

**From: National Control Line Racing Association
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TO



**Ashley Wilk, Todd Ryan & Dave Fisher at Cabin
Fever contest in Tucson**

***Torque
Roll!!***
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President's Column – Bill Lee

Been a couple of busy months for me, up to this writing in mid-April (Yes, I know, its for the April Toque Roll!) Lots of travel and a major remodeling to the home have made everything get behind.

Elections: If you see this before the end of April, you still have time to make a nomination for the NCLRA offices of President, Vice President and Secretary/Treasurer. An e-mail to Tim Stone and me is all it takes.

If it's after May 1: too late.

Election will be by paper ballot that will be distributed with the June newsletter.

Contest Season has started: Contest season has started, at least in the warmer climes. First weekend in April saw Cabin Fever and it was a great success. I am sure Tim has a contest report elsewhere in this issue. (One of the reasons this issue is late!)

The So. California guys are going at it already and Dallas starts up the last weekend in April.

FAI Meetings: I attended the FAI Plenary meeting held in Lausanne, Switzerland, late in March. The Plenary meetings are where all rules changes are decided. This year saw a complete re-write/revision of the F2C rules with changes scattered throughout.

Only two major changes: first, line size has been increased to .35 mm (an increase from .3 mm previously). The primary reason for this change was to try and slow the models down somewhat. Calculations indicate an increase in 10-lap times of .6 to .8 seconds.

Second, the requirements for a pilot and corresponding clear canopy were removed from the rules. The model must still conform to the minimums for cross-sectional dimensions, and must have a simulated canopy painted on the model.

More travel: As I write this column, I have just completed a long weekend in the extremes of northeastern Tennessee, attending a 3-day seminar on the re-building/restoration of Ford Model A cars. (That's my OTHER hobby!) Quite an enjoyable weekend learning a lot of new stuff, and re-learning a lot of stuff that I first knew as a teen-ager with my first car, a 1950 Ford Flathead V-8!

Now I'm off to Red Bay, Alabama, where my RV was built to get some factory service done.

Thank goodness for the cellular broadband access that I have since I can take it anywhere and have good 'net access. (Tonight in a KOA Campground north of Chattanooga, TN!) Have the computer with 'net access, the satellite dish on the roof of the RV bringing in all of the TV channels, a great wife who prepared a good home-cooked meal,..... Life is good!

SOUTHEAST REPORT- BOB WHITNEY



I am having a hard time writing this column. I have a lot to say, and don't know how to say it. I spent a week in Tucson at VSC stunt championships watching about 80 flyers flying two events over 4 days. They had PRIDE in what they were doing. Out of about 160 flights there was only four or 5 DNF's.

Last week I was at the cabin fever contest at the same field in Tucson, racing. We had about 25 flyers flying 11 events in two days. This being the first contest of the year for a lot of racers, some had untested planes and it showed with many erratic runs and DNF's. Sunday afternoon there was more than a few tired pilots and pitmen! There were complaints about the way the contest was run, about fuel or lack of it and not enough time to rest between flights. I had some of the spectators tell me it was boring, watching with so many not finishing the races. In contrast F2C had six races with 1 DNF. (EDITORS' NOTE Next to F2C, anything else looks boring!)

At the Cabin fever trophy presentation it was announced that next year mouse 2 would be a Cox only event as is mouse 1 .. In the heat of the moment I said I would not be entering .but after everything I just said, I will have an entry in mouse 2 next year. I would like to suggest that mouse 2 go back to 42 ft lines for this contest.

NCLRA belongs to the members and it will be up to them as to the direction it goes. Do we want to continue to have events with two or 3 entries? If so ok, if not how do we change it? If we drop your event, will you build for another event or quit flying??. Would two events a day with 4 heats and a final be the solution??

What I am trying to say is that we have a lot of work to do if we want to keep racing going, and anyone who doesn't believe that is just kidding themselves.

It was good seeing Todd Ryan back on the handle, with Les Akre doing the pitting, also Jed Kusik and his son Kevin doing good. Do I see F2C in their future?? I will let the others give the play by play of the Cabin Fever contest results.

SOUTHWEST REPORT-RON DULY

A most enjoyable contest, Cabin Fever, was hosted in Tucson, Arizona April 4, 5 and 6. Weather was almost perfect and attendance was even better than the NATS.

Team Dawson and Hull (D&D Racing) had a blast!

Dave Dawson demonstrated a new method for quick-access to the inner workings of a B Team Racer. Seems that a fuel-rich cloud had accumulated in the fuselage of his beautiful PETE racer. One touch of his hot glove and – BOOM- instant explosion. Pieces blew out the sides of the plane but not into his face. Those closest to him immediately came to his aid. All he said was, "...put out the fire on my plane!" We were a bit more concerned about him! He was all right but the plane wasn't. Ashley's new doo may have caused the explosion. Who dat looking at you?



What a Trophy presentation!

The local folks have an interesting way of presenting trophies. A hug from a very nice lady was given along with a beautiful plaque to each winner. Just to spice things up, one winner (I mean WINNER) was picked at random to receive a very

special hug AND kiss. Oh my, it reminded me of the infamous al gore (small letters used due to global warming melting the caps) smooch of several years back. Anyway, she really laid one (or was it two...) on one unsuspecting lad. Poor Burt Brokaw didn't know what to say. He was so-o-o-o embarrassed! I bet he'll be back next year, though! Who was that girl? (I hope someone has a picture of this)

Advice to pilots:

Only one chance for a first impression: Just as one shouldn't show one's hand in cards, a pilot shouldn't demonstrate blocking, taking the center nor flying behind the center when everyone else is watching. This is especially important when the pilot's reputation precedes him. Seeing these tactics demonstrated in a meaningless race (i.e. not the Finals of F2C at the World Champs) doesn't help. Choose the time and place to effectively use these "tools". Take heed or take offense – your choice. At least learn from it.

Density altitude and performance: Stunt fliers know that Tucson requires a different "feel" when flying due to the thin air. The altitude in Tucson is 2,700 feet but the density altitude registered at 4,700 feet at times during the contest. This came home to me while flying TQR. Our new plane has 90 sq. in. of wing area. All was fine until I had to make a pass over two planes at once. I was higher than usual and as the plane got on top, it ran out of lift. A mighty pull saved the pass but it wasn't pretty. Another lesson learned.

Get down when pitting: One pilot learned the hard way that it is quite important to get down when pitting. He didn't and the other pilot (me) didn't have his handle high enough. Result? Burke lost another plane and the other pilot had a mark on his ear from the lines. Jason Allen's advice is to hold the handle at head height whenever another pilot is pitting. Good advice.

What Junior problem?

We got to see one of our favorite Junior pilots fly with one of the Midwest's favorite Junior pilots. Kevin Kusik and Ashley Wilk did themselves proud. Both are great competitors and a pleasure to be around. In the picture, dear Ashley seems to have a death grip on her Mouse racer. Kevin does not. Guess who won?



Rickii Pyatt is my Hero

The Tucson stunt community is very supportive and open houses are a tradition during VSC. This year, Rickii opened her house to the Racers for a most enjoyable evening of fine food and bench racing. There were many reminders of her late husband, Lucky Pyatt, around the house. For those that didn't know Lucky, he was a good friend and is missed.



Stunt guys are people too

Keith Trostle and Mike Keville, names well known in Precision Aerobatics (or stunt, as I call it), sat for two full days timing and helping us. There were others, too, and they all earned my respect and gratitude. Bill Lee had helped them with the pull-test chores at VSC just two weeks prior. This willingness to help each other is great. Thanks!

Put Cabin Fever on your calendar for next year. It is one of the best contests in the Southwest region.



