



National Control Line Racing Association
601 Van Zandt County Road 4815
Chandler, TX 75758

To:



Milo Wallace releasing F2C in Dallas.
(Photo by David Russum)

Torque Roll!!

The Official publication
Of the NCLRA
Issue # 74
June, 2007

President's Column – Bill Lee

Vice President: Since the VP position is open, the Bylaws say that I must appoint someone to fill the remainder of the term, until a year from now. I have asked Jimmy Ricketts to take on that responsibility and he has agreed.

Thanks, Jim, your support and help are appreciated.

2007 NATs: Most of you know that Tim Stone, our Newsletter Editor, has also been NATs CL Racing director for the past few years. Seems like so much of the work is always done by just a few folks.

This year Tim and I agreed to share the responsibility. Unfortunately, I recently received a note from Tim saying that his health has not improved sufficiently since his heart attack last fall, and he will not be able to attend the NATs. So I will assume the overall role as CL Racing director for this year's NATs.

It's a lot of work, and I cannot do it all by myself. Just like everyone else, I would like to fly a bit as well. So I am asking for volunteers to run events. I posted this request on the Delphi forum and have had several responses. But more help is needed.

Still needed:

F2CN
TQR

Elections: June is when the ballot is sent to the membership for our annual elections. This year we elect our District Representatives. They, along with the President, Vice President and Secretary/Treasurer comprise the Board of Directors of NCLRA, and it is this group, representing you, that makes most of the decisions.

For those of you who receive this newsletter via e-mail, we will be sending a ballot to you via regular snail-mail. Yes, we could have simply asked you to print a copy, but we really don't want that as a reason for not voting!

If you have received this newsletter via snail-mail, the ballot is enclosed.

In either case, please cast your vote for the nominee you support in your district and get the ballot back to Tim. It will be printed so that all you have to do is fold it into thirds, fill in your return address (required!), add a stamp and mail.



Everybody needs an NCLRA hat, even Ms. Kitty!

We have NCLRA hats and t-shirts for sale. Check out the web site at

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

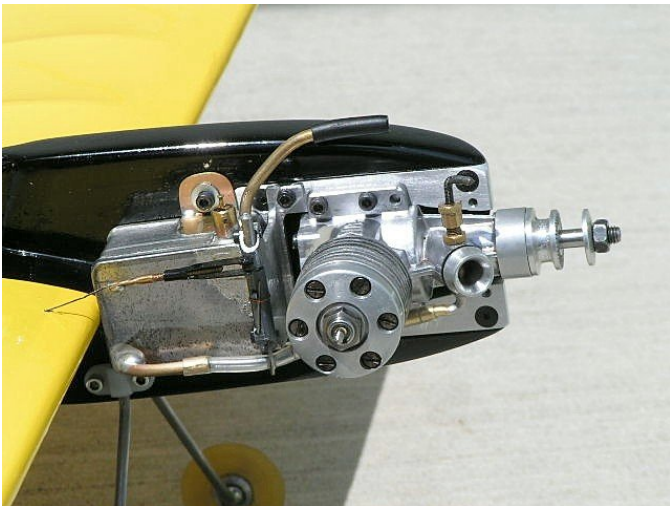
for some additional pictures. Prices are \$10 each. I will have them with me at the NATs if anybody is interested.

North Central District - Les Akre

Busy.

That best describes the last couple of months for me. I recently finished my long awaited Clown Racer. Long awaited that is for the guys that kept lending me theirs! Well it is finally finished, and I'm happy to report it did a 150 lap heat and 308 lap final in its first race. It is setup for a Nelson 15 FISE diesel, but I may run it as a glow instead. Due to lack of testing time for the newly acquired Nelson, I used the tried and true Moki 15 that powered last season's entry. I have included some pictures of the new racer below.





