



National Control Line Racing Association
601 Van Zandt County Road 4815
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To:



Dave Hallas, Ashley Wilk & James Vansant
Mousing it up in Muncie. Photo by Dave
Hull

Torque Roll!!

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PRESIDENTS' COLUMN- BILL LEE

NCLRA Dues: At the annual meeting held during the NATs, the subject of annual dues was discussed. It was noted that the current dues structure would not support mailing a paper copy of the Torque Roll. Also discussed was the program we have followed this past year paying for memberships in the F2C Team Selection Program out of NCLRA funds.

It was moved, seconded and accepted that the NCLRA dues be increased to \$20/ year, that the organization absorb the cost of printing and mailing the paper issues of the Torque Roll, and that every NCLRA member be automatically added to the F2C Team Program member list with the \$10 payment to the Team Program. Further description of the annual meeting can be found elsewhere in this issue of the Torque Roll.

2008 NATs Planning: The 2007 NATs is history and a report is also found in this issue. Planning for 2008 is now in progress. And to be quite blunt: we can't go on doing the same old thing again and again and again and expecting different results. The format of the 2008 NATs will be considerably different than previous years.

Also elsewhere in this issue of the Torque Roll is a paper that Dave McDonald and I prepared together. It has been previously circulated for comment to the NCLRA Board as well as past (two) NATs participants. Please read this paper closely and contact your representative if you have any input. A decision on the NATs format will be made before the NATs planning meeting which is scheduled for September 29.

Along with his significant change comes the recurring plea for someone to step up and run the NATs. 2008 is a World Championships year, and, as is customary, many of the "movers and shakers" will be in France for them. Somebody needs to volunteer.



Bob Whitney & Bill Lee pitting F2CN at Muncie

SOUTHEAST REPORT- BOB WHITNEY



Bob warms up his F2C

Well another Nats has come and gone. I have a bad feeling this will be the last 5 day racing Nats for a while. But I believe a good time was had by all. It ended up being a big family thing racing all day and getting together for dinner. Bill Lee again opened up his house on wheels for a great cook out early in the week. The wind was blowing when we got there and it was blowing when we left, ten to 15 mph. I think it effected the clown racers the most, I know it did our new light built ones, stunt and carrier really had it bad. As the week went on many stunt ships bit the dust, and every time a carrier job missed the deck it would tumble in the grass and take the tail off [right Ron??]

Two Calif boys Ron Duly and Dave "McSlow" Hull showed up, each with their own fleet of racers and no pitmen. They had planned on pitting for each other but found out their knuckles wouldn't touch the ground! Between Bill Lee, Bob Oge and myself they got all their flights in and a good time was had by all.

F2C had some good flights with Oge's pilot Alex looking much better and putting in the best flight of the day. The team trials in Sept should be real interesting, F2CN was a matter of survival with Bill Lee coming out on top. I finally got my wheel to roll long enough for 2nd with the Vansants' coming over from speed to take 3rd.

Tues was a weird day. Ron Duly had to add head shims to his BTR, and Jason Allen had to take out shims to get his Goodyear to run. Vansant's again showed that consistency counts taking 1st over Dulys much faster ship but needed another shim for hot starts, Dave Betz with his good news, a real vintage plane got 3rd place.

Goodyear was a Nelson benefit and became a plug changing contest. Bob Oge conned Dave McDonald into coming out to fly for him. James Ricketts came through for 1st followed by Steve Eichenburger and Bill Lee.

Fox racing and SSR had a terrible turn out with a total of 7 entries. I don't have the results but I believe Ashley Wilk got 3rd in SSR, she has really improved her flying skills this year. I think she flew more events than anyone else at the contest.

Slow rat had 3 entries put in laps, Jason and his dad Jim put in a good flight for 1st followed by John Ross and Mike Greb piloted by the old anchor, Dave McDonald.

Clown had some good heats with two over 150 laps but the final was a matter of survival again. The father son team of Patrick and Al Ferraro did a good job getting first. Jim Gall pulled a second and Whitney, Hallas bringing up the rear for 3rd, 1st and 2nd had either OS 18's or the new Rossi 15.3rd with 159 laps in the heat was the new Zalp combat engine.

Fast rat is dead, two entries put in times. Steve Eichenburger who is still working hard at fast rat won the heat by 2 sec over my Cyclon powered F2C, but the F2C prevailed in the final with 3 perfect pits, now if I could just do that in F2C!

Quickie rat was won by Bob Oge and his batwing original design. Mike Greb pulled a 2nd and the CALIF team of Duly, Hull and Whitney picked up 3rd.

By Friday the wind had pretty much whipped everyone but we still had mouse the Jr's Ashley Wilk and James Vansant had trouble with the wind, with Ashley coming out on top in both mouse 1 & 2.

Mouse 1 was a Bill Lee, Dave Hull benefit, 1st & 2nd with Whitney, and Hallas bringing up the rear.

Mouse 2 the last race of the week was #3 in a row for Whitney Hallas, with Hallas Whitney 2nd and Lee Hull 3rd and that was that!

I was lucky enough to finally win Grand Champ, but a pitman is no good without a good pilot and I have two of the best! Thanks Dave Hallas and Jason Allen.

I find that you can find out all kinds of good stuff by looking at magazines from other venues. Motorcycles, hot rods, NASCAR... they all have engines and everyone is trying to go faster. Motorcycles had tuned pipes long before we did, anyway on my trip from Denver back to Indianapolis I was reading stock car racing and came across an article on a small ultrasonic parts washer just our size. They use it for cleaning carbs, the price is \$80. That's much cheaper than anything I have seen. It is from speedway motors 800- 979- 0122, www.speedwaymotors.com

The F2C team trials are coming up Sept 29 & 30 so all the AMA stuff has to go back into the closet so I can concentrate on F2C. We have two new engine and planes to sort out and about 6 weeks to do it.

SOUTH CENTRAL- MIKE GREB

I would like to thank Bill Lee for nominating me as the South-Central representative. I have been flying competitive control line events for the past thirty years. My first Nats was at Lake Charles in 1975 where I participated as a Senior in Stunt. For a 19 year old kid, that Nats was a modeling heaven. I have missed only a few Nats since then. I started flying Slow Rat in about 1978, and that has been my favorite racing event. Currently I make the control-line contests in Texas and Kansas. If there is any other activity in the South-Central district, please send me a report.



David Eck, Russ Green, and David Russum flying Foxberg at the Dallas Aero Heat contest.

There are a number of racing events in the district in the next couple of months. Wichita Kansas has a contest August 11 and 12 that has Sport Goodyear, Goldberg, and Quickie Rat. In September the Dallas Miniature Aircraft Association sponsors two racing events. The first on September 1 and 2, is the 2007 Charles Ash Memorial Southwestern CL Championship with Class 1 mouse, Goldberg, Sportsman Goodyear, and Quickie Rat. The Second event of the month is the F2c team selection trials held on September 29 and 30.

North Central Report - Les Akre

The Control line Nats are over for another year, and judging by the turnout, possibly for good! Muncie might be close to the center of the population base of the country, but it certainly doesn't appear to be near the center of model racing activity, nor the geographic center of the country. Does this have an effect on why the racing Nats has become a sparsely contested affair? If so, what if anything can be done about it?

I must sound like a broken record to some of you, and certainly I'm guilty of "preaching to the choir", but if we think that control line racing is worth saving then we need to talk about NOW, as a GROUP. Not

just NCLRA members, but everyone involved with control line racing.

Let's formulate a plan to get some discussions going with as many clubs and control line racers as we can to try and determine what the underlying problems are, and if we can solve them.

Articles: We all like to read them, but we need some contributions. Surely someone in the North Central District has something they can share with the masses. Come on guys, even some tips that may help someone build a better model, or a better way to fix something...anything is better than nothing! After all, it's the number one objective in our bylaws!

2007 Beanfield Grand Prix June 23rd Courtesy Paul Smith

Thanks again to Brad LaPointe and Liz for inviting the modelers of the world to their beautiful two-circle sport complex.