NORTHWEST REPORT- MIKE HAZEL

Greetings All! Not much news right now from the Northwest. The only thing on the horizon is the soon upcoming 37th annual Northwest Control Line Regionals. Information has been out on this for a while, but here is a quick review for those who may have missed it, or just weren't paying attention:

May 23 thru 25, in Eugene, Oregon at the Eugene Airport. If you haven't been to this site, then you haven't seen one of the best facilities anywhere. There are four grass circles, and three asphalt circles with plenty of parking really close. The entire site is fenced off.

Anyway, the event lineup is: Mouse I, .15 Rat, NW Sport Race, NW Super Sport Race, NW Clown Race, B-Team Race, NCLRA Super Slow Rat, and Quickie Rat. The events are spread out over the three days, so there will be plenty of time for tune-up and pilot "recovery". John Thompson is stepping down as event E.D., and Dave Green will be picking up the duty. Those of you who are long-time Regionals attendees will remember Dave as one of the regions's top racing competitors. We are hoping to get him back into the fray. Please encourage him!

On a more downbeat note, it has to be mentioned that the drop-off of racing entries at this contest is a concern. The attendance this year could be very pivotal, as consideration will be made to greatly cutting back the racing events on the schedule if the turnout doesn't come up. This could mean that racing at future Regionals might be condensed to a single day with only 3 or 4 classes at most. For more information, please feel free to contact me. More information can also be found on the Northwest CL website: flyinglines.org

For those of you who might be interested, I will soon be returning to building composite props. Drop me a line, and I will send you a catalog.

All for this time, Mike Hazel.

North Central-Les Akre

Cabin Fever 2008

Once again, modelers from around the country gathered in the warm desert air of Southern Arizona to do battle on a circular surface with painted lines. Sound exciting!! It was, and if you weren't there, you missed one heck of a good time. Thanks go out to Ken Gulliford and crew once again for putting together one of the first major contests of the 2008 season.

There were over 25 entrants comprising over 75 event entries in 11 racing events. Those who made the trek from the North Central District were, the Wilk family, Dave Fischer and his girlfriend, and Myself.



Steve Wilk & Dave Fisher

The official results should be included in this issue, but they won't tell the whole story, such as...an entire three up heat of TQR pilots dancing around the pilots circle trying to avoid the impending doom of being run over by an out of control TQR being flown by Ashley "don't call me Fireball" Wilk. Ashley and the others were saved when Super Dave Hull's hat, lying seemingly motionless outside the pilots pit circle, unselfishly threw itself into the oncoming airplanes propeller, stopping the airplane dead in its tracks, thus saving everyone. Ashley was later seen showing her gratitude by signing the heroic hat, much to the applause of everyone.

You also won't know from the results of another incident in a TQR heat where the Pilot half of the Ryan/Akre team, Todd Ryan took a handle to the face from another pilot while he and the other 2 pilots were kept busy avoiding another airplane trying to show everyone its 3D capability by barrel rolling, followed by a bit of ground racing then some very sharp left turns. After somehow getting untangled, the remaining two airplanes were able to shutoff and land without wrecking.

Every contest has its Fiery competitors, and this one was no different. Bob Oge and his Slow Rat seemingly had the inside track for "fireman" of the contest, until he was blown out of the competition by Dave Dawson's Beautiful "Pete" B team racer which actually exploded 10 feet from me during a pit stop! The best explanation we could deduce was that somehow fuel fumes accumulated in the fuselage area behind the fuel tank, and exploded when a spark from the battery contacts ignited it. Strips of balsa from both sides of the fuselage were seen missing, and the airplane was burning for a short while until someone with a water bottle came to the rescue. Mr. Dawson was dazed for a short time, and except for possibly some short term hearing loss, looked to be ok. I think we were successful in convincing Dave to clear coat the model and hang it on his wall as is. What a conversation piece!

There were some other incidents, but these were the ones I personally witnessed.

There were a few items mentioned by some of the competitors that should make for an even better contest for next year. Supplying an all castor fuel mix as well as the current 10-10

oil that was offered should make everyone happy. There were some competitors that didn't risk flying certain events due to the lack of an all castor mix.

The schedule could use a bit of tweaking on the Sunday to allow for lunch, and also a bit more time between events, as you have little time to put away the previous events airplanes before starting the new event.

This year, an interesting experiment was tried as a way of speeding up the Clown race heats, which do take up a lot of time. They ran two 3-up heats at the same time, on the 2 adjacent circles. This actually seemed to work out ok, at least from my perspective, although you do need an extra ED to make calls on the other circle. They used an electronic recorded countdown clock for all the races, and it worked fine.

Needed still, is a properly marked height marker.

A fitting end to the contest, was the efforts of "Ashley the organizer", formerly "Fireball" who took down names of contestants and their motels and called everyone with information as to where to meet for the after contest dinner, which by the way was superb.

All in all, a great time, with great people.

I'll end this issue with a tip I learned (the hard way) of helping to prevent pit fires. Try to run the least amount of voltage that will light the plug. If you can get the plug to glow a dull orange, that will be enough to light the fuel mix. If it glows bright orange, and hurts your eyes, then your chance of starting a fire is extremely great. I'm off now to repair the charred balsa on the bottom of my B team racer.

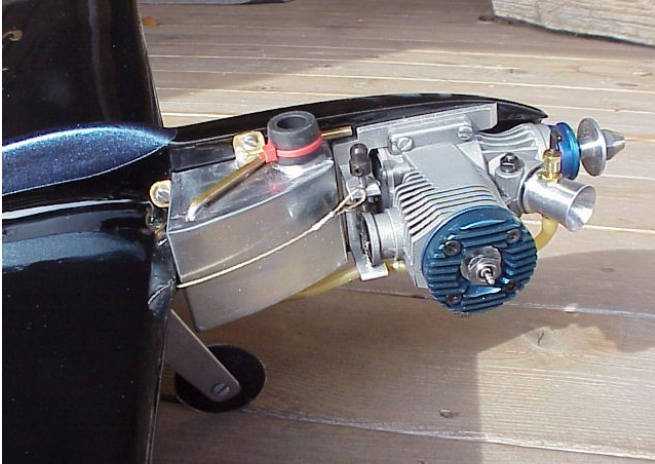
EDITORS' COLUMN- TIM STONE

Heres' my latest project for .25 Slow Rat I have named the "Sonofabat" in reference to the heritage it has with my "Foxbat" Fox racer.



In designing a new plane for the .25 engine class there were some challenges presented that were carefully thought through before construction began. With this platform the most

important goal I had was to keep the nose short. I didn't want to have the typical 6" long nose that robs power, adds weight and requires a longer tail moment. Working with Bob Oge the first order of business was the engine. There were several car motors that we considered before settling on the "Mystery .25" (More on that in time!) Even in pretty much stock form it benched as strong as any .25 currently available. Weight was shaved from 14OZ down to an acceptable 8.5 OZ. With Oge mods & chroming, RPM picked up by several thousands.



The mechanical setup is very compact resulting in a 4 3/4" long nose. This is quite a feat considering the Foxbats' nose is 4"! Tank is 2 1/2" oz uniflow. Many thanks to Bob Whitney, Les Akre, Ron Duly & Bill Lee for advice in designing this tank. It was first run in competition at the 2008 Cabin Fever contest and it runs perfectly at both the 2.5 OZ and 3 OZ size used in Bob Oges' airplane. We posted the fastest times for preliminary, and won the final in Tucson. Time didn't allow for any prop testing so I think there is room for improvement. With a 7-6 prop we were in the 15.4 second range, with very tolerable line pull this is a blast to fly! Airspeed of most of the Slow Rats at Tucson were about the same as Texas Quickie Rats so I believe it will be a manageable event. One nasty habit that has carried over from .36 Slow Rats is the propensity for pit fires. Just ask Bob Oge...