Contest news and rules

Now that the contest season is building towards the Nationals, I'm sure that everyone is fine tuning their piloting and pitting skills. I recently returned from the N.W. Regionals where some got to see the new height marker in use for the first time. The Regionals, for many, is the first Major contest and an excellent chance to knock off the rust that inevitably accumulates on our flying skills in the off season.

The height marker was properly marked and while I thought the colors used blended with the background somewhat, I found that you did get used to it after the first couple of events. Yes there were many warnings given. Both for height infractions as well as some others, whipping, back siding etc. As the contest progressed the bulk of the height infractions were reduced dramatically. Even the 4-up Sport Race final had very few height infractions, and was certainly the highlight of the weekends racing. Speaking for a moment as the event director, hats off to all the pilots who made that easy on me.

NCLRA B Team Race and SSR were run for the first time in the N.W. and each event had three entries that flew. Hopefully the contest organizers considered it a success and retain these two events for next year. It would be nice to see these two events grow.

LA 25 Sport Race, Rouge Park, May 20.

Courtesy of Paul Smith

This was scheduled for the afternoon of Saturday, May 19th, but slipped to Sunday morning due to a bit of weather. I guess we could have gutted it out on Saturday, but we still have all day Sunday and everybody was up for a delay.

We had a nice, clean, *professional* race, no chaos, no confusion, no conflict, just pit stops and airspeed.

Brad LaPointe has a new Buster with Wayne McDaniel as pilot.

John Bryzs entered an original design based on a Czecho-wing with a racing body, flown by Ed. Wayne McDaniel used a Mathis Mongoose III Slow Combat plane, flown by Brad. I used a "1987" Balsa Beavers' rules Fox Sport racer, "The Swordfish", retrofitted from Fox 35 Stunt to LA 25.

Five Mile Preliminary Races

Paul Smith - 4:13 - 71.1 MPH

Wayne McDaniel - 4:33 - 65.9 MPH

John Brzys - 5:07 - 58.6 MPH

Brad LaPointe - 5:33 - 55.4 MPH

Ten Mile Final

1st - McDaniel- 10:54 - 55.1 MPH

2nd - Smith - 11:05 - 54.2 MPH

3rd - Brzys - NT (only two pit stops).



Entrants at the LA 25 Sport Race event, May 20th.

'Till next issue, keep your lines tight, Les

EDITORS' COLUMN- TIM STONE

I am still dealing with some health issues that will prevent me from participating in the 2007 Nats. Bill Lee will be the Event Director, a task he has done more than his share of. I sincerely hope that the members will step up and help running this important event. So far Dave McDonald, Bob Whitney, Jason Allen have volunteered to help run individual events, but Bill will need all the help he can get.

NATS RACING REPORTER

The position of Nats daily News writer is open, I did it last year. For anyone interested this is a good way to help offset your expenses; a reasonable fee is paid to the writer by AMA. You will be required to submit a pre-competition overview & daily photos & text, & results. Contact Michael Ramsey @ AMA for details email michaelr@modelaircraft.org

NEW VP

Jim Ricketts has been appointed NCLRA VP by Bill Lee. Jims' contact info is on the back cover of this publication & he tells me that email is the best way to contact him.

NCLRA ELECTIONS

This is an election year for District representatives for the NCLRA. All current members will be snail- mailed a ballot. It is refreshing to see the Southwest district actually has a race on! Thanks to Ron Duly & John Bruman for offering their help. Russ Green has recently moved out of the South Central district & Mike Greb is running to help out. Ballots should be filled out & snailmailed back to me. I need to get them back by July 2nd in order to count your vote. I also ask for a return address on the ballot to validate it.



Doug Mayer sent me in photos of Mike McCarthys' latest project, a Grumman S2T "Tracker" built over the last 1 ½ years commissioned by the California Dept of Forestry. I know, I know... not a racing plane! But hey a nice plane is a nice plane anyway. The model shows Mikes' usual fine craftsmanship.



