

**Torque Roll Issue #80
June, 2008**



**TQR action at Topeka Charlie Rolley, Melvin Schuette & Mike Greb.
Charlie is passing all. (Elwyn Aud photo)**



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

To:

President's Column – Bill Lee

Election: The NCLRA elections are now. The ballot is included with this newsletter. Here's the way it will work.

According to the Bylaws, only members who were joined/renewed by March 1 of this year are allowed to vote. On March 1, I captured a copy of the database where the membership roster is kept, and ballots will be sent only to those who were members listed in that snapshot.

The ballot will be a separate sheet included with the paper copy of the Torque Roll mailed to each of you. If you are a member now but only renewed or joined recently (after March 1), there will be no ballot for you. If you receive the Torque Roll only electronically, a ballot will be sent to you in an envelope.

Enough about the process for getting the ballots out. As always: please vote! This election will name a new President to lead the organization for the next couple of years. Jim Holland and Bob Whitney have been nominated for that role. Dave Rolley and Jim Ricketts are unopposed for Secty/Treasurer and Vice President.

2008 NATs: Looks like planning for the 2008 NATs is going along well. In addition to fuel support from Ritch's Brew, it looks like at least one other vendor has given us some consideration. (Should be a note elsewhere in the newsletter.)

As most of you know, the format of the NATs has been revised this year. Not everyone is happy with it, but it was obvious after the past couple of years that something needed to be done. The definition of insanity is to do the same thing over and over but expect different results. So we made some changes.

The format for 2009 and beyond will be a topic of discussion at the NCLRA meeting. This meeting will be held as it has been in the past few years at the Sirloin Stockade on Wednesday night of the NATs. It seems appropriate for this discussion to be held there since only those interested enough to attend the NATs will be there and will have their voices heard. Consideration of NATs changes should obviously be weighted by the feelings of those who actually attend the NATs.

NATs awards: NCLRA will be sponsoring all of the awards for the non-rule book events we are flying at the NATs. We will have plaques for first-third, and there will be one for each of the pilot and mechanic.

In addition, NCLRA will be providing a mechanic's plaque for first-third for all of the rule-book events (i.e., the events where AMA provides the award). We have tried for many years to get AMA to include a mechanic's award for our events, all to no avail.

And that brings us to the subject

NATs Pre-entry: AMA provides awards for all rule-book events flown at the NATs. However, they do not automatically provide them: the number that they provide is based on the level of pre-entry for each event. It makes no difference if we have 10 folks show up and late-enter for an event. If the pre-entry is low, the number of awards that AMA provides will be cut back to two or one or...

We really need for everyone to get their NATs entry into AMA asap. As best as I can tell from the NATs entry information, the cut-off date for determination of the number of awards is June 29, but please don't wait until then to get your entry submitted.

CANDIDATES' STATEMENT-JIM HOLLAND

Hello Everyone,

Thank you for taking the time to read my candidate statement for the position of NCLRA President.

The next two years may well be critical for the future survival of this hobby and sport of ours. The combination of economic recession, increased real cost of fuel and food, and a continuing re-orientation of the AMA away from contest flying will severely challenge us. If elected president of the NCLRA, I will meet these challenges directly by implementing the following measures;

Firstly, Providing full NCLRA sponsorship of four regional contests each year. The goal here would be to provide racers the opportunity to attend at least one contest of National caliber in any one year that is a reasonable driving distance from their homes. In tandem with this, I will consult with the NCLRA Regional Representatives to explore the possibility of returning to a points based 'NCLRA Championship' system for each racing event.

Secondly, Fund the design and production of color brochures promoting the hobby of racing control line model airplanes. These brochures will be suitable for distribution to hobby shops and inclusion in 'racing' model kits. – As President I will undertake negotiations with the kit manufacturers to allow this to happen.

Thirdly, Support the design and implementation of programs aimed at junior flyers – This would include establishing stronger links with organizations such as the 'Young Marines' program, encouraging clubs and individuals to hold special contests or events for juniors, and reviewing the scheduling of proposed NCLRA contests so they are timed to minimize conflicts with the school year.