LA 25 Sport Race was run Saturday afternoon between Speed Limit Combat and modeling's best barbeque. The five races were all run very professionally and cleanly by Dave Lovgren (of F2d fame), who worked from the centre, *in the style of Mack Henry*. The whole operation came off in about an hour of clock time

The use of a centre marshall in racing makes good sense. Dave was in a good position to watch pilot conduct and make instant corrections before things got out of hand. Very effective!

Current rules are what I call "BBSRLA", or Balsa Beavers (Fox) Sport Racers (converted to) LA 25. 2007 is a transition year, after which the old (more streamlined) 300 sqin racers are to be changed over to bigger Sport Plane designs (like the Brodak menu).

70 Laps with One Pit Stop,

3 best single scores advance to the Finale

Steve Stefanovich, pilot- Peter Hansen, BBSRLA, 6;23 and 5:01

John Brzys, pilot - Ed Brzys, VIKO combat wing w/fuse 5:19, 5:19

Brad LaPoint, pilot Stu Henderson, Goldberg **Buster, 4:26**

Pat MacKenzie, AFR Streak, 5:07, 5:35

Wayne McDaniel, Mongoose III (winner at Rouge May 19), no times, damaged in first heat.

Paul Smith, flown expertly by Ron Colombo, **4;23 BBFRLA**, and 4;38 Brodak Lightning Streak.

I'm ready for the new rules. I tried both setups as a test. For me, the change was 15- second hit. Brad's time was the best under the (projected) 2008 rules.

Final - 140 Laps with Three Pit Stops

Smith/Colombo 8;57

Stefanovich/Hansen 9;54

LaPointe/Hendersen 10;05

With the airframe designs, engine, fuel, and props equalized, **pilotage** has become a major issue. The "secret of my success" is Ron Colombo. The way Ron nails the pit stops is good for 20- 30 seconds per stop, compared to more conservative flyers.



Pat Mckenzie readies for a quick grab on the pit stop .



The winners, Paul Smith (on the right) and Ron Colombo.

From the workshop of Les Akre

Here are a couple of things I've been working on as of late.

The first is a conversion of a Nelson 15 FISE Diesel to a glow engine for use in the Flying Clown Race event. This entailed machining one of Henry's fine head blanks into a one piece head. This engine was modified with the idea that the low timing numbers of the diesel might be useful in a glow version for Clown Race use. I like a balance of speed and range for Clown Race, and I'm hoping that this Nelson conversion can supply both.

In bench test sessions it has turned a 6.5x5 APC @ 23,000 on SIG champion 10% fuel with a .180" venturi. The engine is still very tight, but restarts great on the

bench. I hope to do some flight tests very soon and will share the results when I do.

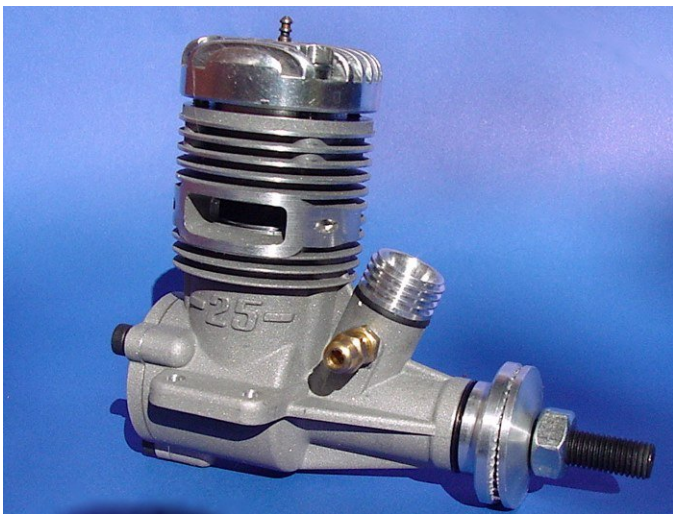


Nelson 15 FISE Diesel with Glowhead conversion.

My second project engine will have been delivered to me by the time you read this. It is a Brodak B25Rmk4 engine. This is a standard Brodak 25 that has been converted for B team race use by Allan Barnes of Australia.

Modifications include:

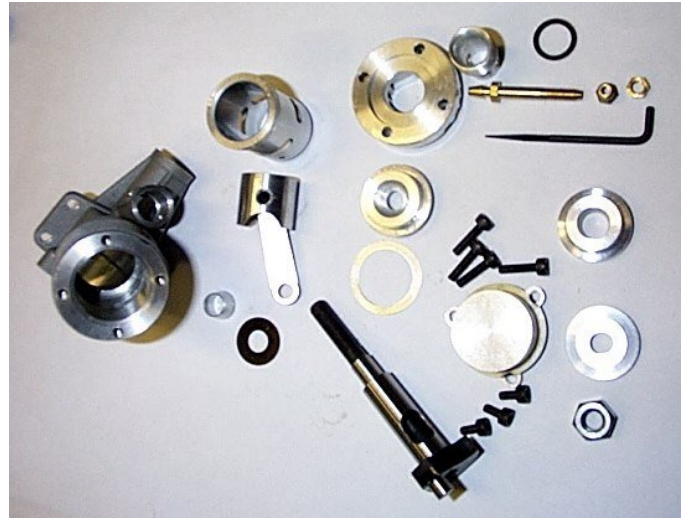
1. Redesigned and larger venturi to match inlet ports and gas flow.
2. Blue printing and matching of high silicon hard chrome plated liner to allow longer and more reliable racing life.
3. Incorporating Nelson heads and HD plugs, with special head shape and squish band design to improve power.
4. Balanced crankshaft, gas flowed transfer ports with matched inlet, transfer/boost and exhaust timing.
5. Exploit very low crank volume for better starting, running and good fuel economy.



6. Dimensions are such that in most cases this engine can be simply retrofitted into an existing model built for an OS 25 FP, LA or a Thunder Tiger 25.

I plan to use this engine in a lightweight B team racer I intend to build for next season. I feel that the lightness of the Brodak engine due in part to its AAC Piston liner will go a long way towards reducing the overall weight of the airplane. I feel that a 21oz airplane should easily be achievable with proper wood selection and careful attention to the use of metals.

The B25Rmk4 Team race engine.



Internals of the B25Rmk4 "B" Team Race engine .

For further information on this engine, see the article "Preparing the Brodak 25 for Classic B Team Racing- By Lance Smith & John Hallowell" in this issue.

SOUTHWEST REPORT- RON DULY



Editors' note In this issue we welcome the new Southwest district rep, Ron Duly. Ron has been competing for quite some time as evidenced by this photo from Model Aircraft News Nats coverage in 1977 where he won both class 1 & 2 Carrier! Sorry Ron I couldn't resist! Over time Don Burke has dragged Ron more & more into racing. We welcome his contributions & talent.

2007 NATS Report from the California perspective

Four Californians made the trip to the NATS this year. Charlie Johnson and Stan McCarver came to help time the racing events and their help was greatly appreciated. New to the NATS experience was Dave 'McSlow' Hull. His nickname proved to be less than accurate as he had an excellent time earning a fine selection of First, Second and Third place trophies in both Racing and Navy Carrier events. The NATS experience isn't just about winning, though. The friends that make up the Racing Family are what make the long trip worthwhile.

What is the "NATS Experience"? It is enjoying a fine dinner at the Lee's motor home. It is having a large group of Racers showing up at the Carrier circle to help and support Dave Hull and me get flights in. What a welcome sight it was to have Bob Whitney appear out of the blue to pick up my handle so that I could get over to the pull-test station. The area was bustling with Carrier fliers wrapped up in their own little world but it was a Racer who made the difference. Thanks, Bob. It was Dave Hallas waking me up as I drifted off during the countdown for one

of the races that I had volunteered to run from the tower. At minus- ten seconds he suggested that a 5-4-3-2-1 countdown would be nice. Thanks, Dave. It was Bob Whitney pitting for Dave Hull to get him into the SSR final. Bob was also teamed with Dave Hallas so another Pitman was quickly needed. Bob Oge stepped up and pitted for Dave Hull and they won! Folks, it doesn't get any better than that. But wait, it does!