SOUTHEAST REPORT- BOB WHITNEY

Jason and I left JFK to compete at the 2007 Kyiv Cup event in Ukraine, having no idea what to expect. We were met by Valirey Iakovlieva, the person in charge of F2C engines at Zalp.



They took us to a sport training center after a wild ride through the center of Kiev. The room was bare minimum, two beds and a small fridge. The biggest thing was getting food. We were out in the middle of nowhere. With no transportation, communication was a big problem. We spent Fri morning with the Zalp group at their hotel which was a lot like ours. They went through my F2C engines for me and we spent 2 hr's drawing pictures and trying to communicate with each other.



Friday afternoon was spent training as they call it. We finally have the retract model working good and it showed Sat morning when we put in a 3:24 right off the bat. We then backed it up with a 3:25, Sat afternoon and a 3:25.9 Sunday. The 3:24 put us in tenth place, 2 sec out of the semis. there was 23 teams competing, this was the first time Jason had gotten to pass a top flight team, they did 3:28 to our 3:25 all three flights were hard 3 up flights, one being against Yury Shabashov, an ex world champ

who is very hard to fly with, just ask Jason, I am sure he will tell you all about it!



The racing was of very high caliber. With winds of 20 mph, between 5 Jr, and 23 Sr teams, only one plane was lost in two days.



Valirey and his family came to our rescue Sunday night, they took us on a tour of the beautiful city of Kiev, with his daughter Anastasia as our translator

and guide. Then took us back to the complex for a Ukrainian BBQ, it was the best food we had all weekend!



Everyone tried to make us feel included in everything, they made sure we knew when our flights were and what was going on, and did the countdown in English for our flights. All in all we had a great weekend, mainly because of the people we met.

We brought back some more Zalp combat engines, I still have 4 left.

June contest:

The contest that was planned for June has been put back again for lack of a place to fly. They are now looking at November. My friend Fred Margarido and I are working on a site next to an airport that the local Club flies at, they have given us a spot to use, but it needs a bit of work, we need to fill in some cracks, then we will set up a contest.

I think we will be losing the school shortly as there is a construction trailer on site and they are going to put a building on the edge of the field.



Here is what happens when you get too close to the circle when a foxracer is flying with a big old brass spinner nut, and the crank breaks!

**St. Louis Speed and Racing Contest
May 19- 20, 2007**

Reported by Bill Lee

Unfortunately, the racing portion of this contest has fallen on hard times. Attendance consisted of only two local flyers with Fox Racers, nobody to run TQR or Goodyear.

But a bright spot was the inclusion of Saturday F2C, sponsored by Garry Wallace of Springfield, MO. Gary and his brother, Milo, compete in F2C and for the past two years have hosted this event. Both years, Gary has gone out of his way to provide the opportunity for us to fly, and some really beautiful awards.



We started out the day with several hours where each of the teams had circle time alone, working out problems and trying to get settings. With three teams there, time was not a big concern. About 11:00 a.m., we tried to fly a couple of 3-ups races, each ending when the race was stopped for safety reasons.



Gary decided that he needed to pull out of the flying, and Topunov/Oge and Ricketts/Lee flew four rounds of 2-up races. Neither team had first-line equipment, so times were slow.

Team	Heat 1	Heat 2	Heat 3	Heat 4
Topunov /Oge	3:38.0	3:40.18	3:30.65	3:29.03
Ricketts/ Lee	3:46.7	4:14.88	3:58.40	3:50.19

**Top Classical – Topeka, KS
May 26- 27, 2007**

Reported by Bill Lee

Memorial Day weekend is a traditional contest in Topeka. Hosted by the Topeka CL Association, Saturday is dedicated to Racing and Combat events while Sunday is for the Stunt and Carrier folk.

Saturday dawned(?) overcast and spitting rain. Weather most of the day was rainy. We flew races in between squalls. Started out with Mouse I and then Sport Goodyear. Next came AMA Goodyear followed by Foxberg. Quickie Rat finished the day.



