



Members of the 2008 US F2C Team



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

To:

Torque Roll!!!

**The Official publication
Of the NCLRA
Issue # 76
October, 2007**

President's Report – Bill Lee

NATs 2008: As you should recall from the last issue of the Torque Roll, the format of the NATs will be changing for 2008. Here is what was decided and given to NATs management for the meeting held September 30. (I do not know at this writing if NATs Management accepted this plan.)

Monday- Tuesday: A minimum of two, perhaps more, qualifying heats in each event each day.

Events are

- . F2C (318)
- . Scale Race (317)
- . NCLRA Clown Race

Wednesday: Finals for

- . F2C
- . Scale Race
- . NCLRA Clown

Wednesday evening: NCLRA Banquet/meeting and awards ceremony.

Thursday- Friday: Reserved for “secondary” events. A “secondary” event will require a sponsor. Already scheduled:

Thursday: Mouse I (JS)(O) – Sponsor: Bill Lee
F2CN(JSO) – Sponsor: Bill Lee (May schedule for late Wednesday)

Friday (“Big Block Day”):
B Team Race – Sponsor: Ron Duly
25 Slow Rat (Rules TBA) – Sponsor: John

Bruman

Texas Quickie Rat – Sponsor: TBDL

Other events will be added to the Thursday- Friday schedule as support appears. We will have the schedule firmly in place by December 1 so competitors can be made aware of the events to be flown as “secondary”.

The Event Director for the 2008 NATs will be John Bruman, AMA #: PHAST-1.

If you don't see your favorite event and want to sponsor it, let me and/or John Bruman know “real soon now” and we'll work it into the schedule. But remember that it will be your responsibility to actually run the event and convince your buddies to come and participate. **And you need to make the offer to run the event by December 1!**

Dues and Newsletter Distribution: At the NCLRA annual meeting held this summer during the NATs, it was moved and seconded that dues be increased to \$20/year, that each member be automatically made a member of the F2C Team Program, and that any costs for the paper copies of the newsletter be absorbed.

Since February we have been distributing the newsletter electronically as well as via paper to some members. This has worked well for some, not so well for others. And it seems to many that somehow a paper newsletter was a more tangible thing and a visible benefit to belonging to the organization.

Recently, the Board has decided that we will print and mail a paper copy of the newsletter to every member. We will provide a way for an individual to opt- out of the paper version, but the default will be to get it. This will be in addition to the electronic version. Given the new dues structure, a paper issue and the automatic F2C Team Program membership will be essentially a wash.

Membership Renewal: It's time of the year for everyone to renew membership for 2008.

When you get the paper copy of the newsletter, you will find a membership renewal form in the center. Please fill it in and send payment to Dave Rolley, the NCLRA Treasurer.

Or, if you would prefer, you can go on- line to <http://www.nclra.org> where you can join or renew membership using PayPal, and via PayPal, by credit card if you so desire.

2008 NCLRA Elections: As is usual every year, we have an election scheduled for 2008. In this year, we will elect the President. Vice-President and Secretary/Treasurer.

I will have been President of NCLRA for six years next summer and I will NOT be running for re-election. If CL Racing is important to you and if you want to see it grow, please step up and make it happen. Without any help, this organization will die.

Tournament of the Millenium: Once again this year, Sandra and I were honored to travel to Portugal to attend this meet, sponsored by our very good friend, Julio Isidro. Julio has held this meet in various venues in Portugal for many years with it being in Evora for the past three.

Evora is a beautiful old Portuguese city about an hour's drive east of Lisbon. The city sponsors an aviation weekend at their municipal airport each fall, and they have Julio there for the preceding weekend with all of the modelers. Starting on Friday and going through Sunday, you will find many classes of CL as well as several SAM RC classes.

Folks come from all over to fly and it is a wonderful opportunity to meet old friends once again as well as making new ones. Julio sponsors this meet for the friendship and fellowship, perhaps even more so

than the actual events. This tournament is more for the comradeship than the competition.

Thank you, Julio, once again for reminding us what this hobby is supposed to be about.

Southwest Report- Ron Duly

From the home of the Stealth fighter, our F2C team of Hull and Dawson have slipped out of town to try their luck in Texas. We wish them the best!



Dave Dawson at the Team trials in Dallas

There have been a lot of comments from our members about the revised 2008 NATS racing schedule. Some of them could actually be printed. The new format is an attempt to try something "new" to revitalize racing. Will it work? Only way to find out is to plan on being there. Matter of fact, that was the whole idea - getting stay-at-home racers off their.... well, you know what I mean. Racing in the SW is still going strong. We just completed a session at Whittier Narrows (results posted on the web) and look forward to two more contests before the end of the year. The most exciting race was TQR where three teams finished within seconds of each other. It was exciting for us but not quite up to Texas standards. What's a minute or so slower? Doug Mayer brought out his new pilot, Mason, to enjoy some male bonding with the guys. Mason is one handsome kid and is sure to be a pilot, not a pitman, right Dad? Pete Soule is helping us put together a fine SW section for the NCLRA site. The NW folks have set a high standard. Ron Duly

North Central District – Les Akre

Not much going on, so here are some contest results.

100 Mile Sport Race Results –
Etobikoke, Ontario, Sept 30
Courtesy Paul Smith

The race was a big success in every respect. Good weather, good crowd, a successful fund- raiser, etc.

There were seven entries, of which six finished within 31 minutes of each other, with no reportable incidents. One entry dropped out early due to an incurable fuel leak. Thank you, lap counters, for 8,500 clicks of the thumb.

1. Steve Stefanovic and Peter Hanson 1:28.6
2. Brad LaPointe and Stuart Henderson 1:41.16
3. Pat MacKenzie and Ron Peters 1:42.39
4. Paul Smith and Vadim Polak 1:45.02
5. Chris Brownhill and John McFayden 1:57.12
6. Bill Bowmer and John Jerbek 2:01.19
7. Thwaites/ Easton DNF



Pat MacKenzie looking a bit leisurely.

All the finishers received a nice 50th anniversary golden jubilee plaque authorized by HRH EIIR and presented by Sir Chris Brownhill, Earl of Etobikoke and Viceroy of Ontario.

The organizers allowed either the LA 25 or the Fox 35 Stunt. I was the only plane- owner who used the Fox and I ended up squarely in the centre of the peliton. The organizers supplied a brand of RC sport fuel that didn't agree with the Fox very well. For that matter, the LA's weren't pitting as well they can, either.

Steve Stefanvic's plane had a superior airspeed that was absolutly overwhelming. We were obliged to

make a minimum of 25 pit stops. In reality, Steve would still have won, even if the rest of us didn't make any pit stops at all.



Brad LaPointe

Most of the flyers, pit men, and lap counters were veterans of several nations' FAI teams, representing F2a, b, c, d, and F4b.

In the 50th anniversary theme, some old racers were brought out and flown. Both were powered by Johnsons on suction.

Chris Brownhill's "Royal Rodent" pan rat did 23.5, 76.6 MPH about the same as the average modern sport racer.



Brownhill's "Royal Rodent"

John Easton's "Pagan" profile rat did 20.8, 86.5 MPH, close to Steve's speed. John said the plane was so-named because he attended flying session on Sunday in lieu of mass. Don't tell the FCM.



Easton's "Pagan" Rat

The old Goodyear was brought out for display and, at some point, fired up and flown by the juniors.



Nice to see some Junior's going at it.

Quote for this issue: "There's no right way to do something wrong".

Keep your lines Tight!

South Central- Mike Greb

I would like to start by congratulating everybody involved in the F2C team trials in Dallas on September 29 and 30. The Dallas Model Aircraft association did an excellent job hosting and manning the team trials. I especially want to thank the DMAA members who gave up a day or two of their time to be timers for the event. We had nine timers at all times and no race was delayed looking for timers. There will be other reports that give the details, but I just want to thank everybody there.