Since Dave Hull and I showed up without our normal...I mean, regular... Pitmen, we had to "borrow" from other teams all week. For the TQR race, I asked Dave to pit for me. Two pilots trying to race? What a dumb idea! Oh, no, my friends, not so dumb. When Whitney saw the Pitiful Pilots from California flogging a dead horse (my Scorpion), he quietly "suggested" to Dave that he might be able to help. Result? Third place for me! Thanks again, Bob. One might think that Mr. Whitney walks on water, right? He can do no wrong? Not quite. That sly fox put his pilot (Dave Hallas) to bed early and then dropped in to talk racing until the wee hours of the morning with me. Guess which pilot was fresh and ready to race or focus on counting- down a race start? Bob, you are my hero!

Other experiences include Ashley The Organizer Wilk. Who can say no to this charming young lady? No one! She and the other young fliers wanted to go swimming so she very nicely asked if my hotel had a pool and would it be all right to have a group of her closest friends come over. Sure, I said. Minutes later, all 357 of her closest friends showed up and all had a fine time. More experiences? How about a very informative session with Neil Lickfold. He works with Henry Nelson and is a wealth of knowledge on every aspect of speed, stunt and racing engines. He offered some excellent ideas to cure the restarting problems that my B/T/R has been plagued with. What were they? You should have been there.

EDITORS' COLUMN- TIM STONE

Ron Duly sent in this observation from the 2007 Nationals;

"Pilot's Note

Two years ago, at the 2005 NATS, Don Burke lost his Clown racer in a line tangle with another plane. I was flying for Don and never fully understood why it happened. I do remember coming around to find a "pilot" standing straight up at the pitting line with his plane 20' high. We lost our plane to a fly-away, Don's temper to the offending "pilot" and my engine to the bean field. Fast forward to this year's NATS. I watched the same "pilot" in another Clown race and finally understood what happened. Even before the pitman started his engine, he stood straight up. At launch, he took two steps along the pitting line, stopped, looked to his left to find the center of the circle (and had no idea where his plane was at the

time) and then joined the other pilots. I saw him do this twice in the same race.

After the race, I "explained" to him what I had seen and he claimed that he didn't know that he was doing anything wrong. Yes, I was less than pleasant with him but my anger is also directed at any CD that let him get into that habit at the local level. His "style" is dangerous and needs to be corrected before another incident happens. Help him or DQ him!"

Duncan Bainbridge from the UK sent this in;



Here are a couple of photos of our new Vintage A class model, a Mercury Texan, with an Aussie – (Had to be really as I am an Aussie expat!) Rothwell R250, Oliver Mk III version remake



This motor is built like a Nelson, Henry would be impressed, we are getting 19.2 for 10 laps on 15.06 meters (49' 5") with a minimum line diameter, of 0.3 mm (0.012").

HOT GLOVE DESIGNS- TIM STONE

Gary James suggested to me that we revisit some of the basics for the new guys & forgetful older

members! Hot gloves are used in quite a few racing events and follow 3 basic designs;

Wing contacts, Fuselage contacts, and Direct head contact.

What style you use is just whatever you personally find most comfortable & efficient. There are no commercially made hot glove setups, so you're on your own to fabricate one.

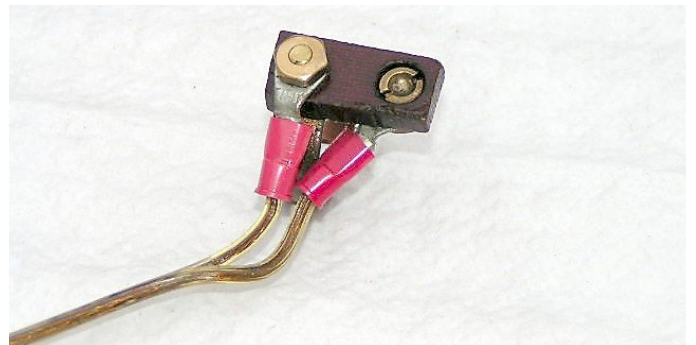
Heres' some of the pictures I received;



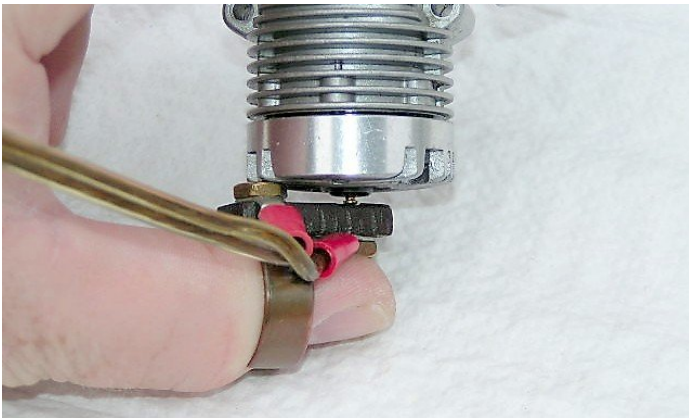
Dave Hulls' Wing contacts, a simple setup using wide loops of de-soldering strap & quick disconnect jack.



Les Akres' super light direct head contact setup. Meter tells you if plug is alive. No voltage adjustment though as you would have on a Globee type battery.



Close up of Les' setup



Les' setup works for Goodyear, Slow Rat, TQR & most side mounted exposed head events.

BOB WHITNEYS' RAMBLINGS...

Hot finger setup a personal thing .it has to be comfortable to use and it has to be bullet proof. There is nothing worse than the glove wire breaking on the last pit stop of the final race when you are leading!

Mouse racers being so small, the best way for me to hold it is by the wing. I can pick it up, tip it down or what ever, just remember not to turn the model in towards pilot on takeoff!

The contacts on the plane are .010 brass sheet from a hobby shop or Ace Hardware, the back one is bent around the wing and down around the fuse to make contact with the pan. The front one is just wrapped the leading edge of the wing. A hole is drilled through the cowl from top to bottom a piece of electrical cord is set in a small hole is put in the side of the fuse and the wire is soldered to the brass, a small clip is soldered to the wire and you are ready to go. I use 5 min epoxy to glue the brass to the wings because it does not get brittle.

Some guys like to use piano wire in their set ups. Take an ohm meter with a 4 in piece of piano wire and a 4 in piece of lamp cord and see the diff in resistance, judge for your self!

For the finger rings you want something flexible so you can grip the plane

I have found that de- soldering strips sold at electronic stores works well. They come in widths of 1/8 to 1/2 in wide strips. At first I would just solder the leads to the ring but that was a weak point that broke as I said last pit da da!

Now I use the wide strip, wrap it back over it self solder it to fit my finger, leave the tail about 2 in pull it so it becomes smaller. Now do one for your thumb. Take your electrical leads, put a piece of heat shrink



tubing on them long enough to cover everything when you are done. Solder the lead to the strip, clean real good, slide shrink tubing in place hit with heat. Put a connector on the other end for your favorite battery and you are ready to go. Practice until you feel comfortable with them.



Les' setup for wing or fuse contacts. Globee battery can be adjusted to light up standard 1.5 volt & Nelson 2 volt plugs. Variable voltage is helpful for starting a flooded motor. Not in production for years, but they come up regularly on Ebay.

2007 ELECTION RESULTS

District Representatives

Northeast

Jason Allen- 12

Southeast

Bob Whitney- 5

Mike Schmeider- 1

North Central

Les Akre- 2

Midwest

Stoo Willoughby- 4

South Central

Mike Greb- 6

Northwest

Mike Hazel- 2

SouthWest

Ron Duly- 10

John Bruman- 2

Don Burke- 1

2007 NATs Report- by Bill Lee

The CL Racing NATs were held July 9 – July 13 at the AMA's National Flying Site in Muncie. This is the 12th year in a row that the NATs have been held in this location.

