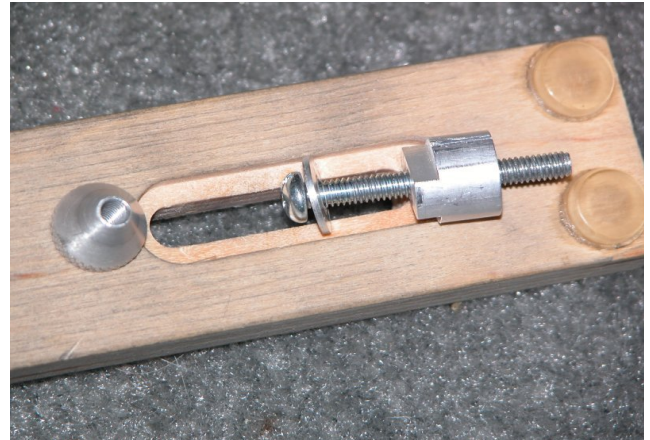
Accurately trimming a prop diameter is an essential part of setting up a CL Racing rig for competition. Most set-ups are sensitive to diameter changes as little a 1/10th of an inch. Always in the past I had tried to use a scale or a dial caliper to mark the proper diameter on each blade, and then a sanding block to try and trim to the mark. Always close but always not “just right”.

A few years ago I saw a little jig that Dick Lambert was using. I copied it and now use it for all of my TR prop work. Basically it is a way to mount the prop so that the tip falls over the end of the jig where it can be sanded accurately to the dimension of the jig. The jig is made so that you can mount the prop very accurately in relation to the end of the jig and thereby cut its diameter to an accuracy measured in a few thousandths.



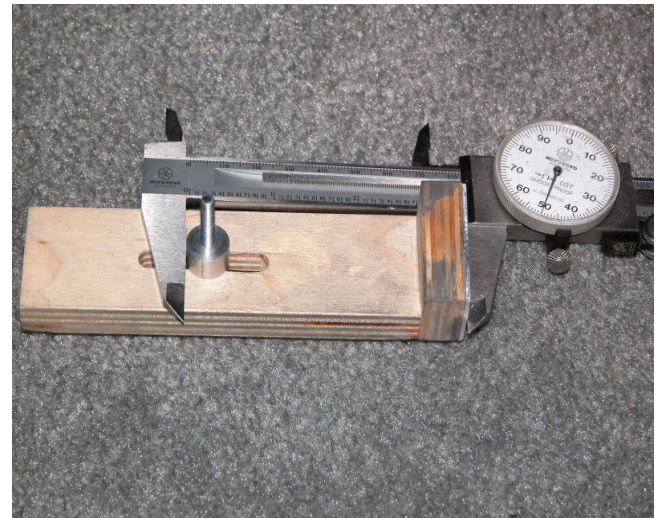
Here's a photo of the jig with a TR prop on it. Note that the prop is mounted on a piece of aluminum and held down with a conical nut with a knurl. If you're familiar with a Prather pitch gauge, this is the same way the prop is mounted there.

The aluminum mount is held to the base with an 8-32 x 1-1/2” bolt from the bottom. The mount has a flat-sided stub that matches the slot in the base.



The next picture shows the hardware laying on the underside of the base. (The two round dots are plastic “feet” that I added to make the thing sit firmly on a bench.) In the picture you can see the conical nut and the aluminum mount with the flat-sided stub on the bottom.

Using the jig is quite simple. Since the diameter of the aluminum mount is 1/2” I use a dial caliper set to the radius of the prop I'm wanting to make, and then add 1/4”.



Here is a picture showing how the jig was set to make a prop of exactly 6” diameter. The dial calipers are set to 3-1/4” and the mount set so that it's “back side” is just that distance from the sanding face of the end piece.

Below you will find a set of 3-views for the jig. You will need a lathe and a mill to make it easily, but I am sure it can be done with more ordinary shop tools. Since I have a mill and a lathe, that's what I used! :-)

First item is the base. It needs to have a groove milled half-way through from the bottom. This provides a place for the head of the screw and the washer to locate. Then a narrower slot needs to be milled all the way through. This slot guides the aluminum mount and provides for the adjustment to set the prop diameter.