.25 Slow Rats at Tucson

USA MEET FEBRUARY 23 AND 24 2008 AT PARADISE FIELD by CONTEST DIRECTOR DAVE RUDD

Photos courtesy of Brenda Jenkins



Dave Wallick makes the catch

Three classes of F2C were flown, dealing with FAI F2C shame the entries were so low (only 5), However, gave teams a lot of flying over the two days. Wonderful weather 80% plus. Top team and impressive too were Fluker-Lambert very consistent time 3.17.2, 3.17.8, 3.17.9. Next were the team of Allen-Whitney 3.22.7, 3.26.7, 3.34.9 Third team Rolley-Rolley 4.09.5, 4.10.2, 4.12.2 Other teams could not deal with the hot conditions. Even the team from Great Britain Miles-Yeldham did not manage to post a time. Poor show from the Brits.



Charlie Rolley, Tom Fluker, Jason Allen.

The American teams were impressive in that very few

fouls were called on rule infringements- so everything looking good for the World championships in France (July- August).

Next class was a limited was F2C 19-10+ Nice to see some old hands Albritton –Perkins showed potential did a 5.51.6 But their engine blew. Other teams Miles-Yeldham posted a time of 4.48.5 But best of all, were father and son (Jenkins-Jenkins) did the fastest with a 4.31.4 Well done Ron for showing the big boys how it's done! Ron is only 13.



Ron Jenkins, Dick Miles & J.E. Albritton (in blue)

Other class was F2CN (Profile) Only three entries Top team was Miles-Wallick 4.44.1 with Rolley-Rolley 5.43.2

Two American classes were flown Quickie Rat and Fox. Fastest in Quickie was Miles-Wallick 3.10.3 second was Whitney-Bradley 3.31.1

Fox racing only had two entries Miles-Wallick coming out winners with 6.19.5



Walt Perkins

Danette and her crew of cooks did a fantastic job with a supply of burgers and hotdogs with a great salad bar and any soda available.

Comments on all the racing events was how difficult it was to obtain time keepers for the races. (How we manage this in England is to demand that one team member remains behind to time for the next race, if that teams has problems then he must acquire a time keeper to time in his place. If no time keeper, then your time will be discounted so forcing that team to do their timing duties. I know it's all to easy to chat and catch up on latest gossip, but as an experienced CD and Judge. I found it frustrating not having continuity race to race and always screaming for time keepers.

Fantastic flying site, with safety netting. Dead smooth surface, good jury tower for overseeing the racing. Just comments from pilots could not clearly hear warnings. perhaps, a loud speaker in the circle for next time.

Thanks to my hosts Dave Wallick and Danette for the invite. Let's see you all next time at this fantastic flying facility.

CABIN FEVER 2008- TIM STONE

The contest's name couldn't have been more dead on than this year. We had record snowfall totals across my home County and nothing looked more appealing than getting in some quality handle time in Tucson. The weather did not disappoint. Landing in Arizona brought instant relief from all those months of cold Illinois winter! In three days of competition the conditions were almost ideal for racing (despite the density altitude that reached 4,700 feet at one point I am told!).



9157 foot high Mount Lemmon provides a scenic backdrop to the flying site. Charlie Rolley plans his strategy...

The Cabin Fever contest has become one of the most well attended contests of the year, and the turnout this year was great with about 80 entries in 12 events. That's a lot of flying for 2 days, more than one person commented to me that they thought it was too much. The contest organizers need to look at this & think about how to run the events much quicker than they were this year. Several flyers also commented to me that the time in between heats was excessive. The contest organizers used a pre-recorded 2 minute countdown when

most racers would have preferred a 1 minute or even a 30 second countdown.



Clown had 7 teams entered & an outstanding set of preliminary times by Ryan/Akre & Green/Lee. Contestants were given the option of a 15 minute final & the vote was all for it; Akre/Ryan ran an outstanding 334 laps with Les' Moki.



Les Akre & Todd Ryan gettin' down Clown serious!

The contest was started on Friday this year for a Texas Quickie Rat cash contest run by John Bruman. I can't comment on it because I didn't arrive until later Friday afternoon. John Bruman writes about this elsewhere in this issue.

Saturday

The winds kicked up & the racing began with Mouse & F2C. The contest organizers let F2C contestants run the event themselves, self governed. 6 teams showed up & 3 rounds of races were run. The most notable absence was the team of Dick Lambert/Tom Fluker. There were several exciting races that made for excellent spectating. The Aschers & Oge/Tupenov had some races in the 3:20 range which were great given the conditions.



After Mouse was run there was some controversy over the fuel provided by the contest organizers for the remaining events. The supplied oil mix was 10% castor & 10% synthetic which some racers were reluctant to run, preferring 20% all castor instead. Several contestants offered to provide 20% castor fuel for anyone that wanted it but this offer was flatly rejected by the contest management. There was a lot of head shaking, and one team left the contest in protest later on. After the contest it was announced that for next year contestants will be given the choice of 10/10 or 20% all castor.

Slow Rat was raced for the first time under the new provisional rules, .25 max engine, .016 lines. There was much speculation on the internet forums as to what speeds this rule change would produce. For the most part contestants used Fox Racers with OS V or VF .25's. Speeds were in the 19 to 21 second range.



Bob Oge & I debuted the 'Sonofabat' design, we ran in the 15.4- 17.5 second range. Steve Eichenberger had a nice Nashville Rat Lite that ran in the 18.5 range with OS V .25, sorry no pics, I'll get some in the future. Early indications are that this is going to be a manageable event for most people. I had the fast heat time but wore out a piston, leaving Bob to win the final with a chewed up prop & 6:01 140 lap time. By the time Slow Rat was run, the winds really picked up, gusting to at least 35 MPH I would guess.

BTR was run late in the day, just a 140 lap final because daylight was running low. Akre/Ryan were the only ones to complete the race. There was a spectacular pit fire/explosion of Dave Dawson's Howard Pete BTR that Ron Duly describes in detail in his column.

The highlight of Saturday night was a banquet put on by local hero Rickii Pyatt. She provided a wonderful feast for all at her residence just a few miles from the field.

Sunday had some heavy turnout. Winds were again forecast to become a problem later in the day.



Kevin Kusik, Dave Rolley & Jed Kusik prep for F2CN



Don Burke with “Physter” .15 Rat had good pits but down in airspeed. For the 3rd year in a row, Bob Whitney & Jason Allen showed us all that reliability is the cornerstone of success. They entered an F2C airplane with a 15CC tank & bested Bill Cave by 6 seconds in the final.

Formula Unlimited still enjoys a glimmer of popularity in the Southwest. 6 teams signed up but only 3 posted times. There were no prelims, only a final run. This may be in part due to time & pilot conservation, the big HB powered planes are quite a chore to fly.

F2CN was run self governed same as F2C the day before. There were 7 teams entered which was quite a turnout, but in the end only 3 teams posted a time.



Dave Dawson preps his F2CN. Yes that is a plastic Rat on top of his helmet.

.15 Rat is becoming all too predictable. 8 teams entered with surprise entry Burt Brokaw running Chris Peters’ old plane. Steve Eichenberger had the fastest plane by far, but he had starting problems. Tim Stone was about ½ sec slower at 14.2 but picked up a stab flutter & had to scratch. Jim Holland & Bill Cave flew their Goodyears with respectable times in the low 3 minute range. Todd Ryan & Les Akre entered Mike Maccarthy’s Nelson powered Shark with fast 70 lap time of 2:47, we should all at least be doing this kind of time!

Texas Quickie Rat had a huge turnout with 15 entries. This level of competition eclipses even that of the Nationals held in Muncie.