Monday:

As most of the racers already knew, the Control Line site at the NATs was not officially available until July 9. However, as luck would have it, the RC event that was creating the closure was completed in early afternoon on Sunday, and access to the McCool Racing site (as well as the other pads) was available at about 1p.m. Several of the folks took advantage of that and preparation for Monday's events, F2C and F2CN was the order of the day (or for many, the order of the evening).

Monday is Diesel Day! F2C as an official event, followed by F2CN. F2C saw six entries, but pilot attrition started early with one pilot suffering a bout of high blood pressure requiring a visit by the on-site EMS and a trip to a local Dr. for further evaluation. Several of the competitors are actively preparing for the F2C Team Selection Finals to be held in Dallas the end of September. And while most had left their front-line equipment in the car, speeds were still good and the obvious preparation (or lack thereof!) was quite evident in the results.

F2C was won by Bob Oge and his pilot, Aleksey Topunov. They turned a good time of 03:25.66 in their second heat. Bob Whitney and pilot Jason Allen were second at 03:28.47, also in their second heat.

Third place was taken by newcomer Dave Hull at 03:40.50. Dave is at the NATs from California (where were the rest of the California flyers?) and his pitman was unable to travel with him. So all of the rest of the TR folks pitched in to pit his model for him. Bob

Whitney, Bob Oge and Bill Lee all contributed, and Dave's efforts were rewarded with the third place finish. Nice going, Dave!

F2C Winners



Bill Lee's new F2CN

F2CN is a non-rule book event run under rules of NCLRA (<http://www.NCLRA.org>) It is an event patterned after F2C but requiring profile models and lower performing engines. The beauty of F2CN is the opportunity to gain experience dealing with diesel engines in a true race setting. It also allows piloting techniques to be learned at a rotation speed much slower than actual F2C. All-in-all, it is a fun event that appeals to many.



F2CN Winners

F2CN was won by Bill Lee (Jim Ricketts as pilot) with a 04:23.10, followed closely by Bob Whitney/Dave Hallas at 04:30.66 and Glen VanSant with son James on the handle at 06:06.80. Bill's time with Jim Ricketts is a new NCLRA national record for 100 laps in F2CN.

Tuesday:

Tuesday started out with Scale Racing, aka informally as Goodyear, with 8 entries flying. Qualifying races were scheduled in rounds with each round consisting of two heats for the two-up races.



Bob Oge warms it up in Goodyear.

First round found Jim Ricketts paired with Jason Allen. Jim turned a good time in the second heat of 3:10.16. Second Round saw Bill Lee flying against Bob Oge. Bill turned in the fastest qualifying time of the day at 3:04.37, while Oge ran 3:17.03 in his second heat. Third round was Dave Betz and Dave Hull with Betz turning his best time of 3:19.55 in the second heat of the round. The fourth round was Jimmy Ricketts and Steve Eichenberger. Steve ran his best time of 3:18.08 in his first heat.

With eight competitors, four were taken to the finals: Jim Ricketts, Bill Lee, Bob Oge and Steve Eichenberger.

The finals turned into a Henry Nelson benefit! No less than six plug changes were made during the course of the final rounds by the four competitors, and blown plugs ruled the day and determined the outcome.

In the first flight of the finals, Jim Ricketts was up against Bob Oge. During the warm-up period, Bob used up three Nelson plugs! Only to see the fourth blow during the first tank of his final race. Bob had simply run out of plugs and pulled it out at 35 laps. Jim Ricketts, with son Jimmy piloting, motored on to a slow (but complete!) time of 6:50.09.

In the second race of the finals, Bill Lee was paired against Steve Eichenberger. During the warm-up, Bill



Jason Allen and Jimmy Ricketts

could not get the engine to “clean out”, a sign of a bad plug. At one minute left in the warm-up, Bill pulled the offending plug and got the engine warmed up at the very last minute. At “Go!”, he was off with a perfect start! But at the first pit, disaster struck when the model nosed over slightly on the launch after another near perfect one-flip start, and sheared off 1/2” of the prop on each tip. Still flying, slower, but still swift enough to be competitive. The second pit was again, quick in and out in spite of the shortened prop, but in that tank, the glow plug failed. On the third stop, the plug still showed good on the meter, but would not light. Rather than changing the plug, Bill pulled it out at 108 laps.



Finalists in Goodyear

Steve Eichenberger also was off quickly, but had serious plug problems on his pits. Changing one got him to 101 laps where he just couldn't get the engine started. But Steve persevered and finally got enough laps in before calling it quits to slide into second place at 115 laps.

All-in- all, a disappointing finish for all but Jim Ricketts.

B-Team race: B-TR consist of models designed and built in the spirit of racing in the 1950's . Three competitors were entered: Glen VanSant, Ron Duly and David Betz. We flew 35 and 70 lap qualifying races, followed by a 140 lap finals.

This was another iteration of “the tortoise and the hare”. Ron Duly had the fastest model running in traffic at 15.4 seconds for ½ mile (7 laps on 60' lines). But as has been Ron's misfortune in the past, his superlative speed was hampered by slow pitstops that prevented his best performance.

Glen VanSant (with son James helping in the pits and Jason Allen flying) took first in the finals at 7:21.07. Ron (Bob Whitney pitting)was second at 8:17.52 and David Betz with Dave Hull piloting was third at 8:33.79.



Ron Duly's fine B-TR

Ron's beautiful model took the “Best in Show” award.

Wednesday:

A busy day. A VERY busy day!

Weather on Tuesday afternoon threatened rain, but none of any consequence fell on the Racing circles. However, nearby portions of the AMA flying site got a good drenching. After Tuesday's flying, all of the racers gathered at Bill Lee's RV in the parking lot at Stage Center for barbeque and drinks and fellowship.

Overnight a cool front went on through. There was a small amount of rain but the morning saw cooler temperatures and dryer air. That welcome change however was accompanied by steady northwest winds of about 15mph.

Racing started with the three entries in Fox Race. We flew a couple of qualifying heats to give all a chance to sort out any problems, and then a final.



Fox Race entries

Paul Smith, assisted by Ron Colombo, took first place with a 7:31.53, followed very closely by Dave Betz at 7:35.53. It was an exciting race with Betz in the lead until a third pit was needed two laps short of the end of the race.



Super Slow Rat

Super Slow Rat was entered by five competitors. Dave Hull from California showed the way to the others by posting the fastest qualifying time of 5:53.06,

followed by a winning time in the finals of 6:05.88. Second place went to Ashley Wilk at 6:33.99.

After lunch, the big guns in Slow Rat were brought out. Mike Greb, perennial NATs Slow Rat champ had a very fine qualifying run of 2:49.30. Mike's usual pilot, Russ Green, was unable to make the NATs and Mike asked Jason Allen to step in.

Jason also flew his own entry, and as luck (and skill!) would have it, he also qualified for the finals (3:02.92). So Mike had a real problem: finding a pilot for this very demanding event. But lurking in the shade of the contestants' tents was Dave McDonald, who was here while on his lunch hour from work. Dave is an Old Rat Pilot, and Mike pressed him into service.

In the finals, the two models (Allen and Greb) were very evenly matched. But Mike's reign as NATs champion came to an end when his power pack failed and he was unable to



Front end of Jason Allens' Slow Rat

complete the race. Jason Allen went on to first place with a time of 6:34.90.



Clown Race saw nine entries with eight actually flying. We flew back-to-back 7.5 minute qualifying races with the best three going to a final 15 minute race. In

the qualifying races, Jim Gall took advantage of a competitor's problems for a long solo run and the best qualifying score of 160 laps. Al Ferraro, a teammate with Jim Gall, was second quickest in qualifying at 157 laps, and Bob Whitney from Florida was third at 152 laps.



Al Ferraro's Clown OS 18 – Converted RC Car Engine

With both Jim Gall and Al Ferraro making the finals, the two teammates had to make special arrangements for piloting and pitting. Jason Allen was flying for Al while Jim did his own piloting. Jim asked veteran Bob Oge to pit for him.

Patrick and Al Ferraro

The finals once again illustrated how important pitting skills are in winning races in Control Line. Bob's unfamiliarity with Jim's model cost him valuable seconds on a couple of pitstops. After 15 minutes of serious competition, Al Ferraro came out on top with 293 laps, Jim trailing at 280, and Bob Whitney in third at 228 laps.