The end- piece is cut as shown. The 20° angle on the top is approximate and is close to what a TR prop will be at about 6" diameter. The end- piece is epoxied to the end of the base.

The mount is a piece of 1/2" aluminum bar stock, drilled and tapped all the way through for an 8-32

bolt. The bottom of the mount is machined flat on both sides for 1/8" until the thickness matches the slot in the base.

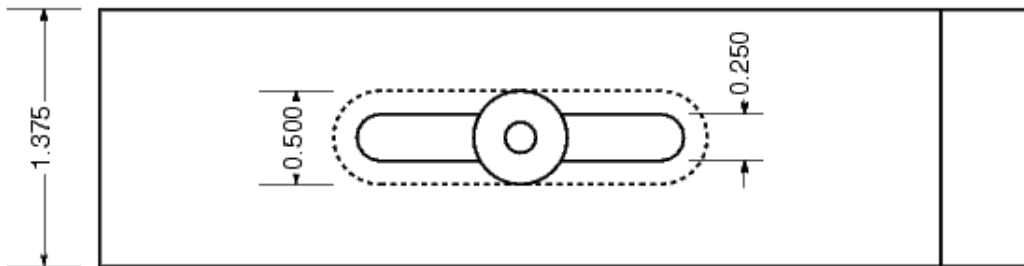
The conical nut is also cut from 1/2" bar stock, drilled and tapped all the way through for 8-32. The angle of the cone is TLAR. (That Looks About Right)

Not shown on the drawings but evident on the pictures is a piece of 1/16" aluminum sheet glued to the end of the end- piece. It is there so that when you use the sanding block against that surface, you don't eat up the wooden end- piece.

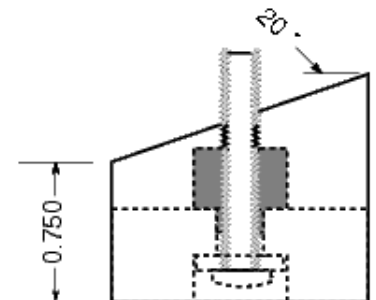
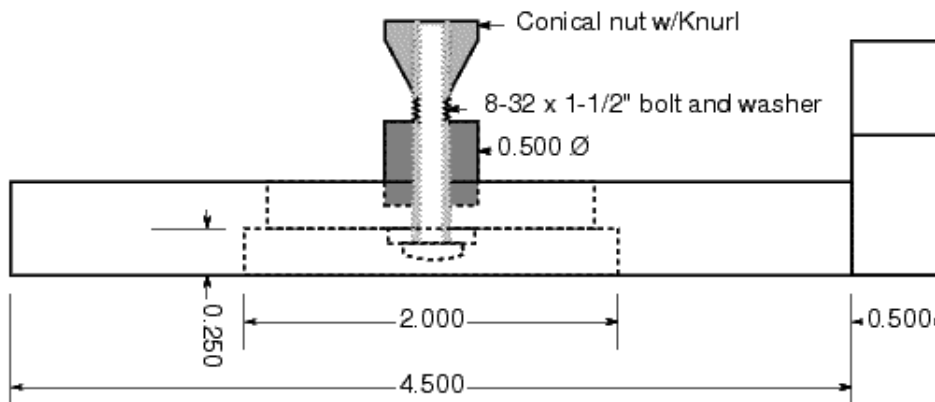
The dimensions on the 3-view are for props in the 6"-7" range. The dimensions can be adjusted to suit your needs for larger and/or smaller props. Just make the base longer, make the groove and slot longer, and perhaps adjust the height of the aluminum mount and the end- piece.