2007 Charles Ash Memorial Racing Results September 1st and 2nd

Mouse Race:

- | | | |
|----|-----------------|---------|
| 1. | Bill Lee | 5:35.41 |
| 2. | Russ Green | 5:50:78 |
| 3. | Melvin Schuette | 7:17.67 |

Goldberg Race: Open

- | | Heat | Final |
|----|----------------|-----------------------|
| 1. | Russ Green | 5:05:62 9:36:61 |
| 2. | Dave Ek | 5:20:07 11:07:78 |
| 3. | Phil Dunlap | 5:27:07 132 laps |
| 4. | Lynn Morris | 5:34:33 |
| 5. | Tom Hamlet | 5:43:45 |
| 6. | Patrick Hempel | 6:36:00 |

Goldberg Race: Senior 70 lap

- | | | |
|----|------------|---------|
| 1. | Pat Gibson | 6:10.03 |
|----|------------|---------|

Sport Goodyear:

- | | | |
|----|-----------------|---------|
| 1. | Russ Green | 7:52:70 |
| 2. | Phil Dunlap | 93 laps |
| 3. | Lynn Morris | 86 laps |
| 4. | Melvin Schuette | 75 laps |

Quickie Rat:

- | | | |
|----|-----------------|---------|
| 1. | Russ Green | 7:16:28 |
| 2. | Melvin Schuette | 8:27:66 |
| 3. | Tom Hamlet | 91 laps |
| 4. | Bill Lee | 0 laps |
| 5. | Phil Dunlap | DNS |



Melvin Schuette and Phil Dunlap in the racing pits at the Charles Ash Memorial contest in Dallas, Texas.

Wichita report:

On August 11 and 12 the Wichihawks Model Airplane Club hosted their annual contest. I don't have the results, but a small band of racers from Kansas and Texas had a good time flying Quickie Rat, Mouse, Sport Goodyear and Goldberg racing.



Bill and Sandra Lee at the Wichita contest.

They were transporting the family Ford model A to Texas, and along the way stopped at the contest. Bills Quickie Rat in the foreground is about 25 years old. I flew it at the contest. The last time that I flew it was about 20 years ago. Does anybody else have a racing model older that they still fly?

Southeast Report- Bob Whitney



Bob Whitney at Dallas team trials

I just got back from the Dallas F2C team trials. First let me say that the Dallas club did a great job getting things ready and put on one great spread for lunch both days for everyone. The jury of head honcho Dave McDonald and his merry men Tom Fluker Sr and John Ballard kept things running smoothly. Speaking from experience it takes a lot of bodies to run a trials and I give a big thank you to all of them. Between Bill and Jason it should be pretty well covered.

I will say that the team of Dave Hull and Dave Dawson should get rookie team of the year. They showed that they understood the importance of the trials by trying not to hinder the others as they were getting on the job training, well done guys.

There is a contest in the works at Stark Fla the 2nd week in Nov. The flyer should be out soon. They are still working on the events.

It looks like we got no help from AMA again with the Nats scheduling. Again the dates pretty much limit the w/c competitors from attending.

They say it takes a village to raise a child .it is the same way in F2C ,anyone who thinks they can do it alone need to regroup.

I would like to thank a few of the people who without there help we would not be going to France to compete for the USA.

First, Dave Hallas for driving 6 hrs just to fly so we could break in a new engine the week before the trials [that engine gave us our best time [3:20]our best ever. Tom and Aaron for keeping Jason straight and giving advice when needed. Dick Lambert,always there when I needed something parts, advice (don't touch it /leave it alone! You are going to wear it out!) Thanks Dick. And to our support group who were there every time we practiced timing and keeping track of what we were. Jim Bradley and Fred Margarido. Neither one of them race they kept us going.

A special thanks to John McCollum who we should all keep in our thought for always being there when I had a question late at night. When they call it team race they got it right! Thanks, guys.

My last thing has to do with why Dick Lambert and I spent 32 hrs driving to and from Dallas, judging from Jason Allens' problem...The airlines would not let him return home to PA with his model box with one broken plane in it! They allowed him to take it from PA to Dallas but not back, they said it might have contained fuel at one time, and he had to freight it back home So heads up!

Northeast Report- Jason Allen



Alex Topunov, Dave Hull, Tom Fluker

Everything is definitely bigger in Texas, the racing, the hospitality, even the crashes. The F2C team trials in Dallas was an emotional roller coaster for me, the selection came down to the last two rounds. But let's start at the beginning.

Friday was official practice, registration and processing. Everybody looked like they were running well. It appeared that nobody was struggling to find a setting and the speeds were good. Practice makes perfect, or at least progress. During processing, it's interesting to see that each manufacturer's equipment is totally different. While nobody was over the 7cc tank capacity outlined in the rules, the results vary greatly, not only between manufacturers but also between individual tanks. So be sure to check your tanks. You may be giving up some laps.

Saturday dawned hot and breezy. The first race pitted Fluker/Lambert, Ricketts/Lee and Ascher/Ascher against each other. It was good race for a two up. Remember Bill, always wear your helmet! Most of the other races were all three ups, with all the pilots and pitmen doing what they do well. Again, and I can't stress this enough, over the past couple of years all teams have improved greatly. All teams put up times and I don't remember seeing much trouble in the center. Here's were the stress comes in. We had a down-line break in practice on our number 1 model. This happened right before our third race. Scratch one \$1500.00 model and engine. We now only had about 10 minutes to get out our number 2 model (which we hadn't flown yet that day) and try to get a race setting. Now is when the practice and preparation really pays off. After three tanks, we were ready. Our setting was perfect, the Aschers passed us only once in the first tank. As we were landing for our first pit Lenard was making theirs. He waited until we passed and launched his model. The acceleration of a Team racer is an amazing thing, even though we had passed, their model accelerated so fast that he ran into the back of ours. From the marks on our plane, it appears that the prop hit our elevator 3 times. After the race Aaron said he never felt it, another of our planes out of action. We were granted a refly and the Acshers were disqualified. Our refly with our third plane didn't fair well. We lost laps between the practice circle and the race, having to make 3 pits to complete the race.

After fixing our model from the combat match the day before, Sunday was a bit cooler, but only because the wind had come up. We had a sustained winds around 7-10 miles per hour, with higher gusts. Something to remember though, weather like this is what we should expect in Europe. So even though we didn't have a complete team yet, all of us were getting ready for France. The racing was great again. The final team positions were contested all the way up to the last two or three races. With the final results showing that the 2008 World Championship US F2C Team to be, Fluker/Lambert, Ascher/Ascher and Allen/Whitney. The first alternate team is Topunov/Oge.

A great big thanks goes out to the Dallas club that hosted the event. They also provided timers that got to see some great racing. I also would like to thank the ladies of the club, who put on a great BBQ lunch for us on both days. Also thanks to Tom Fluker, Dave McDonald and John Ballard for being the Jury.

The Sunday before the trials the South Jersey Aeromodelers and the Middlesex Modelers of New Jersey teamed up to host a race day featuring SlowRat/Warbird and Clown. The SlowRat/Warbird

event was fun; the warbirds are realistic looking warbird planes, with SlowRat type rules. They go fast, pull hard and are fun to watch. To try to generate some more interest in racing, they have introduced a two tier Clown Race format. With a sportsman class and an expert class, the cutoff for the classes was 22 seconds for 8 laps. This was first contest with the class systems and seemed to be a success. There were thirteen entries in both events. The sportsman class brought out a mix of new fliers and folks that haven't raced in a while. It also brought out equipment that has been relegated to back of the shelf, since the competitive Clown racers have gotten so fast. Most of these Clowns were given to or loaned to some of the new entrants. This two tiered format looks like a good way to get people to your contests. However, after the some discussion, it may be changed to an overall race score, for the cutoff instead of the speed. To determine if the models are slow enough for the cutoff, it requires someone to time the planes during the race, adding another volunteer to the "payroll", so to speak. Next year they may implement a cutoff of 120 or 130 laps for a heat race. But, it's still under discussion. Overall we had a great time and a successful turnout.