By the time TQR was run the winds were getting to be a problem for many with gusts around 35 MPH, maybe more. The first 2 preliminary races each had planes running in & barrel rolling in to the center! In addition to the gusts, wind direction was shifting 90 degrees 3 or 4 times a minute; it really gets windy in the desert. Being from Illinois it was a thrill for me to see “Dust Devils” but less so since one was about 200 feet away from me during a race! The teams that competed in the Friday TQR event did quite well & placed on top as expected.



Becky, Ashley & Steve Wilk recovered from lost tool boxes, dust devils & a host of ills to have a good time. Dave Fisher made it out for Tucson after a long layoff to fly with Steve. His flying skills seem to be intact after a 10 year leave of flying.



Ron Duly kneels before the almighty Clown.

The Cabin Fever contest will be on my calendar for next year. It is getting to be a must attend meet for racers & a nice winter break for us snowbelt types.

Tucson Quickie Rat Shootout April 4, 2008- by John Bruman

The first ever controlline racing TQR Shootout took place in the old western town of Tucson Arizona. In some ways it was just as wild and rowdy as another shootout down at the OK Corral. In other ways, it was a bit understated maybe even anti-climatic.

In any case, it happened and everyone seemed to have some fun in spite of some confusion on the part of the Contest Director, some more among some of the participants, and everyone in general.

It all started (like many of these “Wild West” skirmishes did) with a disagreement with the entry fees that caused a couple of potential entrants to muse that unless the fees were reduced, they wouldn’t participate. In the interest of gaining the maximum number of combatants and in the spirit of Old West “lawmaking on the fly” the fees were reduced.

That was followed by some good-natured cajoling and nagging that resulted in a couple additional entrants being enticed into joining the fray with the offer of some borrowed weather-beaten old quickie rat set-ups.

In all, seven entrants were finally committed and the shooting commenced. When the smoke had cleared, a notable “Furriner” from the great North (Les Akre) had posted a 70 lap time of 3:03.56, followed closely by David Fischer with a 3: 41.42 and a “no time due to stop-watch malfunction” (don’-cha hate when that happens) of 0:00.00 by James Holland.

Three more desperados took their place in the middle of the street and began another battle that resulted in a time of 3:01.86 for (Big Tex), Russ Green”, and DNFs for (California) Dave Dawson and (Gold Coast) Bill Cave.

A two-up spat then broke out between the beautiful “miss Ashley” Wilk and Bill Cave. Miss Ashley had Cave totally outclassed fashion-wise with her shocking pink racing plane and color coordinated attire, but had to settle for a 3:33.42 against Cave’s 3:05.08.

The 3:01 time moved Big Tex Green into the finals, while Holland retired in favor of Bill Cave, and Fisher, Akre, and Miss Ashley re-loaded for the next “go-round”.

The second round was another 70 lap skirmish between “Furriner Les Akre”, David Fischer (sorry Dave, I couldn’t come up with a nick-name other than maybe “Guy Noirre-Private Eye”) and once again, the lovely Miss Ashley. This resulted in a 3:02.90 time for Akre, and a 4:10.16 time for Fischer. While this was going on, Miss Ashley made a permanent engineering change to her Pink Fink racer by cleverly incorporating the fist ever collapsible landing gear in Quickie Rat racing.

After all this the street cleared once again, storekeepers boarded up their windows and mothers frantically got their children off the street, while Akre, Cave, and Green loaded up for the 140 lap “to the death” final shootout.

The final battle resulted in one dnf (Big Tex Green) who was granted his entry fee for burial expenses, while “Furriner Les Akre” claimed most of the remaining entry fees (about 60%) as his final “Top Gun” award, leaving the remaining fees to “Gold Coast Bill Cave” for being the second fastest survivor.

Cabin Fever 2008
04.5_6/2008

TQR	entrant	pilot	pitman	heat 1 laps	70	heat 2 laps	70	best	final laps	140
	1 Les Akre	Todd Ryan	Les Akre		03:06.66	3>06.96		03:06.66		06:18.14
	2 Russ Green	Russ Green	Bill Lee		03:05.37			03:05.37		06:19.79
	3 Bob Oge	Tim Stone	Bob Oge		03:16.23	03:14.75		03:14.75		06:53.33
	4 Bill Lee	Russ Green	Bill Lee		03:07.47			03:07.47		Withdrew
	5 Phil Dunlap	Russ Green	Phil Dunlap		03:36.09	03:24.96		03:24.96		
	6 Burt Brokaw	Steve Mills	Burt Brokaw		03:34.15	00:00.00		03:34.15		
	7 Don Burke	Ron Duly	Don Burke		09:27.62	03:41.35		03:41.35		
	8 Dave Hull	Dave Hull	Bob Whitney		03:56.00	04:00.25		03:56.00		
	9 Steve Eichenberger	Tim Stone	Steve Eichenberger		04:01.81	00:00.00		04:01.81		
	10 Ashley Wilk	Ashley Wilk	Steve Wilk	41 laps		04:03.49		04:03.49		
	11 Tim Stone	Tim Stone	Bob Oge		00:00.00	04:25.84		04:25.84		
	12 Jim Holland	Jim Holland	Bill Cave	dnc		00:00.00	dnc			
	13 Dave Dawson	Dave Hull	Dave Dawson	dnc		00:00.00	dnc			
	14 Bill Cave	Jim Holland	Bill Cave	dnc		00:00.00	dnc			
	15 Todd Ryan	Todd Ryan	Les Akre	dnc		00:00.00	dnc			
	16 Steve Mills	Steve Mills	Burt Brokaw	dnc		00:00.00	dnc			
MOUSE I	entrant	pilot	pitman	heat 1 laps	50	heat 2 laps	50	best	final laps	100
	1 Burt Brokaw	Steve Mills	Burt Brokaw		02:39.67	04:58.61		02:39.67		06:01.04
	2 Jed Kusik	Kevin Kusik	Jed Kusik		02:31.91	00:00.00		02:31.91		06:09.29
	3 Dave Hull	Dave Hull	Dave Dawson		03:51.68	02:53.37		02:53.37		06:11.50
	4 Dave Dawson	Dave Hull	Dave Dawson		03:05.74	00:00.00		03:05.74		
	5 Bill Cave	Jim Holland	Bill Cave		03:07.31	04:02.03		03:07.31		
	6 Steve Wilk	Ashley Wilk	Steve Wilk	46 Laps		04:30.99		04:30.99		
	7 Ashley Wilk	Ashley Wilk	Steve Wilk	11;00.00		04:36.35		04:36.35		
	8 Jim Holland	Jim Holland	Bill Cave		00:00.00	04:41.47		04:41.47		
	9 Todd Ryan	Todd Ryan	Les Akre		00:00.00	47 laps		47 laps		
MOUSE II		pilot	pitman	heat 1 laps	70	heat 2 laps	70	best	final laps	140
	1 Bob Whitney	Jason Allen	Bob Whitney		03:52.26	00:00.00		03:52.26		06:56.71
	2 Ashley Wilk	Ashley Wilk	Steve Wilk		00:00.00	00:00.00		00:00.00	1 Lap	
SSR	entrant	pilot	pitman	heat 1 laps	100	heat 2 laps	100	best	final laps	100
	1 SSR Don Burke	Ron Duly	Don Burke		05:48.20	05:31.15		05:31.15		05:47.43
	2 SSR Dave Hull	Dave Hull	Dave Dawson		06:43.81	05:55.87		05:55.87		06:11.70
	3 FOX Burt Brokaw	Steve Mills	Burt Brokaw		07:29.77	06:39.23		06:39.23		06:59.13
	4 SSR Steve Wilk	Fischer	Steve Wilk		07:23.72	06:42.59		06:42.59		
	5 SSR Robert Smiley	Burt Brokaw	Robert Smiley	33 Laps		07:40.67		07:40.67		
	6 SSR Ashley Wilk	Ashley Wilk	Steve Wilk	45 LAPS		DQ		45 LAPS		
	7 SSR Dave Dawson	Dave Hull	Dave Dawson		00:00.00	00:00.00	dnf			
	8 SSR Bill Cave	Jim Holland	Bill Cave		00:00.00	00:00.00	dnf			
CLOWN	entrant	pilot	pitman	heat 1 min	7-1/2	heat 2 min	7-1/2	best	final	15 min
	1 Todd Ryan	Todd Ryan	Les Akre		179		0	179		334
	2 Russ Green	Russ Green	Bill Lee		123		166	166		294
	3 Jim Holland	Jim Holland	Jim Holland	dq			156	156		89
	4 Les Akre	Todd Ryan	Les Akre		171		0	171		
	5 Dave Hull	Dave Hull	Dave Dawson		125		130	130		
	6 Don Burke	Ron Duly	Don Burke		122		0	122		
	7 Bob Whitney	Jason Allen	Bob Whitn		70		122	122		
15 RAT	entrant	pilot	pitman	heat 1 laps	70	heat 2 laps	70	best	final laps	140
	1 Bob Whitney	Jason Allen	Bob Whitney		03:00.05	00:00.00		03:00.05		06:08.14
	2 Bill Cave	Jim Holland	Bill Cave		03:12.49	03:09.30		03:09.30		06:14.81
	3 Todd Ryan	Todd Ryan	Les Akre		02:46.99	00:00.00		02:46.99		06:52.33
	4 Don Burke	Ron Duly	Don Burke		03:08.25	00:00.00		03:08.25	DNF	
	5 Jim Holland	Jim Holland	Bill Cave		03:07.99	00:00.00		03:07.99		
	6 Steve Eichenberger	Tim Stone	Steve Eichenberger	dnf		03:22.89		03:22.89		
	7 Tim Stone	Tim Stone	Bob Oge		04:53.58	00:00.00		04:53.58		
	8 Burt Brokaw	Steve Mills	Burt Brokaw	43 laps		00:00.00	43 laps			