Did I say a BUSY day?!? Patrick & Al Ferraro.

Thursday:

Wednesday was a very busy day: Thursday made up for it with a small turn- out for both Rat and Texas Quickie.

Rat started the day with a 70 lap qualifying race with Bob Whitney from Florida and Steve Eichenberger from Arizona. This year, after a couple of years of trial, the rules for AMA Fast Rat were changed to limit the engine size to .15 cu. in. It has taken several folks this much time to sort out the new formula and develop competitive equipment. But Bob Whitney went a different route: using an F2C diesel- powered team racer. What Bob found is that the superior reliability and pitting of the F2C equipment often makes up for a lack of ultimate airspeed.



Steve Eichenbergers' Rat. Gillott MK3 power.

Contrasted to Bob's diesel- powered rig, Steve Eichenberger has developed a conventional Rat using an inverted .15 engine and mini- pipe. Steve's model is a beautiful example of what a Rat can be and is very fast. But the Achilles Heel proved to be problems in restarts during the pitstops. In their 70 lap qualifying race, Steve was able to overcome this problem and turned a 2:54.92 vs. 2:56.19 for Bob. However, in the 140 lap final, Bob's better pitstops prevailed, yielding a final time of 6:02.95 while Steve turned in a time of 6:18.36.



Texas Quickie Rat, an NCLRA event, followed Fast Rat. Most notable for this event was the absence of most all past winners. In the first feature race, Dave McDonald piloted Bob Oge's entry and turned in a NATs- winning time of 7:02.94. Also in this race, Mike Greb ran a 7:09.28, good for second overall. In the second feature race, Ron Duly from Southern California flew his beautiful modified Scorpion (a Dave McDonald design) to 7:20.32.



One aspect of TQR is the strict rules on venturi and needle- valve body dimensions. In addition, engines may be modified by removing material but not adding. After the conclusion of the races, the three top finishers had their engines inspected for compliance. Venturis were removed and measured with a bore gauge, and the needle- valve bodies mic'ed for diameter. All engines were within the specs for the event.

Friday:

It seems from memory that the worst weather day of NATs always seemed to fall on Mouse day. The norm always seemed to be wind and rain and .. whatever mother nature seemed inclined to throw at us. And for the 1/2A models, that always made flying very difficult.

But not this year! Friday's weather was just about ideal. Temperatures in the high 70's and very mild breezes. Flying today was a joy.

And like so many of the previous events at this year's NATs, there simply weren't a lot of folks here. Too bad since it was definitely their loss. You can't be a "National Champion" if you don't fly the NATs!

We started out by flying all of the Class- I flights. Jr/Sr Mouse- I was contested by James VanSant and Ashley Wilk, both pitted by their fathers. A qualifying race was run with the two juniors, more as a warm-up for their fathers than anything else! Ashley didn't have good luck and failed to finish the race, while James turned in a 6:04.19.



Dave Hull's Fleet Fleet

Off to the finals and an exciting race to watch. The times may have been slow, but at the end the race was very close, less than 8 seconds separating them, with Ashley prevailing over James , 6:12.87 to 6:20.70.



James VanSant and Ashley Wilk

Class- I Open was a match of barstock engines and reed- valve conversions of the powerful Cyclon .049 against a pair of "standard" Cox reed- valve entries. Bob Whitney and Dave Hallas came from Florida with the former while Dave Hull brought his Cox equipment from California. And where Dave and Bob are a long- time team, Dave is a newcomer and picked up Bill Lee to complete his team.

This confrontation illustrated once again that, while the potential of the non- Cox engines is apparent, the

consistency and proven technology of the Cox engines make them still quite competitive.

In the qualifying races, three of the four entries turned in times between 2:35 and 2:45, only Dave Hull's time at 3:28.71 being somewhat off the pace. The finals saw Bob Whitney and Bill Lee in the air together with Bob turning a 6:08.59, and Bill 5:30.08. Dave Hull, after a last- minute engine swap, went 5:38.17 and Dave Hallas posted a 5:44.07. Once again, Mouse- I went to the Cox flyers.

Class- II Mouse is the class for full- bore 1/2A racing engines and full streamlined models. And this is where the more modern technology available from Cyclon and others really shines. In Jr/Sr, once again Ashley Wilk and James VanSant competed with Ashley once more coming out on top with a time 11:40.62 while James retired after many problems at 134 laps.

In open, Bill Lee, flying once again one of Dave Hulls models (actually one of the Class- I models on the longer lines required for Class- II), was up against the very potent Cyclon entries of Bob Whitney and Dave Hallas. Dave's model was the more reliable with a winning time of 5:59.68, Bob Whitney in second at 8:27.53, with Bill's entry being DQed after the pilot stepped out of the pitting circle while the model was still on its landing roll.

After the awards were given for the two Mouse classes, the NCLRA National Champion was crowned. The scoring for this prestigious award is based on a competitor's placing in the various events in which he competes. Points are awarded: first place gets the number of points equal to the number of entries in the event, second place one less, etc. After all events are flown, each competitor's best four events are summed to determine the National Champion.

For 2007, the CL Racing National Champion is Bob Whitney, which proved to be a very well- deserved and popular outcome.

In closing:

Special thanks goes to those who spent their time helping. Sandra Lee and "Aunt Kay" Betz were always there to time. Stan McCarver and Charlie Johnson wandered in on their way back home from the Brodak meet and also spent much of their time timing and counting. James Allen was always doing pull tests. (And I am sure I missed someone!)

Several of the guys took on an event or two so that all there could enjoy the competition a bit.

F2C – Dave McDonald

F2CN – Gary Wallace

Goodyear – Bob Whitney

Jason Allen – Mouse I and II

And a special thanks to Sandra Lee who spent all day Tuesday preparing a great layout of food for all to enjoy that evening.

Fuel was supplied by Randy Ritch of Ritch's Brew. Great support from a guy and his dad, Red Ritch.



Bob Whitney – 2007 National Champion

NCLRA Annual meeting 2007 NATs

Submitted by Bill Lee, President, NCLRA.

After enjoying too much food at the Sirloin Stockade in Muncie, the NCLRA annual meeting was called to order at approximately 7:45 p.m. By President Bill Lee

It was noted that the Vice President, Secretary/Treasurer and Newsletter Editor were all not present.

Members in our thoughts. The president reported he had received a telephone call from Vic Garner. Vic said that he had suffered a minor heart attack the previous week and had fallen as a result, breaking his arm. He said he was recuperating and was “taking sustenance”, but had developed pneumonia.

Also reported that Tim Stone, our Newsletter Editor was still ill as a consequence of the heart attack he suffered last fall. Medications that he had been given were not agreeing with him and he was suffering from bad side-effects.

The President asked us all to keep these people in our thoughts.

Election results. The President presented the results of the just completed election of District Representatives. The results are:

Northeast- Jason Allen- 12

Southeast- Bob Whitney- 5

Mike Schmeider- 1

North Central- Les Akre- 2

Midwest - Stoo Willoughby- 4

South Central- Mike Greb- 6

Northwest- Mike Hazel- 2

South West - Ron Duly- 10

John Bruman- 2

Don Burke- 1

Congratulations to the new and returning District Representatives.

Treasurer's Report: The President presented the report as submitted by Dave Rolley, Secretary/Treasurer. In summary:

Total income: \$ 1547

Total expenses: \$ 1264

Current Balance: \$ 11,293.62

Dues Structure. Given the increased cost of printing and mailing the paper copies of the *Torque Roll*, the President suggested that the membership dues be changed to request a \$5 sur-charge for those members requesting the paper version. During discussion, it was mentioned that one of the major things NCLRA has done this year is to provide both financial support as well as helping meet AMA's requirements for F2C Team Support by paying for membership in the Team Selection Program for 50 people.

It was suggested that we should simply raise the dues to \$20/year for every member, absorb the extra cost for the paper copies of the *Torque Roll*, and automatically register every NCLRA member in the F2C program. Since this would only be necessary on a 2-year cycle, dues would cover this expense.