F2C in France- by Dave Rolley

Most of you probably know that Charlie and I went to France for two weeks to fly F2C. Jean Paul Perret originally invited us to join them for some training back in 2005. Unfortunately we couldn't put it together that year. I contacted him early this year and he again extended the invitation. This time with the idea that there were two contests one week apart. So we could get some training and contest experience in the same trip. Here is a short description of our trip.

It was a wonderful trip. We were gone for 14 days, two of those days are travel days. Of the remaining 12 days we flew 10 of the days. Four in competition and 6 for training. We had a non-stop flight from Denver to Munich then a commuter plane to Luxembourg. That put us about 25 miles north of Landres. The trip home was Luxembourg to Frankfurt to Newark NJ then home to Denver. No problems with customs either direction. The only down side was the length of the flight and the length of the travel days. The day we came home was 24 hours duration from the time we left Jean Paul's home to getting to my home.

We went to France thinking we were pretty good. The practice days before at Landres before the contest didn't really shake that feeling. Our hat got handed to us in our first official practice session at the first contest. We had one well known team tell us that we shouldn't even be flying F2C.

That we should fly F2F until we learned how to properly race. We also got some constructive help. Probably the best advice we got was for Charlie to cut the engine at the first sign of trouble and for me to put him back up. As painful as it was, we decided to follow the advice. That approach allowed us to post two times at Landres (5:00, 5:04). We weren't last place. That honor went to a team that couldn't complete a race. We got to review the tower videos at the end of each day. That plus a debrief by a couple of the tower folks helped us a lot.

During the week between Landres (France) and Pepinster (Belgium) we flew with one of the Spanish teams on one day. Something in the neighborhood of 800 laps. The next day the French club came out with 4 teams to fly with us. That was another 500 - 700 laps. I'll write more on the CMBL approach to training in another note. You probably have to see it personally to really appreciate it, but seeing that many young folks and adults flying F2C/F2F and all working together to improve is inspiring.

Plus when lunch comes around they roll out quite a feast!

Charlie was getting help in the center, I was getting help in the pits. Watching one of the French junior's start his F2F gave me an idea to try on our F2C models. Doggone if it didn't work better than the way I had been doing it! We both were learning to hear the engine's "song". And the song she was singing is very different than the song we learned in the states.

We left early on Friday to go to Pepinster so we could get some practice time on the circle. Jean Paul's son, Mathieu, accompanied us on our drive. I'm sure that took a great leap of faith on Mathieu's part. Imagine hopping in the back seat of a car driven by two folks that don't speak your language and heading out across the border to another country and a contest in a small village! With Mathieu's patience, English skills, navigational ability, and a cell phone link to his father, we found our way from France to Belgium and the contest site.

And Mathieu has some stories about those crazy Americans to share with his friends. Saturday was the contest. In our first race Charlie had shutdown because the situation was getting out of hand and one of the teams under flew him. And he was between waist and shoulder high! Fortunately the only damage to anyone's equipment was our lines. In our second heat we turned a time of 3:52 with 3 pits. That finished Saturday. After dinner the team that told us the previous weekend we should be flying F2F was so impressed with our progress they started talking to us about how we

could continue to improve and then started talking about race strategy!

The third heat was late on Sunday morning. We turned a 3:35 in three up racing (our personal best). The team that won the heat had a 3:29. Before we had completely cleared the circle one of the best pilots in the world was talking excitedly with Charlie about piloting technique because we actually had the faster plane and allowed ourselves to get blocked in a passing situation. Another pilot (not in the race) butted into the conversation and was told to butt-out by Roland Surugue because he (Roland) and Thierry Ougen were trying to help this new team! What a difference that week of work with knowledgeable and interested people made!

Our time in the third heat left us as second reserve for the semi-finals. The first reserve team told us they would stand down if the reserves were called so that we would have a shot at another race. During the first semi one of the teams launched under a landing model resulting in a crash and the need to pull both the reserve teams into the semi-finals. We turned a 3:44 in our first Semi. That had us sitting in 5th place, ahead of two teams that had made the semis! Then we got lucky and didn't get bumped for the second semi. We turned a 3:48 for that race. We had a good race going but I had a long second pit. It took 3:18 to make the finals. We ended up 6th overall for the contest out of 11 teams.

Wow, what a trip! Even better, we didn't cause anyone to lose any equipment. We had some bent landing gear (fixed beside the circle), lost one set of lines, and bugged 3 props. Oh, and the crank on one of our Profi engine broke in our first race at Landres. Just snapped. One of the mechanic's at Pepinster pulled one out of his spare parts and handed it to us. I'll have that engine back together by Wednesday.

We seem to have left a very good impression on the other competitors, but then we made it very clear that we came to learn. And learn we did. However, there is a lot more to go.

We even took one day and went to Verdun. That was sobering...

So now I'm working to get our equipment ready for the Team Selection Finals contest in Dallas on September 29 and 30. Onward and upward.

Even if we don't make the team we are going back to France next summer for the Landres contest followed by the WC. If Charlie has enough vacation we may stay to fly in the Pepinster contest the weekend after the WC. This is way too much fun.

I'd list all the folks that helped us in France and Belgium but the list would be very long and basically would include the competitor list from both contests and more. However, one person has to be mentioned. Thank you to Jean Paul Perret. His generous offer started it all. And as he would likely say, with a big grin, "No problem!"

Epilogue

We actually had a pretty good foundation going into this. I mean we had to be able to operate an F2C running in the 18.5 to 19.5 range to start with. That part we brought with us. Then there comes the details (gross and fine) for both the pilot and the mechanic. The things that allow you to work with a model in the 17.5 to 18.5 range in race conditions. That was where we were lacking! Also there is understanding what the difference is between a 3:45 (or 5:00) race and a 3:20 race with the same speed model. And guess what, it happens! While we are currently much closer to the 3:45 time than the 3:20 time, I think we now know how to get to 3:20.

What we learned wasn't so radical. It was how to apply what we had and knew to a race. The biggest contributor to our learning was racing 3-up. Many of the races didn't finish 3-up. That allowed for an intense 3-up period (usually if some one dropped out it was at the first pit stop) followed by slightly less intense 2-up period. So it often was in manageable chunks but you still have to race for 100 laps. Solo practice and straight 2-up practice doesn't give you that. I now more clearly understand Roland Surugue's position that 100 laps of 2-up isn't racing. It isn't. It is practice. But is it a stage we all have to pass through. And as I have often said, we make mistakes in a race that we never make in practice.

There is one very important thing we did discover. There is no substitute for a video camera at the jury's position AND a debrief from one of the jury members on your performance while you watch it unfold in front of you. Slow motion and replay also help understand what is happening. Just like any good coaching tool, the debrief is often painful. But what I think (as the mechanic) or Charlie thinks (as the pilot) happened in the race are often not only very different from each other but can be very different from what we see on the video especially when you have the narration of the jury member that was responsible for observing your team. Even a debrief from the jury without the video helps. Just not as much. BTW, things can happen so fast in a race there are times when a consumer video system doesn't have the playback capability to slow it down enough with sufficient resolution to tell what happened.

Oh, what did I learn by observing the Junior and his F2F? The proper place to index the prop for how I hold the model when I'm starting the engine in a race AND (to quote Bob Whitney's T-shirt) Hit That Mutha!