Form Unlim	entrant	pilot	pitman	heat 1 laps	70	heat 2 laps	70	best	final laps	140
	1 Bill Lee	Russ Green	Bill Lee		00:00.00		00:00.00	00:00.00		07:51.03
	2 Steve Eichenberger	Tim Stone	Steve Eichenberger		00:00.00		00:00.00	00:00.00		07:52.48
	3 Dave Dawson	Dave Hull	Dave Dawson		00:00.00		00:00.00	00:00.00		08:37.06
	4 Jim Holland	Jim Holland	Bill Cave	dnc			00:00.00	00:00.00		
	5 Bill Cave	Jim Holland	Bill Cave	dnc			00:00.00	00:00.00		
	6 Todd Ryan	Todd Ryan	Les Akre	dnc			00:00.00	00:00.00		

SLOW RAT		pilot	pitman	heat 1 laps	70	00:00.00	best	final laps	140
	1 Bob Oge	Tim Stone	Bob Oge		04:40.91		00:00.00	04:40.91	06:01.04
	2 Steve Eichenberger	Tim Stone	Steve Eichenberger		08:21.63		00:00.00	05:39.27	09:01.81
	3 Bob Whitney	Jason Allen	Bob Whitney		05:32.86		00:00.00	05:32.86	90 LAPS
	4 Tim Stone	Tim Stone	Bob Oge		04:04.67		00:00.00	04:04.67	
	5 Jed Kusik	Kevin Kusik	Jed Kusik	DNF			00:00.00	DNF	
	6 Ashley Wilk	Ashley Wilk	Steve Wilk	dnf			00:00.00	DNF	
							00:00.00		

BTR	entrant	pilot	pitman	heat 1 laps	35	heat 2 laps	70	Heat total	final laps	140
	1 Todd Ryan	Todd Ryan	Les Akre		00:00.00		00:00.00	00:00.00		06:43.16
	2 Dave Dawson	Dave Hull	Dave Dawson		00:00.00		00:00.00	00:00.00		106 LAPS
	3 Burt Brokaw	Steve Mills	Burt Brokaw		00:00.00		00:00.00	00:00.00		24 LAPS

F2CN	entrant	pilot	mechanic	heat 1 laps	100	best	final	200 laps
	1 Bill Lee	Russ Green	Bill Lee		00:00.00		00:00.00	08:53.09
	2 Dave Hull	Dave Hull	Dave Dawson		00:00.00		00:00.00	12:45.52
	3 Jed Kusik	Kevin Kusik	Jed Kusik		00:00.00		00:00.00	1 lap
	4 Ashley Wilk	Ashley Wilk	Steve Wilk		07:00.07		07:00.07	
	5 Steve Wilk	Fischer	Steve Wilk	37 laps		37 laps		
	6 Todd Ryan	Todd Ryan	Les Akre	dnf		dnc		
	7 Bob Whitney	Jason Allen	Bob Whitney	dnf		dnf		

F2C	entrant	pilot	mechanic	heat 1	100 laps
	1 Lenard Ascher	Arron Ascher	Lenard Ascher		03:23.60
	2 Bob Oge	Alex Topunov	Bob Oge		03:26.90
	3 Bob Whitney	Jason Allen	Bob Whitney		03:34.76
	4 Bill Lee	Russ Green	Bill Lee		03:39.41
	5 D. Hull	D. Hull	D. Dawson		03:55.73
	6 D. Rolley	C. Rolley	D. Rolley		04:17.53

35 sport speed	entrant	Flight 1 speed	Flight 2 speed	flight 3 speed	best MPH
	1 George Brown	33:32.57	06:53.11	58:05.66	06:53.11
	2 Lenard Rennick	58:05.66	36:48.48	22:18.61	58:05.66
	3 Burt Brokaw	00:09.87	22:18.61	05:04.68	00:09.87
	4 Robert Smiley	11:51.07	24:25.16	26:40.52	11:51.07

WEATHER CONDITIONS & PERFORMANCE-DAVE ROLLEY

How does the weather affect performance? High air density is the starting point.

Remember that the fuel burn equations are using mass of air/fuel (pounds or KG of air and fuel) to determine the amount of energy available. The fuel, within a limited range, doesn't really change in density per unit of volume. However, the air can vary wildly.

The only variable you can control is location. Basically this sets your altitude above sea level. Everything else modifies that base density (or altitude).

Beyond the physical altitude above sea level, there are three components that drive the remaining portions of the air density equations. They are barometric pressure (often expressed as sea level adjusted pressure), humidity (moisture content of the air), and temperature.

You want high barometric pressure for the location. But barometric pressure only varies over about a 4 in/hg range and the end to end (28 - 32 in/hg) only represents 2 psi difference or roughly 4,000 feet of equivalent altitude. So basically changes in barometric pressure contribute a maximum of +/- 2000' from the physical altitude above sea level.

Humid air is less dense than dry air. So you want low humidity.

The biggest single variable to air density is temperature. The higher the temperature is, the less dense the air. Going from 68 degrees F to 95 degrees F can make a density change equivalent of increasing the location's height above sea level in the 4,000' range.

So you want high barometric pressure, low humidity, and low temperature.

The definition of a standard day is 59 degrees F (15 C), I don't know the humidity level, and 29.92 in/hg (1013 mBar). Temperature decreases at the adiabatic rate of 3.5 degrees F (2 C) per 1000 feet above sea level. Barometric pressure decreases by 1/2 to approximately 14.96 in/hg at 18,000 above sea level (it halves again at 36,000 above sea level). You can figure just under 1 in/hg per 1,000 feet change.

While the ratio of oxygen to all the other components of air does not change with density, the amount of oxygen available for combustion in a unit of volume (cu/ft or cu/M) will vary with density.

I've found that using one of the electronic weather stations that can report density altitude (the altitude equivalent of the current air density) is really useful. By tracking density altitude during a given day I can make informed decisions about the

adjustments I want to make to my equipment (rich/lean, more/less compression).