A motion was made (Steve Wilk), seconded and adopted unanimously.

Hall of Fame: The President read the nomination information submitted by Pete Soule in support of Don Jehlik and Herb Stockton for inclusion in the NCLRA Hall of Fame. The award was made, and the plaques will be forwarded to them.

Sportsmanship Award: For always being ready to offer a hand when needed, for always being one to

step up when things need to be done, and for being a “real nice guy”, the Sportsmanship Award was made to Bob Whitney.

The meeting adjourned at about 8:30 p.m.

The Future of CL Racing at the NATs

Insanity: Doing the same thing over and over and expecting different results.

Benjamin Franklin

CL Racing at the NATs has declined to the point where some question its viability. There are many reasons this has occurred, and in order to resurrect the NATs for Racing, the reasons should be identified, and perhaps some solutions offered.

WHY the decline?

- The overall decline in Model Aviation as a hobby.

Given the ever increasing population, the portion that take up model aviation as a hobby is steadily decreasing. Yes, in some forms of model aviation, the numbers may be growing a bit, but overall, the % of the population that is interested in aeromodeling is getting smaller.

The current generation, and those that have come “on line: since the late 50's, has been presented with a plethora of activities that have been handed to them “on a silver platter”. These activities in general take no real effort to enjoy, no “commitment of self”. These generations are the “Instant Gratification” generations. Aeromodeling, TRUE modeling, cannot compete with the video games or the PC or the TV or the... (you name it) ... where a kid can be instantly involved by spending a few bucks and walking out of a store.

A recent demographics study from AMA show that the RC Car community has a population distribution that is about the mirror image of model aviation. And why not!?! Almost any hobby shop will sell you an RC car, help you assemble it (30 minutes?) and include a radio. You'll be out playing with it with no investment of self, In other words: the world of instant gratification

And even within the model airplane community the same syndrome is seen: the RC ARFs and the widely available RC electric park flyers. In many respects, these are nothing more than a 3-dimensional video game.

But the folks who participate with these technologies are NOT aeromodelers, they are toy flyers! Today they are playing with an RC foamy in the cul- de- sac in front of their house, tomorrow they will have some other toy and be somewhere else. Few if any will ever

develop the mind- set that characterizes the true modeler.

Coupled with the lack of “new blood” is the continuing aging of those who are now involved. With very few exceptions, those who are “young” and who are participating in CL Racing are the sons or daughters of a parent who is also involved. Unfortunately, that pool of newcomers is small and getting smaller as the parents face the reality of raising a child in a world of TV, video games and organized play-time (often called little league ... soccer, baseball,.. whatever.) And, face it, the old folks are retiring and not flying anymore.

Today's society is all for instant gratification and no investment of self.

- NATs History and Location

The NATs have been run by AMA for the last 35 years or so. Before then, the NATs were hosted for many years by the U.S. Navy on naval airbases around the country.

Starting (when?) in the 90's, AMA turned over the responsibility of running the NATs events to the Special Interest Group for the event, NCLRA in the case of CL Racing. Overall NATs management was retained by AMA, but it has been left to the SIGs to actually staff and operate their specific event. Overall, this has been a positive arrangement since it keeps the decision- making process focused in those with the most knowledge and interest, keeping the arbitrary and often flawed thinking of the AMA hierarchy at bay.

Prior to 1996, the NATs were held at venues that moved about the country. In 1996, with the completion of the initial set of facilities at the AMA's Headquarters in Muncie, the NATs were held there for the first time. Recollection (perhaps flawed) was that it was promised(?) that the NATs would NOT remain there forever, but “the AMA site would always be available”. However, the NATs HAVE remained there for the last 12 years in a row, and there does not appear to be any mechanisms in place within AMA or NATs management to even consider the promised(?) change of venue away from Muncie.

Investigating the CL Racing entry in the NATs for the past 15+/- years shows that for about 5 years after the Muncie location was adopted, entry held good. But in 2001, the entry started a decline that has continued to the present. Only 2004, with the influence of the CL World Champs immediately preceding, saw any departure from this decline.

Also apparent from the numbers is the effect in those years when a CL World Champs is held, with several of the “stalwarts” absent from the NATs.

Some have given reasons for not attending the NATs based on the fixed location: the long haul from far away year after year after year coupled with the continuing rise of the cost of transportation, etc.

- Too many or the wrong events

Historically, the NATs flew only the AMA Rule Book events. If an individual or group wanted to fly something in addition, they petitioned the NATs management and if time could be found in the schedule of the NATs week, the individual or group would then sponsor and run their special event. This scheduling was rather informal and did NOT require a-priori approval from NATs management or AMA, only dealing with the event director. As an example, Quickie Rat was first flown at the NATs in the mid-80s as an unofficial event sponsored by Frank Williams and his Houston club.

However, sometime later (90's?), adding unofficial events by the event director became a no-no, and now all events, Rule Book or Unofficial, must now be identified and listed by the time of the NATs planning meeting, usually in the fall of the preceding year. The flexibility and control has been removed. As a consequence, our CL Racing NATs (and many other events as well, based on observation) have begun simply including the SIG's non-rule book events as a matter of course. And the result is what we have today: six rule book events and six unofficial events flown over a six day period. The list of events with the 2007 NATs entry:

| | |
|----------------------------|-----------------------------|
| Super Slow Rat (3 Op/2 Jr) | F2C (6 entered/5 flew) |
| Fox Race (3 Op/0 JrSr) | Goodyear (9 entered/8 flew) |
| B-TR (3) | Slow Rat (5) |
| F2CN (3) | Fast Rat (4 entered/3 flew) |
| Clown (9 entered/8 flew) | Mouse I (4 Op/2 JrSr) |
| Quickie Rat (5) | Mouse II (3 Op/2 JrSr) |

AMA provides trophies for the Rule Book events, the number based on the pre-entry levels. If pre-entry is low, the number of trophies they provide is small. As an example, there was only 1 pre-entry in Class II Mouse and we were only provided one trophy from AMA for that event. NCLRA provides the trophies for the unofficial events. The 2007 entry level was quite insufficient to pay for them based on the entry fees. And this was only providing a single trophy per place rather than two, pilot and pitman, as is desired. AMA has declared that if we want two trophies for each place for the Rule Book events, event entry fee would have to increase from \$10 to \$25, a really big jump!

As can be seen from the numbers above, there are some events of each type that are moribund and should likely be dropped from the schedule.

What can be done?

Simply stated: the format of the NATs has to change!

- Location. The traveling NATs is history. In spite of a strong desire by many competitors to return to that format, it is very unlikely that AMA will support any such move. Perhaps if the entire CL community was together on this, AMA would listen, but for most (i.e., the 500 lb gorilla of CL, the stunt community), the Muncie facilities outweigh the inconvenience to many of the long trek each year. Yes, the smaller CL events could easily be held in other locations with facilities equal or nearly equal to the corresponding sites at AMA HQs, but not the stunt folks who desire/demand infinite practice area throughout the NATs week.

If we or any other discipline were to launch off on our own, we would never again have AMA support for NATs inclusion. So, we must accept that Muncie is the venue.

- Events: We need to pare down the number of events flown. Most of the unofficial events don't warrant continuing based on past NATs attendance. Likewise, several of the Rule Book events.

Events that should remain: F2C(required by AMA), Goodyear, Clown.

Events on the bubble: Super Slow Rat, Fox Race, Quickie Rat

Events that should be dropped: F2CN, Fast Rat, Mouse I and II, B-TR, Slow Rat

- Schedule: We fly now from Sunday through Friday. For many, that is simply too long. Many folks leave for home before the final events are flown.

With fewer events, each should be flown more. More qualifying heats spread over a couple of days and the finals on "Finals Day". Suggestion is Monday-Wednesday. Fly three events officially: two rounds of qualifications in each event on each of two days. On the third day. Fly finals for each event. At the conclusion, make awards and crown the National Champion, for each event and overall.

Schedule some non-rule book events on the preceding Sunday.