EDITORS' COLUMN- TIM STONE

NEW PARTS SUPPLIER



Recently I stumbled on to a custom parts maker from Australia, Jon Fletcher. Pictured above is a sample of his work, a venturi with 6MM bore for K&B .29R. Looks like Nelson collet & needle valve assembly. Jon will produce replacement parts for a reasonable price, and his work is excellent. Give him some time though, as I understand the Aussie racers keep him pretty busy! I ordered a thrust cone collet for a Rossi MK 3 and it fit perfectly.

Contact Jon at;
Jon Fletcher
33 Lagari Close
Wingham, NSW 2429
Australia Tel. 61 2 6553 4548

I will also add Jon to the Supplier listing. My column is short this time due to an abundance of contributions from others! Please take time to read Bill Lees' column this month. Our organization will be looking for a new President next year.

2008 F2C Team Selection Finals- by Bill Lee

The Finals for the F2C Team Selection were held September 28- 30 in Dallas, TX. The meet was hosted by the Dallas Model Aircraft Association. Mike Greb was the CD. The F2C Judges were Dave McDonald, John Ballard and Tom Fluker. Dr. Laird Jackson was the FAI Jurist.



Friday was practice day with all of the teams rolling out their equipment for testing and last- minute preparation. Many really good models, a couple clocked at sub- 17 for 10 although race settings were substantially slower.

Late in the afternoon, the F2C Judges started processing. Every team was allowed to process three models. Each model was checked to be certain it met the minimums specified by the FAI rules. All fuel tanks were checked to make certain that they did not exceed the allowed 7 cc capacity.



Alex Topunov/ Bob Oge

Weather throughout the weekend was agreeable if not terribly pleasant. It was a typical Dallas weather pattern for this time of year: quite warm with a fair amount of humidity. Wind was not a big concern until Sunday morning when it was strong enough to cause a few incidents.

Races started Saturday morning at 10a.m. and a race was held every 30 minutes. This provided sufficient time for pilot recuperation and some last- minute setting flights. The Dallas site, Samuell Hobby Park, has two nicely paved asphalt circles, both marked with pit boxes and lines for F2C use. Between races, it was common to see a team in each circle for settings.



Dick Lambert with a fast grab.

First round saw a couple of good times, one by Fluker/Lambert at 3:21 and another by Allen/Whitney at 3:23. All the other times in Round 1 were mediocre.

Things got better in Round 2 as Ascher/Ascher turned in a very good 3:18 with Fluker/Lambert adding a 3:23 to their score. Again, all the other times were ho- hum.

Round 3 saw everybody struggling. The best time was a slow(for them) time of 3:28 for Fluker/Lambert as the best heat.

Sunday dawned overcast, very humid and windy. When the 10 a.m. Start time came around however, race times started to improve. Ascher/Ascher turned in a 3:20 to go with their earlier 3:18, Fluker/Lambert ran a 3:21 and Topunov/Oge finally got in a decent race at 3:26. This round saw two models (Ricketts/Lee and Rolley/Rolley) that were crashed by the wind as the pilots were trying to land for their first pit.



Jim Ricketts, Tom Fluker & Jason Allen

At the end of the fourth round, it seemed apparent that two of the team slots were well in hand for Fluker/Lambert and the Aschers. Bob Whitney and Jason Allen had good equipment but had turned in a string of poor times after their first round action. Topunov/Oge showed they had the equipment but together they had not been able to post good times for one reason or another. It seemed that the last team slot would be decided in the last two rounds.

In Round 5, Bob and Jason started to get it together and ran a good 3:26. Topunov/Oge were still having grief and could not post times that were good. On into Round 6 where Jason and Bob solidified their spot on the team by turning an excellent 3:20 in a 2-up after Ricketts/Lee had a run-in on the initial take-off. Topunov/Oge still had a shot but it would take a U.S. Record time to claim the third spot, something they were not able to do.

The highlight of Round 5 was a beautiful 3:16 turned in by Fluker/Lambert to gather fast time for the meet.



Bob Oge lines up for the catch, Alex aims for the bullseye! Note the look of intensity here.

Pink Phink 2004- John A. Bruman

Background:

By the mid 1960s, Controlline Team Racing had already gotten very technically demanding with secret “high mileage” fuel formulas and “de-tuned” special set-up engines. The famous Dick McCoy even prepared a few of his rear rotor .29 speed engines with lapped pistons and special timing for a few of his “chosen elite” Team Race customers (if you ever come across one of those, hang on to it!).

In contrast to the technical demands of B Team Race, a new, far less structured and legislated event began to make its appearance around the country called “Rat Race”. At first it was populated by profile fuselages and plain bearing McCoy, Fox, K&B and Johnson .35 engines. Eventually, higher performance ball bearing engines appeared and Rat Racing really began to “take off”!

With up to four high speed Rat racers in a single circle, the aircraft themselves took considerable abuse. While the “speed pan” and full fuselage designs represented the “leading edge” in Rat Race technology, the more simple profile fuselage racers continued to succeed by virtue of their “stone axe” reliability.

About that time, “Big Art Adamisin” back in the Detroit was raising a houseful of teen and pre-teen controlline stunt pilots (Dennis, Donald, Archie et.al.). They were all “feeling their oats” in the throes of puberty and became intrigued with the new Rat Racing event. Big Art put his design skills to work and came up with a simple but “bullet proof” profile racer for the kids.

This was also during the heyday of a Southern California icon of custom auto artistry called “Big Daddy Ed Roth” and his cartoon character named “Rat Fink”.

2008 F2C									
Team Names	Heat 1	Heat 2	Heat 3	Heat 4	Heat 5	Heat 6	Avg Best Three	Place	
Allen/Whitney	3:23.24	3:51.89	3:44.49	3:58.19	3:26.6	3:20.53	3:23.45	3	2008 TEAM
Asher/Asher	3:30.09	3:18.05	DQ	3:20.45	WD	3:44.2	3:22.9	2	2008 TEAM
Fluker/Lambert	3:21.94	3:23.91	3:28.28	3:21.16	3:16.35	3:23.1	3:19.81	1	2008 TEAM
Hull/Dawson	DQ	4:13.81	1/2 Lap	4:30.79	4:22.49	4:16.98	4:17.76	7	
Ricketts/Lee	DQ	3:50.38	3:38.15	3:3 Laps	3:40.15	1/2 Lap	3:42.89	5	
Rolley/Rolley	4:32.92	3:44.51	3:44.34	33 laps	3:42.18	3:44.8	3:43.68	6	
Topunov/Oge	3:38.50	75 laps	DQ	3:26.39	3:46.87	3:45.42	3:32.77	4	F. ALT. 2008 TEAM



The popularity of the “Rat FinK” character was not wasted on Big Art’s kids, and when they mixed up some leftover epoxy for their new airplane and it turned out a brilliant pink, they called it naturally enough the “Pink Fink”.

With a solid carved basswood wing and solid maple fuselage, the Pink Fink was indeed rugged and trouble free. With just some mild cleaning up of a Supertigre .40 running on pressure with upwards of 40% nitro, it became a real “Screamer” around the contest circuits of the Midwest.

40 Years Later in Arizona:

An old man in Phoenix is thumbing through his old magazine collection while thinking about a slightly smaller, lighter design for the popular “Quickie Rat” racing event. All of a sudden his eyes recognize some names and faces of friends from some forty years earlier.

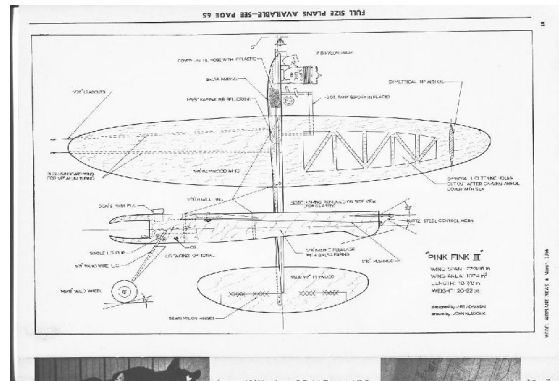


There stands the entire Adamisin family in a photo with a veritable “pile” of contest trophies proudly showing off their smallish profile fuselage, elliptical wing, “Pink FinK” racer.