All of this depends on how the equipment is set up. For instance, if the setup is perfect at 2,000' density altitude, it will likely be over compressed at 0' density altitude.

There is one last little thing. There is an oft repeated rule in full size aviation; you can not get more than 75% of rated power from a normally aspirated engine above 7,500' density altitude. Obviously they are talking about a gasoline fueled engine. Methanol and nitro will change that somewhat. But the overall relationship still holds, power decreases with (density) altitude.

OK, so much for the basics. How do you use the information?

Right now my racing interest is F2C. I happen to live in Colorado. The field elevation of the airport 8 miles from my house is 5512 ft. (1680 m) above sea level (abbreviated MSL for "above Mean Sea Level). The standard day atmosphere for this airport would be with a sea level adjusted barometric pressure (what you hear on the TV weather show) of 29.92 in/hg with a temperature of about 40 degrees F (4 - 5 C). Under those conditions the density altitude should equal the field elevation. Anything that makes the air less dense increases the density altitude.

The Labor Day contest for Denver is held on this airport. Over the years I have observed that the temperatures for the Denver contest can range from roughly 55 degrees F (13 C) and wet to 100 degrees F (38 C) and very dry. From this you can conclude that for any likely contest in Denver the air density is going to be less than a standard day. When the temperature gets into the 95 - 100 degree F (35 - 38 C) range the density altitude can exceed 10,000' (3048 m) MSL.

Can you race under these circumstances? Obviously! Everyone is working with the same handicap.

Can you do development work that is meaningful when you go to a contest at a more reasonable field elevation? It depends on what you are trying to do. Engine related development has its limitations. Working on team coordination is one area that is worth the effort. One thing that is in general not worth working on past a point is propellers. In general, you can run higher pitch under such circumstances. But when you find yourself racing at 2000' (600 m) MSL density altitude the extra pitch is too much for the engine. One interesting observation has to do with acceleration on takeoff. A prop that is really good at 1000' - 2000' MSL density altitude is lousy at 8000' MSL density altitude. The decrease in lift on the wings and control surfaces has an interesting effect on the takeoff characteristics for an F2C model. The model accelerates slowly and almost always over-rotates catching the prop on the pavement. What to guess what one of the quick fixes is? Use an APC prop trimmed to the proper diameter. It provides a higher load to the engine (more heat) and it pulls harder in the thinner air.

I mentioned a portable weather station earlier. This device won't tell you where to set the head clearance or the needle. But it can help you to determine what has happened with the weather and you can use that to guide how you want to adjust the engine for the new conditions. For instance, at the Dallas F2C team Trials in September 2007 the day felt very different from mid-morning to early afternoon. However the density altitude had not varied more than about 300' (100 m). Since the density altitude was about 2300' MSL, making any changes in a good setting were not called for. Had I been relying on the way the air felt against my skin, would I have been making unnecessary changes? Probably.

You have to be careful how you interpret the weather measurements. Temperature alone is not sufficient. In Dallas the temperature was going up, but the barometric pressure was going up and the humidity was all over the place. The reason the air density stayed relatively stable was the decrease in density caused by the increased temperature was being offset by increased barometric pressure and it didn't become so hot that the temperature effect overwhelmed the impact of the change in barometric pressure.

In an event where the fuel can be varied for the conditions, the fuel can be used to offset some of the atmospheric affects. For instance, as the air density decreases, additional nitromethane can be used to restore some of the lost power.

How do I use all this? I started keeping a notebook where I record the weather information and the model performance and configuration. At some point I should be able to use that data to guide the configuration and settings. We'll see.

Working Heat Treated Music Wire

By: Roy Vaillancourt

The music wire that we use for landing gear and cabane struts is medium carbon steel that has been heat-treated to a spring temper. It is generally very useful to us in this form. Spring temper defines a metal hardness that, if measured on the Rockwell hardness scale, would be about Rc 45. At this temper steel is referred to as being in the "tough" hardness range, with a Rc 20 being considered soft and Rc 60 being considered hard.

When in the tough temper state wire can be worked, but not as easily as if it were soft. In this tough condition it can be bent and cut using the proper tools and techniques, however, sometimes this tough state is just too tough for us....

To work steel more easily we can heat it up, and as it heats it becomes softer. While in this softer state we can bend it the way we need it. After we have bent or formed the wire it may cool at an uncontrolled rate. This cooling rate is directly responsible for the hardness of the wire after it is formed. As a result the finished part may be much softer (or harder) than its previous state. Now for some parts that's ok... but for landing gear we just can't leave it in the soft state because on the very first landing the wire would simply bend and not "spring back" to its original position or shape. If we left it in a hard state the next landing would snap the wire.

So, to return the steel to its springy condition we must restore that specific spring temper by heat treating the appropriate area. The steps that should be taken in order to form wire more easily would be to first anneal it (that is to soften it), form or bend to desired shape and then re-heat treat the part back to the spring condition.

First the wire should be annealed at the location to be bent. To anneal heat your wire with a torch until it becomes a bright cherry red (this color represents about 1400 degrees F). Let the wire cool completely to the touch. Don't quench it or blow air on it. Just let it cool naturally away from any drafts. The wire should now be in the Rc 25 range. This is considered soft and you will find the wire bends very easily at this hardness.

After forming, once again heat your wire with a torch until it becomes the bright cherry red but this time "quench" (rapidly cool) in room temperature water. When plunging the steel into water, do it with a twisting swirling motion to prevent water vapor from insulating the wire from the coolant action of the water. This will insure that a more even quench is therefore obtained.

At this point the wire should be very hard... probably above Rc 60. To test whether this is so attempt to file a mark on the super-hard area. The file should slide off without cutting into the steel at all. If, however, it does not slide off but cuts, you did not heat and quench properly or you do not have high carbon steel... Try the heat and quench cycle again. If your file still cuts then you definitely don't have high carbon steel.... So get another piece of wire and start over because you will not be able to add the necessary carbon to low-carbon steel.

If you are successful in getting it very hard do not try to use the wire while it is in this very hard state. It is quite brittle and will snap off.

The next step is to temper the wire back to the desired hardness. Tempering is a form of annealing but is controlled so that the steel "stops" at a specific hardness. Start by shinning the wire with steel wool or emery cloth. Then heat it up gradually using the torch and watching for the following colors as a guide:

The first color will be straw (350 degrees), followed by a dark blue (600 degrees), which is followed by a medium blue (750 degrees). At this point remove the wire from the heat source and allow it to cool slowly. **DO NOT QUENCH IT OR BLOW ON IT!** Just let it stand to cool on its own at room temperature away from any drafts. Once the steel returns to room temperature it should be at the target RC 45 hardness, which is a good spring temper.

Perform the file test again. You should be able to make a mark now.... But with some effort. If it passes this test you have tempered your wire to the proper degree. Good luck!

Tempered music wire can also make great special purpose tools. Instead of tempering to the 750 degrees, stop at the straw color stage and you'll have the wire at about Rc 60; it is still very hard, but not so brittle. Wire at this temper makes great drills for wood and plastics and most Aluminum and Copper.

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

MAY 23-25--Eugene, OR (AAA) NW Control Line Regionals. Site: Eugene Airport. Events: Mouse I (Jr-Sr)(O), . 15 Rat, Northwest Sport Race(Jr-Sr)(O), Northwest Super Sport Race, Northwest Clown Race, B-Team Race, NCLRA Super Slow Rat, NCLRA Quickie Rat. Sponsor: NW Regionals Management Association #4356. CD: John Thompson, 2456 Quince St., Eugene, OR 97404. Phone: (541) 689-5553(day) E-Mail: johnt4051@aol.com WebSite: <http://flyinglines.org/> Northwest rules available at flyinglines.org. All contest details and flyer for download can be found on flyinglines.org.