Melvin Schuette Pitting for Doc Holliday. Mike Tallman in center

A feature of the Topeka contest that all look forward to is a gathering Saturday evening after flying is over. The club hosts a great meal at a small meeting building close by in Gage Park where eating and visiting is the rule. The fellowship is an important part of the enjoyment of our hobby!

Here are the results:

Mouse I

- 1) Bill Lee 5:12:40
- 2) John Holliday 5:54:04
- 3) Kevin Seaton 6:58:93
- 4) Emerald Dennison 14 laps
- 5) Dave Rolley 12 laps

Class II Scale Race

- 1) Kevin Seaton 7:43:55
- 2) Dale Gleason 8:06:69
- 3) Mike Tallman 8:36:20
- 4) Melvin Schuette 9:13:11
- 5) John Holliday 9:56:00
- 6) Mike Greb 113 laps

Scale Race

- 1) Bill Lee 5:59:81
- 2) Mike Greb 6:33:35
- 3) Kevin Seaton 7:05:74
- 4) Mike Tallman 33 laps

Big Goodyear

- 1) Mike Tallman 10:40:22
- 2) John Holliday 15:12:22
- 3) Dale Gleason 16:48:24

FAI Team Race

- 1) Rolley/ Rolley 48 laps

Quickie Rat

- 1) Bill Lee 6:57:73
- 2) Phil Dunlap 7:11:49
- 3) Kevin Seaton 7:23:53
- 4) John Holliday 8:30:86
- 5) Mike Greb 9 laps

Hi Point Racing - Kevin Seaton

**Contest Report- Dallas F2C
April 14- 15, 2007
Bill Lee, Contest Director**

(Photos by Linda Gleason & Dave Russum)

In the dark of the night the tornadoes came, the lightning flashed, the thunder crashed, the hail bashed. And following on padded feet came the strong north winds, blowing all away. But the sun shone brightly on the day that succeeded, and all that came went away with good experience in mind and trophies in hand.



Contestant lineup in Dallas

And thus is described the days of Dallas F2C

Preparation for the Dallas F2C contest began a week earlier when my wife, Sandra, and I spent an afternoon masking out the pitting segments on the south pad and applying paint. Back again the following Tuesday where, with Dale Gleason's help, we painted the same on the north pad and then added the actual flight circles using the striping machine.



Dick Lambert warms it up

Folks from afar began arriving as early as Thursday before the contest and used the time to get in equipment testing. Bob Oge and his pilot, Alex



Contest officials, hecklers & cheerleaders!

Topunov, came in from Chicago and were there Thursday and Friday to practice. Jason Allen and his Dad, James, flew in from Pennsylvania. Dick Lambert and Bob Whitney from Florida, Tommy Fluker from Houston, Dave Rolley and son, Charlie from Colorado, and Milo and Gary Wallace from Missouri made up the field.

Friday it was warm and muggy and windy, with occasional sprinkles. That is until late in the day when "a significant weather event" moved into the area. Most all of the F2C folks were there late in the afternoon. At about 6p.m., Sandra called me on the cell phone and told me that they had just issued a tornado warning for Texas Motor Speedway. TMS is due west of our location and the stroms were just about an hour away. I chased all the flyers off the field and headed on east toward home. Listening to the radio all the way, sure enough, at about 7p.m. The storm that produced the tornadoes that hit the north edge of Ft. Worth and Haltom City moved right across the field. Nobody affected other than some experiencing a Texas- sized thunderstorm for the first time! :-)

Saturday morning found 20-25mph winds out of the northwest, gusts to 30, and temperatures in the mid- 40's. Conditions were unflyable, so at noon, I made the decision to cancel the flying for that day and get everyone back together on Sunday morning. Many took the opportunity to visit Mike's Hobby Shop and see what a really first- class hobby shop it is. All were impressed.