The old man did a quick study of the drawings in the magazine, (ably done by another old friend of bygone racing fame “John Kilsdonk”), and then started gazing at a pile of balsa and basswood stacked up in the corner of his closet.

The onslaught of reminiscence and the pile of virgin wood was just too much to resist. Out came

the calipers and X-Acto knives, and a new version of the Pink Fink was about to be re-born.



It was apparent that:

- 1) The overall size and aerodynamics of the original seemed ideal for the modern day event.
- 2) By using current day materials and technology, there was a very real promise of considerable weight reduction , while retaining the simplicity and reliability of the 1964 design.

With this in mind, the design for the 2004 version Pink Fink began.

The results of this little “design exercise” was painted a bright pink and promptly dubbed the “Pink Phink – 2004”.



Some photos were e- mailed to Dennis Adamisin (now a “big shooter” with the LSF and an accomplished glider guider). Dennis was very enthusiastic about the resurrection of his old racer, and more than mildly interested in the Quickie Racer event itself.

Now, if we could get Dennis Adamisin out to a Cabin Fever contest some March, maybe a forty-something former controlline racing pilot and a 65 (plus) pit man could raise a few eyebrows. How about it Dennis?

Construction: (Wing)

Rather than carving up a solid plank of basswood for a wing, and another plank of solid maple for a fuselage, the Pink Phink 2004 uses

carbon fiber and fiberglass laminations to accomplish the 1960s versions durability with space-age weight reduction..

We start by ripping up a couple 3/16 inch balsa sheets into four pieces, two of 2 inch width and two of 3 inch width. Now cyanocrylate a length of .007 carbon along one of the trimmed edges of each piece. The carbon edges of a narrow piece and a wider piece are then edge glued to a 3/16 X 3/8 piece of spruce, to form a composite "plank" 3/16 thick and about 5 1/4 wide. Set this aside and make up another plank in the same manner with the remaining pieces.

When the two planks are thoroughly set up, sand them nice and smooth. Mix up some slow setting (2 hour type) epoxy glue (or laminating resin) and spread it over one side of one of the planks. Onto this, apply a layer of 5 oz carbon fiber cloth and make up a sandwich with the other plank. Set the whole thing under a couple of panes of glass and weight it down with some bricks or old magazines until it is permanently set.

After allowing the epoxy to thoroughly set, plot or trace out the elliptical planform onto the wing stock and saw it roughly to shape. You now have an extremely rigid elliptical wing panel with a carbon and basswood composite "H Section" spar running full depth from tip to tip. This results in a very lightweight composite wing, with carbon fiber lining the otherwise thin and vulnerable leading and trailing edges.

Using the black edge of the carbon fiber as a reference, carefully taper the thickness from the center of the wing to about 3/16 inch thickness near each tip. The drawings include a thickness template you can use as a guide.

Now draw a line from the apex of one tip to the apex of the opposite one on both the top and bottom surfaces as a reference. This is the maximum camber line to use as a reference while you carefully carve and shape the airfoil into the wing. There are airfoil templates also on the plans to check your progress.

The original Pink Fink featured a progressive airfoil that transitioned from a flat bottom section at the root, to symmetrical at the tips. This is an old trick the early Controlline Speed guys used to improve ground handling on their Proto Speed planes. Theoretically, it causes the tips to stall out later than the root at steep angles of attack as when taking off and landing. I didn't do it on the Pink Fink 2004 because it would have meant eliminating the inner lamination of carbon fiber resulting in much more fragile leading and trailing edges. Experience has shown that durability in these areas is very important.

Once the wing is shaped to your satisfaction, drill a hole through the double basswood spars and epoxy a piece of 5/32" dia. brass tubing into the hole for mounting the bellcrank. This is also a good

time to install some wing tip weight out near the outboard wingtip. A slick way of doing this is to simply cut an oblong hole through the wing about 1/2 inch wide and 1 1/4 inch long near the outboard wing tip. Now, coil up 8 to 10 inches of solder into the hole, and glop the entire area with slow setting epoxy to secure the weight.

The wing can now be sanded, and covered with .7 to 1.4 oz fiberglass cloth and epoxy. You should end up with a nice lightweight, elliptical wing with enough stiffness and reinforcement to take at least a full season of practice as well as several competition races.

Construction: (Tail)

The stabilizer/elevator is similarly laminated with two thicknesses of 3/32 inch balsa with fiberglass cloth between them. Lay in a strip of mylar hinge material where the stab and elevator come together while laminating these pieces.

This results in a perfectly sealed hinge line with no exposed hinges. Drill a few holes every inch or so through the top and bottom of the stabilizer and elevator (through the mylar) and "anchor" them together with some epoxied pieces of round toothpick.

Sand the leading edge round, and the trailing edge tapered, and slightly chamfer the top and bottom of the leading edge of the elevator at the hinge line to ensure free movement. The tail is now done.

Construction: (Fuselage)

The fuselage is basically a maple profile crutch filled in with block balsa, then sandwiched between sheet balsa, and thin plywood, and finally wrapped with glass cloth. Trust me, this is much lighter than the 1964 version solid maple reinforced with Celastic!

The plans show a typical crutch design for a K&B .40 engine. Saw out the crutch carefully. Resist the temptation to cut into the crutch at any point to cut the inside shape. Take the time instead, to drill a starting hole and cut the inside shape reasonably accurate. If you cut through the crutch to the inside at any point, you will not only weaken the crutch, but you can cause the incidence (decalage) between the wing and stabilizer to go haywire.

After sawing out the crutch, sand the inside surfaces nice and even and smooth, then trace the shape onto a sheet of 3/8 inch balsa and cut out a nice fitting filler piece to insert into the center of the crutch.

Now line the inside surface of the crutch with some 3/8 inch wide unidirectional carbon tape or what they call "tow", followed by the balsa filler piece, and hot stuff the entire composite together. When you are done, you can drill some lightening holes at random locations into the balsa filler piece to lighten it some.

If you prefer, you can eliminate the 3/8" balsa filler piece by using some of the 3/16 X 3/8 spruce left over from the wing spars to simply glue in some diagonal braces between the top and bottom "stringers" of the fuselage crutch. I can't see anything wrong with this idea, and actually a couple of things very right. The choice is up to you.

Now is a good time (if you haven't done this already) to drill another starting hole and saw out the wing airfoil. Use a little care here as well. You want a nice fitting wing/fuselage joint set at 0-0 angle of attack.

You can use the top edge of the fuselage as your reference for both the wing and stabilizer. You really want to try to make this as straight as the proverbial pool table. Allowing the wing or tail to get out of alignment seldom makes anything better, and will nearly always make it fly slower!

Cut out a piece of .040 to .060 Titanium sheet for a landing gear leg. The really nifty way of doing this is to load the titanium sheet into a 4 inch bench vise with the line you want to cut lying straight across the top of the vise jaws. Now go to work sawing to the line sideways across the top of the vise jaws. I usually average about one complete leg per hacksaw blade. If you have access to a metal cutting band saw or cutoff saw, all the better.

Drill at least three #43 dia. holes into the upper portion of your landing gear leg, and tap them for 4-40 screws. Drill the crutch for clearance holes for the 4-40 screws, and screw everything together tightly with some 4-40 jam nuts on the ends of the screws protruding through the titanium gear leg. Glop everything liberally with epoxy and forget forever any concerns about your landing gear.

Now is a great time to make your engine mounting plate. I like to use 1/8 inch 2412 or equivalent aluminum for this. It is a simple matter of accurately laying out your particular engine size opening and drilling your engine mounting holes through the aluminum plate. Be sure to slightly radius the edges of where the engine fits into the mounting plate. Sharp edges here can cause failure of your engine mounting lugs.