Retain the last two days of the week for "unofficial events". IOW, if an individual or group wishes to sponsor another event, after coordination and scheduling with the event director, they would run the event, provide the trophies, etc., on the remaining days of the week. A return to the way it was done many years ago.

- Marketing. To paraphrase: once you have seen the lights of Muncie, it's hard to get you off the farm.

Muncie itself is not a big tourist attraction. But the NATs is not about tourism, it's about competing and becoming the National Champion. You can't be a National Champion by only going to your local contest!

But for many, a long trip such as required for Muncie often means that the family is along. We need to present the NATs as a place where folks WANT to go. There are attractions in this part of the world. The Air Force Museum in Dayton and the Indy Museum in Indianapolis come immediately to mind.

And by making the actual time of competition more attractive, people will be more attracted to the NATs.

Proposed Schedule for 2008 NATs:

Sunday: Super Slow Rat, Fox Race, Quickie Rat. Events start at 11a.m.

Monday/Tuesday(Qualifying Days): F2C, Goodyear, Clown. Two rounds of qualifying heats in each event run each day.

Wednesday(Finals Day): F2C, Goodyear, Clown. Finals in each event flown.

NCLRA Banquet and awards presentation on Wednesday evening.

Note 1: If an event isn't scheduled and you wish to see it flown, it will be up to you to provide the manpower and the awards. All events must be scheduled through the NCLRA NATs management and MUST be scheduled by the NATs Planning Meeting, to be held this year on September 29. Thursday and Friday will be used for these events.

Note 2: The choice of non- rule book event for the primary NATs schedule (e.g., Clown for 2008) will be made on a year- by- year basis.

Preparing the Brodak 25 for Classic B Team Racing- By Lance Smith & John Hallowell (Australia)

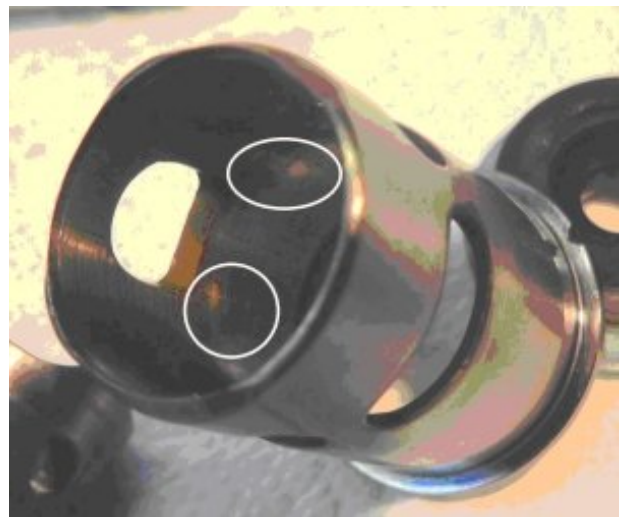
Introduction

In 1993 in Australia a new Class B racing event called Classic B began. Based on the 1960's classic area of B team race, the primary difference is the use of readily available modern plain bearing schneurle ported .25 engines. The event is flown in competition at both State and National level. Similar versions of this class are also raced in the United States, the United Kingdom and New Zealand. There are some minor differences between the countries with allowable engine types and some minor model dimensions. The US allows twin ball-race engines up to .28 or classic engines up to .30. Australia allows 1960 engines up to 5cc, or modern plain bearing schneurle ported .25's. Modifications are allowed. In Australia we have concentrated on OS 25FP's, LA's, the odd Enya 30SS and Thunder Tiger 25's. Fuel is open, racing is very competitive and often very close.

Search for a new engine

Following a series of costly engine failures in Classic B Team Racing during the winter of 2006, a group of enthusiasts started looking at replacement engines for the commonly used OS 25 FP, OS LA and Thunder Tiger ABN engines. Most of these engines had variable piston and liner fits from new, out- of- round pistons and liners and often poor liner taper. Replacement piston and liner sets proved to be the same, with most out- of- round as well.

There was also a tendency for the nickel plating on the ABN liners to peel off the top of the liner during racing. This resulted in very premature engine wear and a noticeable drop in performance. It was not unusual for an engine to last only one race. A new Classic B Team Race engine had to be found!



This photo shows regions of the ABN liner (white circles) where the nickel plating has worn right through to the brass below.

Loose specifications

The new candidate would ideally be a readily available plain bearing .25 engine in current production with a hard chrome plated liner, either an AAC set-up or a genuine ABC engine. It should not be too expensive to purchase, be easy to modify and have good spare parts availability.

Likely candidate:

Following advice from two well respected engine builders, Alan Barnes in New Zealand and Robin Hiern in Australia, the newly released Brodak 25 engine was chosen as a prime candidate for investigation. Although this engine is developed for general sports and stunt use, it does have a connection with racing through F2C engine designer and builder, Sergey Ivanov, from Moldova.



Brodak .25 in stock form.

Initial examination of the Brodak .25 showed that it did indeed have a racing heritage, with high quality workmanship evident throughout the design. It had a hard chromed liner and a perfectly round piston with exceptional fit. The materials were the same as used in Sergey's F2C racing engines. It also had a large inlet port, adequate transfer and boost passages and remarkably efficient low volume crankcase design. It was also of exceptionally light weight.

Our engine builder set about blueprinting the Brodak .25 and setting it for Nelson style plugs and heads. The engine's basic design proved very simple to modify. It did not require extensive and therefore costly reworking.

Modifications include:

1. Redesigned and larger venturi to match inlet ports and gas flow.
2. Blueprinting and matching of high silicon hard chrome plated liner to the piston to allow longer and more reliable racing life.
3. Incorporating Nelson heads and HD plugs, with special head shape and squish band design to improve power.

4. Balanced crankshaft, rounded off crank cheeks, gas flowed inlet and transfer ports with matched transfer/boost and exhaust timing.

5. Rounding of sharp edges on back-plate thereby exploiting the very low crankcase volume for better starting, running and fuel economy.



Dimensions are such that in most cases this engine can be simply dropped in into an existing model built for an OS 25 FP, LA or a Thunder Tiger 25. A small scoop to be cut to fit the bottom back-plate lug. Care needs to be taken to ensure the head cooling fins clear the bottom of the cowl. This will of course vary from model to model.



John Hallowell's Rocket and Brodak 25 combination.

Performance

Initial testing showed that the engine was easy to run in, started well and had plenty of speed and an abundance of laps on a 30cc tank using mild range fuel.

One significant advantage with this engine is that it does not have a heavy brass liner. The hard chrome is attached to a high silicon alloy liner insert. This saves weight and allows for a better piston and liner fit. Also heat dissipation is much better than an ABN engine and a lean motor run will not have a tendency to quickly overheat. Starting was excellent hot or cold and the engine was still very easy to start when running lean and hot when in search of extra laps.



John Hallowell's 'Rocket' Classic B Team racer

Props and testing

Flight tests were made with a range of commercially available propellers and suggested the power curve was best suited to standard a APC Sports 7x7 or a 7x8 cut down to 6.75 diameter. A Bolly Clubman 8.5 x 6 cut down to 7.5 x 6 with tip reshaping also provided good speed and laps.

With a standard "Heat" brew 45 laps could be obtained with a time of 16.2 - 16.3 seconds/7 laps. With the addition of a little range ingredients +50 laps/tanks are possible.

Fuel studies

For an extensive analysis of the fuel developments, including suggested fuel formulas for B sized glow racing engines, go to the fuel article at:

http://members.optusnet.com.au/~smithlw/Site2/Fuel_Developments.html

Lance Smith AUS 62894 and John Hallowell AUS 1984

EDITORS' NOTE

Lance has prepared an excellent article on B TR fuel that will be featured in the October newsletter.