Sunday dawned(!) sunny and quite cold, but with very little wind. Everyone gathered and we started flying by about 9:30. We flew all of Saturday's rounds as well as those scheduled for Sunday. Competition was good. I want to thank all of those from the DMAA club who came and helped. We had enough folks that

every flight was timed by three lap counters. It was a good event and proved quite well that we are ready and able to run the F2C Team Selection Finals in September.



Milo Wallace turns the beast loose



Dick Lambert scoops it up



Tom Fluker cruizin' in to the pits

SATURDAY

Name	Round	Heat	N_Up	Laps	Time	AdjTime
Allen/Whitney	1	2	3	100	3:49.60	3:49.60
	2	2	3	100	3:41.57	3:41.57
	3	2	3	100	3:58.34	3:58.34
Fluker/Lambert	1	2	3	100	3:45.07	3:45.07
	2	2	3	100	3:29.04	3:29.04
	3	2	3	81	3:36.44	3:36.44
Rolley/Rolley	1	2	3	100	4:03.16	4:03.16
	2	2	3	46		
	3	2	3	81		
Wallace/Wallace	2	1	2	87		
	3	1	2	100	4:03.26	4:09.34
Topunov/Oge	2	1	2	100	3:49.04	3:54.77
	3	1	2	100	3:39.80	3:45.30

SUNDAY

Name	Round	Heat	N-Up	Laps	Time	AdjTime
Allen/Whitney	1	2	3	77		
	2	2	2	100	3:58.73	4:04.70
	3	2	2	100	4:21.83	4:28.38
Fluker/Lambert	1	2	3	72		
	2	2	2	100	3:18.30	3:23.26
	3	2	2	100	3:45.39	3:51.02
Rolley/Rolley	1	2	3	19		
Wallace/Wallace	1	1	2	20		
	2	1	2	41		
	3	1	2	70		
Topunov/Oge	1	1	2	100	3:20.86	3:25.88
	2	1	2	36		
	3	1	2	100	3:13.74	3:18.58

FINAL

Name	Time	Place
Alex Topunov/Bob Oge	3:13.74	1
Tom Fluker/Dick Lambert	3:18.30	2
Jason Allen/Bob Whitney	3:41.57	3
Charlie Rolley/ Dave Rolley	4:03.16	4
Gary Wallace/Milo Wallace	4:03.26	5

F2C STANDINGS

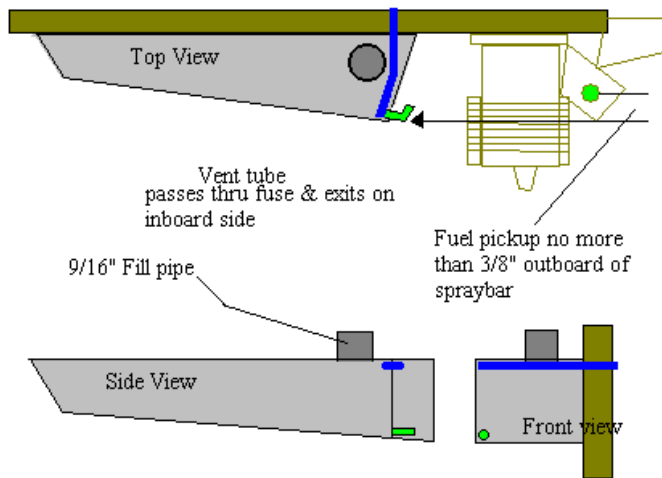
Team (SlowestTime)	2006 Cabin Fever		2006 St. Louis Speed and Racing Contest		2006 U.S. NATs		2006 World Champs		2006 Virgil Wilbur		2006 Toy
Ascher/Ascher 3:30.03	R:4 H:1 N:3 3:26.09	R:3 H:2 N:3 3:27.76							R:1 H:1 N:2 3:28.08	R:4 H:1 N:2 3:30.03	R:1 H:1 N:2 3:20.96
luker/Lambert 3:36.44	R:2 H:1 N:3 3:18.16	R:4 H:1 N:3 3:28.55					R:1 H:4 N:3 3:33.3				
Allen/Whitney 3:47.74	R:2 H:2 N:3 3:35.22	R:1 H:1 N:3 3:47.74	R:2 H:2 N:2 3:31.24	R:4 H:1 N:2 4:00.35			R:2 H:1 N:3 3:48.4				
Topunov/Oge 3:54.77											
Ricketts/Lee 3:48.69	R:3 H:2 N:3 3:28.94	R:4 H:2 N:3 3:34.50	R:2 H:2 N:2 3:31.57	R:1 H:2 N:2 3:33.91	R:3 H:1 N:2 3:40.99	R:2 H:1 N:2 3:48.69					
Rolley/Rolley 4:28.98	R:1 H:2 N:3 4:28.98				R:2 H:2 N:2 3:58.16	R:1 H:2 N:2 4:50.64			R:3 H:1 N:2 4:28.58	R:4 H:1 N:2 4:29.00	R:2 H:1 N:2 3:45.11