The plate is then clamped on the front of the fuselage being careful to align the engine centerline parallel with the top edge of the fuselage, and the engine mounting holes are drilled through the maple crutch.

Instead of using the traditional "blind nuts" to mount the engine, consider using some 3/32 or 1/8 inch mild steel strips. If you used .060 titanium for your landing gear leg, you could even use some of that.

Simply saw out two pieces about 1/4" by 1" and drill and tap them for 4-40s. These can then be located and glued to the inboard side of the fuselage crutch in lieu of blind nuts.

Conventional blind nuts bite into the fuselage crutch and require a larger pilot hole than needed

for 4-40 clearance. This can all contribute to premature failure of the crutch in this critical area.

Trace the outline of your fuselage crutch onto a piece of 1/2 inch balsa for the inboard fairing block. Now carefully trace and cut out the wing slot and re-check the fit of the fuselage to the wing with the inboard side fuselage block loosely fitted up against the crutch.

You will need to carve out little pockets to clear the landing gear leg and its jam nuts as well as the nut plates for the engine mounting.

Temporarily tack-glue the side block onto the fuselage and carve/sand it to a nice smooth contour.

This is also a good time to temporarily install the bellcrank. Try to get one of the old Fox 2-Inch bellcranks. They are hardened and last much better than the usual soft aluminum types.

When you mount the bellcrank, you will suddenly realize it won't clear the side block you just carved and shaped. You will have to chop off its lower section just in front of the forward arm of the bellcrank.

You will now want to bend a length of aluminum tubing and install it at the fuselage/wing joint and route it from the bellcrank area through the fuselage towards the engine mounting area. This will be for the shutoff trip line which I will discuss at more length later.

Now trace and cut the outboard fuselage side out of 1/32 inch plywood and fit it in the same way to the outboard side of the fuselage with the wing in place. A modeler friend of mine has suggested eliminating this plywood lamination in lieu of a layer of carbon fiber sheet. I may try this on a future build.

Glue either the inboard or the outboard fuselage side to the crutch and allow it all to dry thoroughly. Don't however glue both sides to the crutch quite yet.

Saw a 3/32" gap into the bottom of the crutch near the front of the little sub-rudder at the rear of the airplane. Cut a piece of 3/32 X 3/8 inch plywood to fit from the top of the little angled gusset in front of the stabilizer slot, down to just protruding a little out the bottom of the little gap.

Tack glue this piece in place temporarily and drill an angled hole into the top of the crutch at 90 degrees to the plywood piece. Now fit a 2-56 blind nut into the plywood piece and screw it all together until the epoxy dries.

If you want, you can put a little countersink into the top of the crutch to lead the 2-56 screw into the plywood piece and blind nut. You will also have to file a little "U" shape into the end of the lower fuselage crutch to clear your tailskid wire.

By making a few extra similar little plywood braces with blind nuts, you can replace a worn out wire tailskid any time you want by removing and replacing one screw.

If you really want to get clever, don't use wire at all, but get some 3/32 or 1/8 inch dia. weed

whacker monofilament and sew lengths of that onto your replacement tailskid braces.

You should now be able to epoxy the stabilizer/elevator assembly to the fuselage as well as the wing and the other fuselage side into something that is beginning to look like an airplane. Once the epoxy has set, feel free to wave the completed assembly around in the air and make engine sounds to your heart's content.

The entire fuselage and stabilizer/elevator assembly needs to be covered with .7 to 1.4 oz fiberglass cloth and finishing resin. This is a great time to add a couple little fillets at the rear of the fuselage/wing joint.

FINISHING:

The glass and resin must be sanded and coated, at least once, until everything has a uniform, smooth surface.

I like to install the fuel tank at this point by roughing the surface at the fuselage/wing joint area with some 180 grit sandpaper and silicon gluing the fuel tank to the wing and fuselage. If done properly, and allowed to set at least 24 hours, the simple silicon glue will permanently secure the tank without any straps or wires needed.

The tank can then be masked off for painting if you desire, or you can scuff sand it and simply paint it along with the fuselage.

For painting, I personally prefer automotive acrylic lacquer primer with an acrylic urethane base-coat/clear-coat type of finishing process. This is fuel proof and turns out a very attractive high gloss finish.

If you prefer, you can use an "amine" type epoxy such as "Hobbypoxy", "Superpoxy", or the recently made available "Klass Kote" products. Any of these should bond well to the acrylic lacquer automotive primer.

Hardware and Set-up:

The fuel shutoff used on the original is produced by Tomas Mejzlik in Czechoslovakia. He sells these for around \$12 to \$15 for use on F2A Speed planes with tuned pipes. I usually fabricate a little sheet metal plate with holes to fit the two upper rear cover mounting holes on my engine, and a second set of holes to match the mounting holes cast into the shutoff body.

If you prefer, you can also make your own shutoff according to the drawing shown on the plans. This is a design that has proven to be very reliable over many years in the Southern California area. It makes use of a standard 1" X 1" U-shape aluminum extrusion that you can chop off into 3/8" pieces to make as many shutoffs as you desire.

For tripping the shutoff, try to set your controls up so that you can use the "down" end of the bellcrank to trip the shutoff rather than the elevator pushrod (now you know what that little length of aluminum tubing is for).

When you use the pushrod to trip your shutoff, you generally have to adjust the trip point within about 1/4 inch of travel. This same range out at the end of the bellcrank however can be as much as 3/4 inch or more.

I like to drill an extra hole in the bellcrank on the "down" end and connect a piece of flexible cable (.018" or so diameter), and route this through the previously mentioned tubing to the outboard side and up to the shutoff trigger.

With the larger amount of travel afforded by connecting it to the bellcrank instead of the pushrod, you'll find it much easier to adjust it to trip on full down elevator.

Most racers install contacts for their hot glove at the wing leading and trailing edges. With this wing design, you may want to re-think this practice.

The central lamination of carbon fiber in your wing can conduct your glow plug current and attempt to light your wing instead of your glow plug!

This usually shows up at the absolutely worse possible time as a sudden and mysterious "impossible" pit stop in the heat of competition.

If you insist on wing mounted contacts, insulate them well with a layer of Mylar like you used on your elevator hinge. An alternative to the wing mounted contacts, is to move them to some convenient point (s) on the fuselage or part of the engine.

The tank design on the original Pink Fink 2004 was an old Kenn Smith design that is no longer in production.

The pattern shown on the drawing is a derivative of a design by Vic Garner and should be at least as good if not better. It can be made from either .010 brass or tin coated steel. If you cannot locate a large enough piece of tin plate, cut up an old fuel can or steel soup can for stock.

The rubber fast fill plug is available from Mark Warwashana in Whitmore Lake, Michigan. While you're visiting with Mark and ordering your fast fill plugs, get some original "Heliarc" wheels, yes he makes them as well.

Be sure to pressure test your entire fuel system after you solder everything up. Although we no longer use pressure on our Quickie Rats, a pressure leak (even on suction) can cause erratic engine runs, and the inability to get a consistent "needle setting".

Competition Notes: Some of the following may be disputed by some racing competitors, but for the most part, it should keep you out of trouble, keep everyone around you safe, and may even help a little.

Quickie Rat competition has evolved these days to where the engines and fuel are so closely controlled, nobody really has a significant edge in horse power. This means that your success and winning will depend more on what happens during the start and pitting, than during the race itself.

Making the right things happen during pitting and starting is simply a matter of practice and becoming very familiar with your equipment.

Starting The Race:

At a typical racing contest, the starter will count down the last minute, before the start signal. During this time, top off the tank and bring the prop just up to compression.

When the starter gets to about 15 seconds, make your electrical contacts to heat up the glow plug.

At the precise instant the starter shouts "Go", whap the prop soundly, and you should be the first one in the air with a seemingly instantaneous start...