Prop Diameter Trimming Jig

Bill Lee - April 2007 Torque Roll



(Base and Endpiece: 1/2" Baltic Birch plywood)



CONTEST RESULTS- TUCSON 3/24 & 25 "CABIN FEVER"

SPORT SPEED- 5 ENTRIES

1 BURT BROKAW	38.77
2 BOB CHRIST	39.84
3 DOMINIC MANCINI	43.22

F2C FAI TEAM RACE- 3 TEAMS

1 HOLLAND/CAVE	3:50.1
2 WHITNEY/ALLEN	4:02.6
3 DAWSON/HULL	4:31.5

MOUSE 1- 7 ENTRIES

1 JOHN MCCOLLUM	4:59.8
2 DAVE HULL	5:28.8
3 RUSS GREEN	5:31.3

MOUSE 2- 5 ENTRIES

1 BOB WHITNEY	5:59.5
2 DAVE DAWSON	10:26.1
3 JIM HOLLAND	

NCLRA CLOWN RACE- 11 ENTRIES

1 RUSS GREEN	324 LAPS
2 RON DULY	319 LAPS
3 BOB WHITNEY	270 LAPS

NCLRA FOX- 5 ENTRIES

1 JOHN MCCOLLUM	6:10.3
2 LOU WOLGAST	9:59.8

B TEAM RACE- 10 ENTRIES

1 RUSS GREEN	6:48.6
2 LES AKRE	8:04.6
3 BURT BROKAW	8:23.1

NCLRA SSR- 7 ENTRIES

1 RANDY BUSH	5:33.2
2 DAVE HULL	5:52
3 BILL CAVE	5:56

.15 RAT- 6 ENTRIES

1 BOB WHITNEY	5:58.8
2 DAVE DAWSON	8:41.8
3 STEVE EICHENBERGER	9:58

TEXAS QUICKIE RAT- 10 ENTRIES

1 JOHN MCCOLLUM	6:16
2 JIM HOLLAND	6:18
3 LES AKRE	6:52

FORMULA UNLIMITED- 5 ENTRIES

1 JIM PERSSON	7:16.1
2 DAVE HULL	7:37
3 STEVE EICHENBERGER	9:40.7



Keith Trostles' fine looking B Team racer



Clown racing (L/R) Ron Duly, Jim Holland, Dave Hull



A mix of Clowns & SSR's in the pits

Team (Slowest/Time)	2006 Cabin Fever	2006 St. Louis Speed and Racing Contest	2006 U.S. NATs	2006 World Champs	2006 Virgil Wilbur	2006 Toys for Tots	2007 Cabin Fever	2007 Dallas F2C-1	2007 Dallas F2C-2	#Heats/Average
Ascher/Ascher 3:30.03	R:4 H:1 N:3 R:3 H:2 N:3 3:26.09 3:27.76				R:1 H:1 N:2 R:4 H:1 N:2 R:1 H:1 N:2 3:28.08 3:30.03 3:20.96 3:25.14	R:2 H:1 N:2 3:25.14				N:6 3:26.34
Fluker/Lambert 3:36.44	R:2 H:1 N:3 R:4 H:1 N:3 3:18.16 3:28.55			R:1 H:4 N:3 3:33.3				R:2 H:2 N:3 R:3 H:2 N:3 R:2 H:2 N:2 R:3 H:2 N:2 3:29.04 3:36.44 3:23.26 3:51.02		N:6 3:28.12
Ricketts/Lee 3:48.69	R:3 H:2 N:3 R:4 H:2 N:3 R:2 H:2 N:2 R:1 H:2 N:2 R:3 H:1 N:2 R:2 H:1 N:2 3:28.94 3:34.50 3:31.57 3:33.91 3:40.99 3:48.69									N:6 3:36.43
Allen/Whitney 3:49.60	R:2 H:2 N:3 R:1 H:1 N:3 R:2 H:2 N:2 R:4 H:1 N:2 3:35.22 3:47.74	3:31.24 4:00.35		R:2 H:1 N:3 3:48.4		R:1 H:1 N:2 R:1 H:3 N:2 R:2 H:2 N:3 R:1 H:2 N:3 R:2 H:2 N:2 R:3 H:2 N:2 4:08.62 4:11.92		3:41.57 3:49.60 4:04.70 4:28.38		N:6 3:42.30
Rolley/Rolley 4:28.98	R:1 H:2 N:3 4:28.98		R:2 H:2 N:2 R:1 H:2 N:2 3:58.16 4:50.64		R:3 H:1 N:2 R:4 H:1 N:2 R:2 H:1 N:2 R:1 H:1 N:2 4:28.58 4:29.00 3:45.11 3:48.80		R:1 H:2 N:3 4:03.16			N:6 4:05.47
Wallace/Wallace 4:59.19		R:1 H:1 N:2 R:2 H:1 N:2 R:1 H:2 N:2 R:3 H:2 N:2 4:33.12 4:59.19	R:1 H:2 N:2 R:1 H:2 N:2 R:3 H:2 N:2 3:39.98 3:44.53							N:5 4:13.23
Dziak/Oge 3:39.60	R:2 H:1 N:3 R:1 H:2 N:3 3:26.74 3:37.50			R:3 H:4 N:3 R:2 H:13 N:3 3:28.9 3:39.6						N:4 3:33.19
Topunov/Oge 3:54.77								R:3 H:1 N:2 R:2 H:1 N:2 R:3 H:1 N:2 R:1 H:1 N:2 3:45.30 3:54.77 3:18.58 3:25.88		N:4 3:36.13
Hart/McDonald 3:42.95			R:3 H:1 N:2 R:1 H:1 N:2 3:38.36 3:42.95							N:2 3:40.66
Cave/Holland 4:06.87							R:1 H:1 N:2 R:1 H:2 N:2 3:55.82 4:06.87			N:2 4:01.35
Stone/Oge 4:13.83		R:2 H:1 N:2 R:3 H:1 N:2 3:55.64 4:13.83								N:2 4:04.74
Hull/Dawson 4:38.27							R:1 H:2 N:2 4:38.27			N:1 4:38.27