Vallace/Wallace 4:59.19			R:1 H:1 N:2 4:33.12	R:2 H:1 N:2 4:59.19	R:1 H:2 N:2 3:39.98	R:3 H:2 N:2 3:44.53					
Dziak/Oge 3:39.60	R:2 H:1 N:3 3:26.74	R:1 H:2 N:3 3:37.50					R:3 H:4 N:3 3:28.9	R:2 H:13 N:3 3:39.6			
Iart/McDonald 3:42.95					R:3 H:1 N:2 3:38.36	R:1 H:1 N:2 3:42.95					
Cave/Holland 4:06.87											
Stone/Oge 4:13.83			R:2 H:1 N:2 3:55.64	R:3 H:1 N:2 4:13.83							
Hull/Dawson 4:38.27											

Code: Times used in Average calculation.

TQR Tank Configuration- Bill Lee

A discussion thread on one of the forums recently has prompted me to review a TQR tank drawing that was originally produced by Vic Garner. I believe this was in an earlier version of the *Torque Roll*. Here is the revised/corrected drawing.



Modified Vic Garner TQR Tank

The "vent tube" is the uniflow tube as well as being the overflow when filling the tank. Directing the vent tube as shown keeps the airflow over the engine from disturbing the uniflow action of the tank and results in a cleaner engine run.

The fill pipe is, of course, for a rubber quick-fill. See the suppliers (Marc Warwashana, MBS Model Supply) for the source of them.

Variations abound, as you would expect. As an example, several of the Texas flyers make the tank long enough so that the fill pipe is located at the back of the tank, behind the wing. This gets the fill pipe located so that it does not have to protrude through a hole in the wing or in front of the wing where space is tight. It also separates the pitting actions to facilitate a 2-man pit crew.

Another variation is to make the tank rectangular when viewed from the side instead of the tapered arrangement as shown in the drawing: it makes the tank a lot simpler to build.

Results for Tots	2007 Cabin Fever		2007 Dallas F2C-1		2007 Dallas F2C-2		2007 St. Louis Speed and Racing Contest		2007 Kyiv Cup		#Heats/Average
R:2 H:1 N:2 3:25.14											N:6 3:26.34
			R:2 H:2 N:3 3:29.04	R:3 H:2 N:3 3:36.44	R:2 H:2 N:2 3:23.26	R:3 H:2 N:2 3:51.02					N:6 3:28.12
	R:1 H:1 N:2 4:08.62	R:1 H:3 N:2 4:11.92	R:2 H:2 N:3 3:41.57	R:1 H:2 N:3 3:49.60	R:2 H:2 N:2 4:04.70	R:3 H:2 N:2 4:28.38			R:1 H:1 N:3 3:24.0	R:2 H:1 N:3 3:25.0	N:6 3:34.13
			R:3 H:1 N:2 3:45.30	R:2 H:1 N:2 3:54.77	R:3 H:1 N:2 3:18.58	R:1 H:1 N:2 3:25.88	R:4 H:1 N:2 3:34.26	R:3 H:1 N:2 3:35.92			N:6 3:35.79
							R:1 H:1 N:2 3:52.37	R:4 H:1 N:2 3:55.94			N:6 3:36.43
R:1 H:1 N:2 3:48.80			R:1 H:2 N:3 4:03.16								N:6 4:05.47