SOUTHWEST DISTRICT

CA
APR 19-20--El Monte, CA (AA) Bill Nusz Memorial. Site: Whittier Narrows. Events: Sat: F2C, F2CN
Sun: Mouse I(Cox Engines Only), SCAR GY, NCLRA S/S Rat, NCLRA Clown, NCLRA TQR.
Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: <http://microair.info/SCAR/>
Note: Mouse I is Cox Engines only.

CA
JUN 14-15--El Monte, CA (AA) 2nd Annual Bev & Bill Wisniewski Memorial. Site: Whittier Narrows. Events: Saturday and Sunday: Speed - all classes as % of record.
Saturday - Racing: F2C, F2CN
Sunday - Racing: Mouse I(JS)(O), Cox engines only; NCLRA Clown, NCLRA TQR, NCLRA B-TR, AMA Scale Race.
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.miroair.info/SCAR> Mouse I will have separate (JS) and (O) categories, all others will be combined.

CA
SEP 20-21--El Monte, CA (AA) 3rd Annual Wayne Trivin Memorial Site: Whittier Narrows. Events: Sat/Sun: Speed, all classes as % of record.
Racing - Sat: NCLRA F2CN, F2C
Racing - Sun: Mouse I(JS)(O) Cox engines only, SCAR GY(JS)(O), NCLRA Clown, NCLRA S/S Rat, NCLRA TQR, SCAR Orange Crate 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> Mouse I: Cox Engines only, JS SCAR GY Engine Plain Bearing 15 and Fox 15BB Engines

CA
OCT 18-19--El Monte, CA (AA) 22nd Annual Virgil Wilbur Memorial. Site: Whittier Narrows. Events: Sat/Sun: Speed, all classes as % of record.
Racing - Sat: Mouse I(JS)(O) Cox engines only, AMA Scale Race, SCAR Formula Unlimited, NCLRA S/S Rat, F2CN
Racing - Sun: NCLRA Clown, NCLRA B-Team Race, SCAR GY(JS)(O), NCLRA TQR
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> Mouse I: Cox Engines only, JS SCAR GY Engine Plain Bearing 15 and Fox 15BB Engines

CA
DEC 06-07--El Monte, CA (AA) 19th Annual Toys for Tots Site: Whittier Narrows. Events: Sat/Sun: Speed, all classes as % of record.
Racing - Sat: NCLRA F2CN, F2C
Racing - Sun: Mouse I(JS)(O) Cox engines only, NCLRA S/S Rat, NCLRA Clown, NCLRA TQR
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>

NORTH CENTRAL DISTRICT

NONE

SOUTH CENTRAL DISTRICT

TX
APR 26-27--Dallas, TX (AA) DMAA Spring Warm-Up Site: Dallas Hobby Park. Events: 311(25 Engine rules), NCLRA TQR, 313, Sportsman Goodyear, Fox Goldberg (JSO)
Sponsor: Dallas Model Aircraft Association #1902. CD: Patrick Hempel, 304 Becky, Rockwall, TX 75087. Phone: 972-841-8766(day) E-Mail: ptrckhem@aol.com WebSite: www.dmaa-1902.org

MIDWEST DISTRICT

NONE

NORTHEAST DISTRICT

NJ
JUN 01--Middlesex, NJ (UnSanc) Contest #1 Site: Moutainview Park. Events: Fox Race, Clown Race Expert-Sportsman, Warbird Sponsor: Middlesex Modelers #423. CD: Brian Silversmith, 86 Kingsland Circle, Monmouth JCT, NJ 08852. Phone: 732-274-8945(day)

NJ
AUG 17--Middlesex, NJ (UnSanc) Contest #1 Site: Moutainview Park. Events: F2C, F2CN, Slow Rat Race, Clown Race Expert-Sportsman Sponsor: Middlesex Modelers #423. CD: Brian Silversmith, 86 Kingsland Circle, Monmouth JCT, NJ 08852. Phone: 732-274-8945(day)

NJ

AUG 31--Middlesex, NJ (UnSanc) Contest #1 Site:
Moutainview Park. Events: Foxberg, Slow Rat Race, Clown
Race Expert-Sportsman Sponsor: Middlesex Modelers #423.
CD: Brian Silversmith, 86 Kingsland Circle, Monmouth JCT,
NJ 08852. Phone: 732-274-8945(day)

NJ

OCT 19--Middlesex, NJ (UnSanc) Contest #1 Site:
Moutainview Park. Events: Foxberg, Warbird, Clown Race
Expert/Sportsman Sponsor: Middlesex Modelers #423. CD:
Brian Silversmith, 86 Kingsland Circle, Monmouth JCT, NJ
08852. Phone: 732-274-8945(day)

SOUTHEAST DISTRICT

NONE

NATIONAL RECORDS

SLOW RAT

Jr (70 Laps)	5:16.20	Scott Matson	7/10/00
(140 Laps)	6:47.37	Scott Matson	7/10/00
Sr (70 Laps)	4:29.63	Howell Pugh	7/20/94
(140 Laps)	10:58.47	Doug Short	7/10/00
Op (70 Laps)	2:36.31	Bob Oge	7/18/91
(140 Laps)	5:24.94	Mike Greb	7/19/90

½ A MOUSE 1

Jr (50 Laps)	2:37.57	Scott Matson	7/15/99
(100 Laps)	5:17.68	Scott Matson	7/17/99
Sr (50 Laps)	2:44.68	Dave Rolley Jr	7/15/99
(100 Laps)	5:20.11	D.J. Parr	7/16/98
Op (50 Laps)	2:12.3	Jim Holland	7/16/04
(100 Laps)	4:22	Ryan&Gibeault	7/15/99

½ A MOUSE 2

Op (70 Laps)	3:01.24	MacCarthy/Kerr	7/11/03
(140 Laps)	7:16.03	Whitney/Hallas	7/11/03

SCALE RACING

Jr (70 Laps)	2:50.65	Bob Fogg III	7/16/91
(140 Laps)	6:08.55	Bob Fogg III	6/23/92
Sr (70 Laps)	3:15.12	Doug Short	7/11/00
(140 Laps)	5:40.05	Bob Fogg III	7/11/95
Op (70 Laps)	2:39.38	Willoughby/Oge	7/15/97
(140 Laps)	5:33.04	Bob Fogg Sr	7/16/91

F2C TEAM RACING

Op (100 Laps)	3:15.46	Lambert/Fluker	9/04/05
(200 Laps)	6:57.36	Lambert/Ballard	7/15/98

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 Laps)	2:44.6	Jim Holland	7/15/04
(140 Laps)	5:33.1	Jim Holland	7/15/04
Jr-Sr No record established			

NCLRA FOX

Jr (100 Laps)	5:57.11	Scott Matson	7/11/99
Sr (100 Laps)	5:28.09	Scott Matson	7/16/02
Op (100 Laps)	5:32.55	Tim Stone/Bob Oge	7/10/05

NCLRA CLOWN

Op (15 Min.)	331 Laps		
		Ron Duly/JohnMcCollum/Russ Green	7/12/06
Op (7 ½ Min.)	160 Laps		
		Don Burke/Ron Duly	7/13/05

NCLRA TEXAS QUICKIE RAT

Sr (70 Laps)	3:04.22	Scott Matson	7/12/01
Sr (140 Laps)	6:20.20	Scott Matson	7/12/01
Op (70 Laps)	3:04.28	Jim Holland/Bill Cave	7/14/05
(140 Laps)	6:07.01	John McCollum/Bill Lee	7/14/05