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.

NORTHWEST DISTRICT

OR

APR 20- 22- - Portland, OR (AA) Jim Walker Memorial Site: East Delta Park. Events: NW Sport Race (Fox), and NW Clown Race Sponsor: Northwest Fireballs #. CD: Leo Mehl, 2814 NE 77th Place, Portland, OR 97213. Racing events flown Saturday A.M.

OR

MAY 25- 27- - Eugene, OR (AAA) NW Control Line Regionals. Site: Eugene Airport. Events: B-Team Race, NW Clown Race, Mouse Race I, .15 Rat Race, NCLRA Quickie Rat, NCLRA Super Slow Rat, NW Sport Race, NW Super Sport Race Sponsor: NW Regionals Management Association #4356. CD: Craig Bartlett, 205 NE Cedar Lane, Corvallis, OR 97330. E-Mail: sraigbart@yahoo.com WebSite: <http://flyinglines.org/> Additional contacts: John Thompson 541- 689- 5553 Mike Hazel 503- 859- 2905

Southwest District

CA

APR 28- 29- - Whittier Narrows, CA (AA) Bill Nusz Memorial. Site: Whittier Narrows, CA. Events: SAT: F2CN, F2C. SUN: AMA Mouse I, NCLRA Super Slow Rat, NCLRA Clown, AMA Rat, NCLRA TQR, Sponsor: SCAR #4641. CD: Darrell Albert (760) 741- 2505, E-Mail: scar4641@aol.com

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, tbd1, tbd1. 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, F2CN and F2C. 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.

SOUTH CENTRAL DISTRICT

TX

APR 14- 15- - Dallas, TX (A) Dallas F2C. Site: Dallas Hobby Park, Dallas, TX. Events: F2C: three rounds each day. Sponsor: Dallas Model Aircraft Association #1902. CD: Bill Lee, 601 Van Zandt CR 4815, Chandler, TX 75758. Phone: 903- 852- 5599(day) 903- 852- 5599(eve) 903- 288- 6029(other) E-Mail: Bill@WRLee.com WebSite: <http://www.DMAA-1902.org/> Each day sanctioned separately for team qualification purposes.