			R:3 H:1 N:2 4:09.34								N:5 4:13.23
											N:4 3:33.19
											N:2 3:40.66
	R:1 H:1 N:2 3:55.82	R:1 H:2 N:2 4:06.87									N:2 4:01.35
											N:2 4:04.74
	R:1 H:2 N:2 4:38.27										N:1 4:38.27

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 MCCOLLUM/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 MCCOLLUM & BILL LEE

7/14/05

NCLRA SUPER SLOW RAT

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

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

None

SOUTHWEST DISTRICT

JUN 09- 10- - Whittier Narrows, CA (AA) 1st Bev Wisniewski Memorial. Site: Whittier Narrows, CA. Events: SAT: F2CN, F2C, NCLRA B-Team Race; SUN: AMA Mouse1 and 2, AMA Scale Race, NCLRA Clown Race, NCLRA TQR Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St, Escondido CA 92027. Phone: 760- 741- 2505(day) E-Mail: scar4641@aol.com CD for Saturday events: Don Burke.

AUG 04- 05- - Napa, CA (AA) 3rd Annual Northern California C/L Racing Site: Kennedy Park, Napa, CA. Events: Sat: SSR- Fox Combined, SCAR Goodyear, Formula Unlimited, AMA Rat; Sun: Clown Race, AMA Scale Race, B-Team Race, Texas Quickie Rat Sponsor: Alameda Aer- O- Nuts #4456. CD: Jim Perrson, . Phone: 925- 846- 3999(day) E-Mail: james.perrson@sbcglobal.net Start Time: 9:00AM sharp both days. Hwy 12/29 to Hwy 221 N (toward Napa), left on Streblov Dr. For additional information: Randy Bush rbush88@juno.com

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:
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

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

NORTH CENTRAL DISTRICT

None

SOUTH CENTRAL DISTRICT

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/

AUG 18- 19- - Albuquerque, NM (AA) High Desert CL Fiesta. Site: Maloof Park. Events: NCLRA Fox Race, Sponsor: NM Coalition of CL Addicts #4323. CD: Dick Perry, 427 Live Oak Lane NE, Albuquerque, NM 87122. Phone: 505- 856- 7008(day) E-Mail: tailhooker@comcast.net WebSite: <http://www.nmcccla.org/>

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

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

NORTHEAST DISTRICT

None

SOUTHEAST DISTRICT

None

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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

Jim Ricketts Jr

3916 East 20th Street
Sioux Falls, SD 57103
Email jrsiouxfalls@yahoo.com

Secty/Treas

Dave Rolley

Mailing address; NCLRA
P.O. Box 468
Bennett, CO 80102- 0468
Email:soar.rubber.duck@gmail.com

Editor

Tim Stone

4919 Country Oaks Dr
Johnsburg, IL 60051
Phone 815- 344- 5728
Email stone-tim@sbcglobal.net

Northwest Representative

Mike Hazel

Po Box 126
Mehama, Oregon 97384
Phone: 503- 859- 2905
ZZCLSPEED@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

Vacant

South Central Representative

Russ Green

(Address is obsolete)
615 Oldham Ln.
Granbury, TX 76048 (817) 573- 7416
Email jgreen22@mchsi.com

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

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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.

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