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

Bev Wisniewski Memorial 2007

| TQR | entrant | pilot | pitman | airplane | engine | heat 1 70 laps | heat 2 70 laps | best | final laps | 140 |
|------------|---------------|-------------|----------------|--------------------|--------------------|-------------------------|-------------------------|--------------------|-------------------|----------|
| | 1 Bill Cave | Jim Holland | Bill Cave | | K&B 40 | 03:07.24 | | 03:07.24 | | 06:17.60 |
| | 2 Don Burke | Ron Duly | Burke/Johnson | LARQ | K&B 40 | 03:47.71 | 04:05.01 | 03:47.71 | | 07:35.07 |
| | 3 Dave Hull | Dave Hull | Dave Dawson | Rattler | K&B 40 | 03:37.58 | 03:21.84 | 03:21.84 | | 07:46.59 |
| | 4 Jim Holland | Jim Holland | Bill Cave | | K&B 40 | DNF | | | | |
| | 5 Ron Duly | Ron Duly | Carver/Johnson | Scorpion | Torp 40 | DNF | | | | |
| | 6 Dave Dawson | Dave Hull | Dave Dawson | Orig | K&B 40 | DNF | | | | |
| MOUSE I | entrant | pilot | pitman | airplane | engine | heat 1 50 laps | heat 2 50 laps | best | final laps | 100 |
| | 1 Dave Hull | Dave Hull | Dave Dawson | Streaker | Cox .049 | 02:39.19 | | 02:39.19 | | 04:54.77 |
| | 2 Dave Dawson | Dave Hull | Dave Dawson | Hummin' Bird | Cox .049 | 04:20.35 | | 04:20.35 | 26 laps | |
| MOUSE II | | pilot | pitman | airplane | engine | heat 1 70 laps | heat 2 70 laps | best | final laps | 140 |
| | 1 Jim Holland | Bill Cave | Jim Holland | | Cyclon | DNF | | 00:00.00 | | 08:03.14 |
| | 2 Dave Hull | Dave Hull | Dave Dawson | RED | Cox .049 | 04:51.78 | | 04:51.78 | | |
| | 3 Dave Dawson | Dave Hull | Dave Dawson | Orig | Cyclon . | 43 laps | | 43 laps | | |
| SSR | entrant | pilot | pitman | airplane | engine | heat 1 100 laps | heat 2 100 laps | best | final laps | 100 |
| | 1 Jim Holland | Jim Holland | Bill Cave | ISLANDER | 25FP | 06:15.53 | | 06:15.53 | | 05:49.10 |
| | 2 Dave Hull | Dave Hull | Dave Dawson | Sly Fox | 25 FP | 05:50.72 | | 05:50.72 | | 06:24.37 |
| | 3 Kevin Kusik | Kevin Kusik | Jed Kusik | TOMAHAWK | 25FP | 06:47.03 | | 06:47.03 | 98 laps | |
| | 4 Vic Garner | Kert Kerner | Vic Garner | ISLANDER | 25FP | 13 laps | | 13 laps | | |
| CLOWN | entrant | pilot | pitman | airplane | engine | heat 1 7- 1/2 min | heat 2 7- 1/2 min | best | final min | 15 |
| | 1 Jim Holland | Jim Holland | Bill Cave | Clown | OS 18 | 150 | | 150 | | 305 |
| | 2 Dave Hull | Dave Hull | Dave Dawson | Clown | OS15CVA | 137 | | 137 | | 296 |
| | 3 Bill Cave | Bill Cave | Jim Holland | Clown | Fora | 169 | | 169 | scratch | |
| | 4 Kevin Kusik | Kevin Kusik | Jed Kusik | Clown | ST 15 | 118 | | 118 | scratch | |
| | 5 Ron Duly | Ron Duly | Carver/Johnson | Clown | ZALP | 94 | | 94 | scratch | |
| | 6 Vic Garner | Kert Kerner | Vic Garner | Clown | OS 18 | 40 | | 40 | | |
| SCALE RACE | | pilot | pitman | airplane | engine | heat 1 70 laps | heat 2 70 laps | best | final laps | 140 |
| | 1 Dave Hull | Dave Hull | Dave Dawson | Lil Quickie | PICO 15 | 11:00.00 | | 11:00.00 | | 07:33.57 |
| | 2 Jim Holland | Bill Cave | Jim Holland | Swee Pea | ST x- 15 | 03:46.00 | | 03:46.00 | 42 laps | |
| | 3 Kevin Kusik | Kevin Kusik | Jed Kusik | OL tiger | Rossi 15 | 42 laps | | | 1 lap | |
| BTR | entrant | pilot | pitman | airplane | engine | heat 1 35 laps | heat 2 70 laps | Heat total | final 140 laps | |
| | 1 Vic Garner | Kert Kerner | Vic Garner | Vics B | MVVS 26 | 01:40.40 | 03:51.90 | 05:32.30 | | 07:58.80 |
| | 2 Dave Dawson | Dave Hull | Dave Dawson | Garner sp | OS25FX | 02:04.00 | 03:32.20 | 05:36.20 | | 08:29.25 |
| | 3 Ron Duly | Ron Duly | Don Burke | SPLA'TR | Webra 28 | 01:44.06 | 03:18.88 | 05:02.94 | DNF | |
| | 4 Don Burke | Ron Duly | Don Burke | VeeBee2 | Webra 28 | | | DNF | DNF | |
| F2CN | entrant | pilot | mechanic | airplane | engine | heat 1 100 laps | heat 2 100 laps | heat 3 100 laps | best | |
| | 1 Jed Kusik | Kevin Kusik | Jed Kusik | orig | NRISE | 06:56.20 | | | | 06:19.20 |
| | 2 Dave Dawson | Dave Hull | Dave Dawson | orig | NFISE | 79 laps | | | | 08:17.50 |
| F2C | entrant | pilot | mechanic | heat 1 100 laps | heat 2 100 laps | heat 4 100 laps | heat 5 100 laps | heat 6 100 laps | | |
| | 1 Dave Braun | Dave Braun | Jed Kusik | 03:46.58 | DNF | | | | | |
| | 2 Jim Holland | Bill Cave | Jim Holland | | | 04:35.70 | 04:14.40 | 04:23.70 | | |
| | 3 Dave Dawson | Dave Hull | Dave Dawson | 05:17.59 | 04:33.32 | 04:42.20 | 04:35.16 | 04:18.97 | | |

NATIONAL RECORDS(continued)

F2CN (NCLRA RULES)

100 LAPS 4:23.10 **BILL LEE/JIM RICKETTS** 7/09/07
200 LAPS 10:37.8 **R. WHITNEY/ D.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

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

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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

NM

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/>

NORTH CENTRAL DISTRICT - None

SOUTH CENTRAL DISTRICT

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 01- 02- - Dallas, TX (AA) Charles Ash Memorial Site: Samuell Hobby Park, Dallas, TX. Events: 313(JS)(O); 317(JSO); Goldberg (JS)(O); Quickie Rat(JSO) Sponsor: Dallas model Aircraft Association #1902. CD: Dale Gleason, 6003 E. Lone Oak Rd., Valley View, TX 76272. Phone: 940- 637- 2169(day) 940- 637- 2169(eve) E-Mail: [AntiSpambotMailto\("%2793%2767%2765%2765%2765%2779%27125%27131%27120%27125%2761%27125%27116%27131" \)](mailto:AntiSpambotMailto(%2793%2767%2765%2765%2765%2779%27125%27131%27120%27125%2761%27125%27116%27131%27)%2042222@ntin.net) [N42222@ntin.net](mailto:42222@ntin.net) WebSite: <http://www.DMAA-1902.org/> Event 317 flown to DMAA Rules

SEP 29- 30- - Dallas, TX (Ts) F2C Team Selection Finals. Site: Dallas Samuell 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

SEPT 2- Aurora, Il Treetown Racing & Jerry Who Memorial- Site Aurora municipal Airport

Events- Goodyear, Texas Quickie Rat, NCLRA Fox
Jerry Who Memorial Fox race- Treetown rules 350
laps.
Bill Calkins, 317 Snow St., Sugar Grove, IL 60554
Phone: (630) 466- 1531
E-Mail: clflyer@mchsi.com
Web Page: <http://www.clflyer.com>

NORTHEAST DISTRICT- None

SOUTHEAST DISTRICT - None

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