TX

APR 28- 29- - Dallas, TX (AA) DMAA Spring Warm-Up. Site: Samuell Hobby Park, Dallas, TX. Events: Saturday and Sunday: (301- 310) Record Ratio. Sport Jet (JSO); Sunday: 312, 313, Goldberg, NCLRA Quickie Rat, Sportsman Goodyear (JSO) Sponsor: Dallas Model Aircraft Association #1902. CD: Patrick Hempel, 304 Becky Lane, Rockwall, TX 75087. Phone: 972- 841- 8766(day) E-Mail: phempel@dataconninc.com WebSite: <http://www.dmaa-1902.org/> Fuel and awards provided by DMAA. Contact CD for additional details.

MO

MAY 19- 20- - Valley Park, MO (AA) Midwest Speed and Racing. Site: Buder Park. Events: F2C team Race, Fox35 NCLRA, Texas Quickie, 317 Scale racing. And all classes of Speed. CD: John Moll, 7315 Elm Grove Ct, Hazelwood, MO. 63042. Phone: 314- 831- 4001(day) 314- 831- 4001(eve) E-Mail: JL172@sbcglobal.net Team race to be on Saturday,

all other racing to be on Sunday, Speed on both days.

KS

MAY 26- - Topeka, KS (AA) Topclass Annual. Site: Gage Park. Events: Mouse I, Scale Racing, F2C, Class II Goodyear, Big Goodyear, Quickie Rat. Sponsor: Topeka CL Association #818. CD: James Lee, 827 SE 43rd St, Topeka KS 66609. Phone: 785- 266-7714(day) E-Mail: jlee9@cox.net

TX

JUN 16- - Dallas, TX (AAA) Dallas Aero Summer Heat Site: Samuel Hobby Park, Northwest Hwy and Garland Rd., Dallas, TX. Events: Mouse I, Goldberg (JS)(O); Dallas Sport Goodyear, Texas Quickie Rat (JSO) Sponsor: Dallas Model Aircraft Association #1902. CD: Terry Kirby, 13639 Charcoal Ln., Dallas, TX 75234. Phone: 214- 637- 4361(day) 972- 247-4241(eve) WebSite: www.DMAA- 1902.org/

TX

SEP 29- 30- - Dallas, TX (Ts) F2C Team Selection Finals. Site: Dallas Samuel Hobby Park, Dallas, TX. Events: F2C flown per the F2C Team Selection Program and the FAI rules. Sponsor: Dallas Model Aircraft Association #1902. CD: John McCollum, 300 VZ County Road 4717, Ben Wheeler, TX 75754. Phone: 903- 852- 3033(day) 903- 852- 3033(eve) E-Mail: JohnMcCollum@WRLee.com WebSite: <http://www.NCLRA.org/> For additional information: Bill Lee 903- 852- 5599 Bill@WRLee.com

MIDWEST DISTRICT

MO

MAY 19- 20- - Valley Park, MO (AA) Midwest Speed and Racing. Site: Buder Park. Events: F2C team Race, Fox35 NCLRA, Texas Quickie, 317 Scale racing. And all classes of Speed. CD: John Moll, 7315 Elm Grove Ct, Hazelwood, MO. 63042. Phone: 314- 831-4001(day) 314- 831- 4001(eve) E-Mail: JL172@sbcglobal.net Team race to be on Saturday, all other racing to be on Sunday, Speed on both days.

IN

JUL 09- 13- - Muncie, IN (AAAAA) 2007 U.S. NATs Site: AMA National Flying Site. Events: Monday, July 9: F2C Team Race, F2CN Profile Team Race; Tuesday, July 10: Scale Racing, B Team Race; Wednesday, July 11: NCLRA Fox Race/Super Slow Rat, Slow Rat Racing, NCLRA Clown Race; Thursday, July 12: Rat Race, NCLRA Quickie Rat; Friday, July 13: Mouse I, Mouse II. Sponsor: AMA #1. CD: Tim Stone/Bill Lee, . WebSite: <http://www.NCLRA.org/>For information: Bill@WRLee.com or stone- tim@sbcglobal.net

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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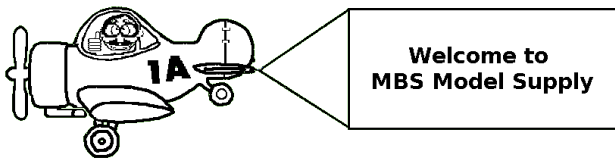
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