.. If not, practice more.

Take- Off:

As the engine springs to life, your pilot should be on his feet and slightly ahead of the airplane. He should actually pull the airplane from your hand rather than waiting for you to launch it.

As the airplane leaves your hand, your pilot should be stepping quickly towards the center "piloting" circle, pulling the airplane as he goes. This will cause the airplane to actually travel an eccentric path on take-off from just outside the outer circle, to well inside it, with the lines tight and everyone safe around the outer circle.

All this should be quick, smooth, and well-practiced.

Landing and Pitting:

Get use to timing your pit stops during practice. Keep in mind that the pit stop doesn't start when you catch the airplane; it starts when your pilot trips the shutoff and continues through the landing, pitting, takeoff, and acceleration up to normal racing speed (maybe 1 lap after takeoff).

Practice with your pilot to reduce the deceleration and landing portion of the pit stop from the typical beginners distance of 1 ½ to 2 laps, to the ¾ or even ½ lap range. That means that from the where the airplane is when your pilot trips the shut-off, to your catch point should only be ½ to ¾ of a lap.

You'll often see pilots drop a rag or their cap at some point just outside the pitting circle before the start of a race. That is their landmark for hitting the shutoff and is developed through practice to get the airplane down and to their pit man in the shortest possible distance.

The Pink Fink can be built extremely light and will slow down and re-accelerate as fast as any other design around.

As soon as your pilot trips the shutoff, he should start running from his racing position in a spiraling path, to the outer portion of the Pitting Circle about as fast as he can. The object here is to maintain his position "ahead" of the airplane to maintain line tension and to eventually land it on a slightly eccentric path crossing from just inside the outer circle to just outside it where you are waiting.

Your pilot should not be at the mercy of the airplane in determining where it lands. He must learn how to control the air speed by either "shaking it" (rapidly flipping the elevator up and down) to kill off air speed, or "whipping it" so that it touches down within a few feet of your waiting position.

Practice trying to make the touchdown and roll to your catch as short as possible. The longer the airplane rolls or bounces along the circle during landing, the more time you are wasting.

Takeoff:

As you catch, fuel, and restart the airplane, your pilot should lean or actually step a foot or so ahead of the airplane as you restart the engine.

Once again, the pilot should actually "pull" the airplane from your grasp and quickly retreat towards the circle center to get back into the air and up to normal speed as quickly as possible.

Attitude and Fun:

All of the above should suggest that there is much more than simply "hanging on" when piloting or pitting a competitive race plane.

The efficiency of motion and coordinated timing demonstrated by a really (well practiced) race team can be as beautiful as your best stunt pattern. It can range from a simple, lighthearted diversion at the local level, to being every bit as competitive as professional NASCAR racing at the national level. Whether it is merely a fun type distraction or a hotly competitive adventure, depends on the amount of dedication and determination you are ready to invest.

You'll probably get beat a few times in the beginning. Don't yield to the temptation to start grouching about "So and So's" hot engines or special tuning secrets. More races are won with determination, practice, and preparation, than all the technology and secret stuff in the world.

If you don't give up, and you continue to practice and prepare, you will eventually start winning. When it is done right, it can be the most exhilarating and thrilling achievement in controlline modeling.

Suppliers

Rubber Fast Fills and Heli- Arc racing wheels:

Mark Warwashana

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Napa, August 4 & 5, 2007



Doug Haas & Randy Bush

SSR/ Fox

BP	5.35	5.11	5.17
Kert Kerner	6.28	6.10	6.16
Dave Hull	7.40	6.28	6.5
Scott Jackson	8.12	8.56	-----

SCAR Goodyear

BP	6.27	12.49
Dave Hull	5.10	16.34



Doug Haas pitting Vic Garner built Goodyear Formula Unlimited

BP	3.34	7.06
Dave Hull	3.42	7.07
Mike MacCarthy	4.40	-----

Clown

BP	163	321
Dave Hull	144	274
Doug Haas	118	-----

AMA Scale

Dave Hull	70 lap	5.17
Doug Haas	dns	-----

TQR was blown out.

There were no entries in AMA Rat or B Team Race.

Middlesex Race Challenge

Middlesex, NJ September 23, 2007

Brian Silversmith, CD / George Connors reporting

SPORTSMAN CLOWN RESULTS (6 entries)

1 st .	Paul Brill	Norvel 15	138
laps			
2 nd .	Walt Gifford	Fox 15 BB	134
3 rd .	Doc Jackson	Norvel 15	129
4 th .	Steve White	K&B 18	124
5 th .	Phil Valenti	MDS 18	
123			
6 th .	Pete Sopko	Irvine 15	117

This was our first attempt at establishing a "Sportsman Category." We flew 71/2 minute races; each contestant had two chances. Our conclusion, for now, is that the "Sportsman Category" will be 140 laps or less. If a contestant flies both "Expert" and "Sportsman" he/she can only claim an award in the expert category. We are trying to encourage more participation by new contestants, not double entries.

"EXPERT CLOWN" (7 entries)

1 st .	Jim Gall	Nova Rossi 15	162
laps			
2 nd .	John Ross	OS 18	159
3 rd .	Brian Silversmith	OS 18	157
4 th .	Al Ferraro	Fora	156
5 th .	George Connors	OS 18	146



John Ross holds, Al Ferraro flips Nashville Rat, a blast from the past with Tune/ Hill OS .36. Back from the day when Slow Rat was more manageable.

SLOW RAT/WARBIRD RESULTS (9 entries)

140 lap feature 3 pits			
1 st .	Walt Gifford	K&B 4.9 FW 190	
6:58			
2 nd .	John Ross	OS 36(Tune/Hill) Nashville Rat	
7:00			
3 rd .	Brian Silversmith	Fox 36 Skyraider	7:35

4th. George Connors Fox 36 Bobcat
7:52
5th. Pete Sopko Fox 36 Nashville Rat 8:13

Planes that meet our definition of "warbird" were allowed to compete in this event.

CONTEST REPORT- TREETOWN AURORA, IL SEPT 2ND 2007- TIM STONE

Once again the Treetown contest was graced with fine weather; about 85 degrees, low humidity & moderate winds. Since moving the contest date back from the traditional Memorial Day weekend things have been good. Turnout, however has continued to diminish to the point that racing is nearly extinct in the Midwest. The exception to this is Fox racing, which is still attended by some of the stunt flyers. 7 teams entered the Jerry Who memorial which has been rolled into the Treetown contest rather than run as a separate event.

NCLRA FOX

Tim Stone /Bob Oge	6:13.33
Alex Tupenov/ Bob Oge	6:28.13
Bill Smith	7:45.35

JERRY WHO MEMORIAL (100 pre / 200 LAP final)

Stone/Oge	6:03	12:44
Glenn Lee/Bill Hughes	7:27	13:29
Skip Spoula/ Bill Smith	7:11	16.17

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Custom engine reworking, liners chromed and
honed to your specs, racing parts. (Bob Oge)
boge@isp- west.com

NELSON COMPETITION ENGINES

121 Pebble Creek Lane, Zelienople, PA 16063
Manufacturer of NELSON Racing Engines and parts,
FAI Pans for F2A & FIC Custom Button Heads,

Nelson Glow Plugs, many other specialty engine items. (Henry Nelson) Phone: (724) 538- 5282 e-mail: nelcomp@fyi.net

MARC WARWASHANA

Rubber fastfills, wheels. 11577 North Shore Dr. Whitmore Lake, MI 48189- 9124
Phone: 734- 449- 7355 E-Mail: whellieman@gmail.com

OLD MAGAZINE PLANS & MORE ON CD

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

ZALP ENGINES

Zalp F2C&F2D engines- Bob Whitney
456 Garvey rd sw, Palm Bay FL 32908
f2cracer@aol.com



VIC GARNER

For Sale, Texas Quickie Rat Engines ...