NCLRA SUPER SLOW RAT

(100 Laps)	5:53.06	Dave Hull/Bob Whitney	7/13/07
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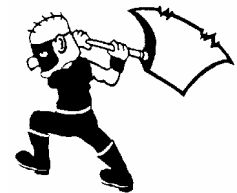
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\$5.00		
H-3	3 X 3	SB
M-8p	2 1/2 X 4	SB LH
H-1	2 5/8 X 4 1/4	SB
F-3	2 5/8 X 4 1/4	SB
F-4	2 5/8 X 4 1/2	SB
SC-6	2 5/8 X 4 1/2	SB
F-5	2 5/8 X 4 3/4	SB
F-6	2 5/8 X 5	SB
SC-7	2 5/8 X 5	SB
CW	Counter Weight	

\$5.00		
C-1	4 1/4 X 2 1/2	
C-3	5 X 2 3/4	
C-4	4 5/8 X 3	
C-5	4 5/8 X 3	
C-6	4 1/2 X 3 1/4	
P-4	4 1/8 X 3 3/4	
E-1	4 1/4 X 4	
A-1	4 1/4 X 4	
E-2	4 1/4 X 4 1/4	
E-3	4 1/4 X 4 1/2	
E-5	4 1/4 X 4 3/4	
E-6	4 1/4 X 5	
E-7	4 1/4 X 5 1/4	

\$8.00		
T-12	5 7/8 X 3	
A-2	5 3/4 X 3	
M-4p	5 X 4	LH
T-1	5 X 4	
H-2	5 1/4 X 4 1/4	C
F-7	5 1/4 X 4 1/2	C
MA-1	5 1/2 X 4 1/2	
G-7	5 1/2 X 5 1/4	
G-8	5 7/8 X 6	
VS-1/A 1	5 X 6	

F2A - A Speed		
Molded w/Counterweight for Profi		
\$15.00		
F2A-1K	3 X 5	SB
F2A-2Q	3 1/4 X 5 1/2	SB
F2A-3P	3 X 6	SB
F2A-4SC	2 15/16 X 6	SB
F2A-5I	3 X 7	SB
Without Counterweight for Irvine		
\$10.00		
F2A-6K	3 X 5	SB
F2A-7Q	3 1/4 X 5 1/2	SB
F2A-8P	3 X 6	SB
F2A-9SC	2.938 X 6	SB
F2A-10I	3 X 7	SB

\$12.00 w/o cw		
W-B	3 5/8 X 11	SB

\$14.00 w/o cw		
W-D	4 1/2 X 11 1/2	SB

\$12.00		
E-4	6 X 4 1/2	C
G-3	6 7/8 X 4 3/4	C
G-3n	6 7/8 X 4 3/4	C
G-22	6 3/8 X 5 1/4	
W-1	6 7/8 X 5 1/4	
G-2	6 1/2 X 5 1/2	C
G-23	6 5/8 X 5 1/2	
A-3	6 1/2 X 5 1/2	
A-5	6 1/2 X 5 1/2	
E-8	6 3/4 X 5 3/4	
S-5	6 X 6	
K-5	6 3/8 X 6	
S-1	6 1/4 X 6 1/4	
M-3	6 1/4 X 6 1/4	
SC-1	6 1/2 X 6 1/4	
S-2	6 1/2 X 6 1/4	
CM-1	6 1/4 X 6 1/2	C
R-8	6 X 6 1/2	
B-6	6 1/2 X 6 1/2	
SC-2	6 1/2 X 6 3/4	
G-5	6 1/2 X 7	
VS-A1	6 X 6 3/4	C
VS-A2	6 X 7 1/2	C
VS-A3	5/34 X 8	C
VS-A4	6 X 8	C

\$12.00		
C-7	6 X 3 1/2	
C-8	6 1/8 X 3 1/2	
C-9	6 X 3 3/4	
C-10	6 1/8 X 4	
TR-A	6 1/8 X 6 1/2	
TR-L	6 1/8 X 6 1/2	
TR-CM	6 1/8 X 6 1/2	1/2
TR-SI	6 1/8 X 6 1/2	1/2
TR-M5	6 1/8 X 6 1/2	1/2
TR-Z	6 1/8 X 6 1/2	1/2
TR-SC	6 3/8 X 6 3/4	1/2
TR-M2	6 X 6 3/4	1/2
TR-A3	6 1/4 X 6 3/4	
TR-L2	6 1/8 X 6 3/4	1/2
TR-W	6 1/4 X 6 3/4	1/2
TR-P	6 1/4 X 6 7/8	1/2
TR-JM	6 1/4 X 7	1/2
TR-SS	6 1/4 X 7	1/2
TR-C	6 1/8 X 7	1/2
TR-A2	6 1/8 X 7	
TR-BK	6 1/4 X 7	
TR-M	6 1/4 X 7 1/4	1/2

\$14.00		
T-14	7 X 4	
T-15	7 X 4 3/4	
R-5	7 X 5 3/4	
T-3	7 X 6	C
T-10	7 X 6 1/4	
SC-3	7 1/2 X 7	
P-2	7 1/4 X 7	
G-6	7 X 7	
B-8	7 1/2 X 7	
T-4	7 X 7 1/4	C
T-16	7 3/4 X 7 1/4	C
T-5	7 X 7 1/2	C
SC-4	7 1/2 X 7 1/2	
A-4	7 3/4 X 7 1/2	
T-17	7 3/4 X 7 1/2	C
P-6	7 3/8 X 7 1/2	
W-3p	7 1/2 X 7 3/4	LH
W-2	7 3/4 X 7 3/4	
P-5	6 3/4 X 7 3/4	
M-5	7 1/2 X 8	
SC-5	7 1/2 X 8	
T-18	7 3/4 X 8	C
L-1	7 X 8 1/2	C
Z-1	7 X 8 1/2	
K-7	7 3/4 X 8 1/2	C
VS-B1	7 X 7 1/2	C
VS-B2	7 X 8	C
VS-B3	7 1/8 X 8 1/2	C

\$15.00		
T-13	8 X 3 1/2	
S-3	8 X 4	C
T-6	8 X 6	
B-3	8 1/2 X 6	C
B-1	8 1/4 X 6 1/4	
B-2	8 X 6 1/4	
B-4	8 X 6 1/4	
R-1	8 3/4 X 6 1/2	
G-1	8 X 6 1/2	
M-2	8 1/2 X 6 3/4	
M-1	8 3/4 X 7	C
E-9	8 X 7	C
B-5	8 X 7 1/2	
K-6	8 X 7 1/2	
B-9p	8 X 8	
K-1	8 X 8	LH
T-2	8 X 8	C
R-2	8 X 8	
PP-1	8 X 8	
T-9	8 X 8	
K-3	8 1/4 X 8	
F-2	8 X 8 1/2	
T-7	8 X 8 1/2	C
K-4	8 X 9	C
G-4	8 X 9	
F-1	8 X 9	
T-8	8 X 9	C
M-7	8 1/8 X 9 1/2	C
P-3	8 1/4 X 9 3/4	C
P-1	8 1/4 X 10	

\$16.00		
T-11	9 X 3 1/2	
B-7	9 1/2 X 4	
K-2	9 1/2 X 6	C
M-6	9 X 7	
VS-C1	9 X 8 1/2	C
VS-C2	9 X 11 1/2	C

\$17.00		
R-4	10 X 3 1/2	
RU-106W	10 X 6	
RU-106EW	10 X 6	
S-4	10 5/8 X 4 1/4	

\$18.00		
S-6	11 X 5 1/4	
S-7	11 3/8 X 5 1/4	
R-3	11 X 5 1/2	
S-8	11 3/4 X 6	

\$20.00		
S-9	13 X 5 1/4	
S-10	13 X 6	

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\$25.00		
T3-1	10 X 3 1/2	

\$29.00		
B3-1	12 X 4 1/4	

\$31.00		
B3-2	13 X 4 1/2	

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