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

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 4:23.10BILL 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 MCCULLOM/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 MCCULLOM & BILL LEE	7/14/05

NCLRA SUPER SLOW RAT

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

OCT 06- 07- - Salem, OR (A) Fall Follies . Site: Bill Riegel Model Airpark. Events: Northwest Sport Race, Northwest Super Sport Race, Flying Clown Race. Sponsor: Western Oregon Control Line Flyers #3464. CD: John Thompson, 2456 Quince Street, Eugene, OR 97404. Phone: 541- 689- 5553(day) E-Mail: john4051@aol.com Racing events are on Saturday only.

SOUTHWEST DISTRICT

OCT 20- 21- - Los Angeles, CA (AA) Virgil Wilbur Memorial Site: Whittier Narrows. Events: Sat: AMA Scale Race, SCAR Formula Unlimited, NCLRA S/S Rat, NCLRA F2CN, and AMA Mouse1 Sun: NCLRA Clown, NCLRA B-Team Race, SCAR Goodyear, NCLRA TQR, and SCAR Orange Crate Both Sat and Sun: Speed All Classes % of Record. Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St, Escondido, CA 92027. Phone: 760- 741- 2505(day) E-Mail: SCAR4641@aol.com WebSite: <http://www.microair.info/SCAR> See the [contest flyer](#)

DEC 01- 02- - Los Angeles, CA (AA) Toys for Tots Site: Whittier Narrows. Events: Sat. and Sun: Speed All Classes % of Record. Sun: Racing, AMA Mouse 1, NCLRA S/S Rat, NCLRA Clown, NCLRA TQR, and F2CN. Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St, Escondido, CA 92027. Phone: 760- 741- 2505(day) E-Mail: SCAR4641@aol.com WebSite: <http://www.microair.info/SCAR>

APR 04- 06- - Tucson, AZ (AA) Cabin Fever Site: Christopher Columbus Park. Events: Friday: Possible money event(details later); Saturday: F2C, F2CN, .35 Sport Speed (As Time Permits), Mouse I (Modified Production Reed Valve), Mouse II (Spring Starters - Any Fuel), .25 Slow Rat (Provisional), Super Slow Rat (SSR), B-Team Race; Sunday: .35 Sport Speed (If not flown on Saturday), F2C/N Make- Up, NCLRA Clown Race, SCAR/ACLA Formula Unlimited, Rat, Texas Quickie Rat Sponsor: CACLC #4116. CD: Ken Gulliford, , . E-Mail: kgtr@cox.net WebSite: <http://www.controlline.org/> (More details later)

NORTH CENTRAL DISTRICT

None

SOUTH CENTRAL DISTRICT

None

MIDWEST DISTRICT

None

NORTHEAST DISTRICT

OCT 07- - Middlesex, NJ (AA) SJAM at Middlesex Site: Mountainview Park. Events: 1/2A Goodyear (315) Clown - SJAM Rules 2 oz. Big Goodyear - SJAM Rules. CD: Phil Valente, 1523 Ulster Way, West Chester, PA 19380. Phone: 610- 692- 6469(eve) E-Mail: Phil_Valente@millipore.com Questions? Contact Phil Valente (610- 692- 6469)

NOV 04- - Middlesex, NJ (AA) SJAM at Middlesex Site: Mountainview Park. Events: Quickie Rat - SJAM Rules Clown - SJAM Rules 2 oz Big Goodyear - SJAM Rules. CD: Phil Valente, 1523 Ulster Way, West Chester, PA 19380. Phone: 610- 692- 6469(eve) E-Mail: Phil_Valente@millipore.com Questions? Contact Phil Valente (610- 692- 6469)

SOUTHEAST DISTRICT

NOV 10- 11- - Starke, FL (AA) Rebel Rally 2007 Site: Bradford County Fairgrounds, Starke, FL. Events: Saturday: Fox Race, Clown. TQR, Florida Slow(if enough entries); Sunday: F2C, F2CN, B-Team Race (if enough entries) Sponsor: Jacksonville Flying Rebels #4423. CD: Dale Miller, 9380 Joloru Drive, Jacksonville, FL 32210. Phone: 904- 371- 4995(day) E-Mail: [AntiSpambotMailto\("98|132|129|136|119|117|134|129|132|67|82|115|129|126|64|117|129|127"\)Provector1@aol.com](mailto:AntiSpambotMailto()

The Southern California Air Racers Presents The 2007 Virgil Wilbur Memorial Contest (AA)

October 20th and 21st

South El Monte, Ca at the Whittier Narrows Park

CD: Darrell Albert (760- 741- 2505) email Scar464@aol.com

Rules: For NCLRA rules go to www.nclra.org/Rules/index.html

For SCAR rules go to www.microair.info/SCAR/rules.htm

SSR and Fox events will be combined

Unless advance entries warrant, all races will be combined (J/S/O)

Entry fees: Juniors free, S/O-- \$20 for both days, unlimited events. If entering Mouse 1 only-- \$5

Contest fuel provided except for Mouse I & II, and B-Team Race

All entrants must be AMA members. Memberships available at the field

Registration starts at 8:00 a.m. and pilot's meeting at 8:30 both days

Saturday Events:

F2CN

SCAR Goodyear

AMA Scale Race

SCAR Formula Unlimited } **Scale**

SCAR Orange Crate! } **Bonanza!**

AMA Rat (if time, else on Sunday)

All Speed Events

Sunday Events:

AMA Mouse 1, (Mouse 2 if sufficient entries)

NCLRA Clown

NCLRA B-Team Race

NCLRA Super Slow Rat

NCLRA TQR

All Speed Events

Special Event!!!

SCAR Orange Crate

Not just for racers---see if **YOU** can build and fly a plane in an hour. First team to complete 10 consecutive laps wins!—Event and trophies sponsored by Racin' Dave Braun





REBEL RALLY 2007

Bradford County Fairgrounds * Starke Florida - November 10th and 11th, 2007
Sponsored by the: Jacksonville Flying Rebels AA

Contest Director: : (904) 371-4995 E-Mail: Provector1@aol.com

Entry Fee: \$10.00 1st Event, \$10.00 2nd Event, \$10.00 for 3rd Event or more.

2007 AMA License Required.

Rules: All Events Will Be Conducted According To The Most Current Edition Of The Appropriate Rules (i.e. AMA, FAI, MACA, NCLRA)

Note:

<u>Saturday 11/10/07 9:00 AM</u>		<u>Sunday 11/11/07 9:00 AM</u>
Cash awards 1 st , 2 nd and 3 rd place to be 50%, 35% and 15% respectively times 65% of each event's entry amount.		Cash awards 1 st , 2 nd and 3 rd place to be 50%, 35% and 15% respectively times 65% of each event's entry amount.
<u>COMBAT</u>	Each combat event will be run as either "double" or "triple" elimination depending upon the number of entries.	<u>COMBAT</u>
75 MPH Combat (may start 1/2A Combat Sat. If time permits)		1/2A Combat (330) 42-ft lines & starters for 1/2A allowed
<u>RACING</u>		<u>RACING</u>
Fox Race		F2C
Clown		F2CN
TQR		B-Team (if enough entries)
Florida Slow (if enough entries)		

For additional event information contact:

Call, e-mail or write to:
Dale Miller
 9380 Joloru Drive
 Jacksonville, FL 32210
 (904) 371-4995
Provector1@aol.com

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

Apply for membership by mailing annual dues of \$20.00 to the Secretary/Treasurer at the address on this page. Make checks out to the order of "NCLRA" and be sure to provide the correct address for receiving the newsletter.

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

Note that a \$.75 surcharge is added for the PayPal charges.

OR VIA THE WEB: Membership renewal can be easily done via the NCLRA web site at
<http://www.NCLRA.org/>