Finally, As the elected representative of the official Special Interest Group (SIG), I would continue to work with the AMA and secure long-term support for our F2C team. I will also seek opportunities to work with other control line SIG's to explore the possibility of a return to a traveling 'Nats'.

I will also commit to listening to and acting upon the opinions and concerns of individual members. I am willing to invest a considerable amount of time in the NCLRA in the next couple of years because I believe this hobby of ours is worth it. I have been fortunate to experience many wonderful moments and meet a lot of exceptional people since I returned to this hobby eight years ago and would like to see that more people enjoying similar opportunities over the coming years.

Best Wishes

Jim Holland

SOUTHEAST REPORT-BOB WHITNEY



Well there has been lots going on around here the last couple of weeks. Unfortunately it had nothing to do with modeling. Starting on Mothers' day, the Palm Bay area had 18 fires going, all at the same time. Officials are quite sure they were set by one or more people. I think the last count was 40 houses gone .20-30 miles an hr winds and lots of trees made for a very bad situation. One house was lost within 1 1/2 blocks from my house. Power was out at Bombardier and parts of the city for 3 days. Things are just now getting back to normal for most of us.

Dick Lambert and I were waiting for a couple of new engines. We are still waiting as they were lost some place in Germany. Hopefully we will get the replacements in time to get some time on them before we leave for France.. We did manage to get in some practice this weekend Tom Fluker and Jason Allen came in and got a work out .it was 120 deg on the pavement.

We still don't have a place good enough to hold a contest.. If we don't get something going soon I am afraid we won't get a lot of the racers back. Hopefully we will have some good info on the world champs for next time.

NOMINATION & ELECTIONS

I have been nominated for President of NCLRA. I would just like to say a few words on my behalf. If elected I will do my best to keep us together as a group. This is not a one man job and everyone will have to do his part to keep us going. With input from everyone I will try to get the Nats back on track. I have a couple of ideas on how to get guys out flying again. I still feel it is up to each district to keep things going..it is going to take a lot of work .

SOUTH CENTRAL-MIKE GREB

Dee Rice and David Gresens hosted the second annual Ringmaster Roundup at Scobee Field in Houston, Texas on the weekend of April 12 and 13th. The Ringmaster Round up is a contest that is restricted to The original Ringmaster model S-1. While this is primarily a stunt contest, the last event is a team stunt event that includes racing ringmasters. The Leader of the team chose the racing contestant, and other members of the team pitted and provided the aircraft.

1. John Cralley, Dee Rice ringmaster, LA25
2. Bill Grubly, Mike Greb ringmaster, Thundertiger 25
3. Scott Hartford Own ringmaster, Sato 30 Four stroke
4. Richard Staight, Dee Rice Ringmaster, Brodak 25



John Cralley and Bill Grumbly Racing their Ringmasters.
Dale Gleason picture



Scott Hartford preparing to race his Saito powered Ringmaster.
Dale Gleason Photo

SOUTHWEST REPORT-RON DULY

Darrell Albert and Dave Braun came up with a trophy idea for our SCAR series of races for 2008 that is very nice. The wood is laser cut with the SCAR logo and has three columns for the nameplates. Each first-time winner gets a trophy.



At each race, nameplates will be given to the 1st, 2nd and 3rd place Pilot and Pitman winners. The plates have double-sided tape to hold them in place. Just another reason to come fly with us!

Another neat idea is the PLANO line spool box that holds six reels. Pro Bass Shops was my source and any PLANO dealer should have them. Protects and organizes the reels. A reel nice idea, no?



North Central District-Les Akre



I've just returned from attending the N.W. Regionals in Eugene Oregon. It was nice to see a properly marked height marker supplied for the racing events. They are not difficult to construct, so I'm left wondering why I have not seen them at other contests I've attended recently.

With the Nationals just around the corner, I feel we should address some issues with competitiveness and sportsmanship.

I've heard and read a lot about competitiveness lately or more specifically that some modelers are too competitive and leave nothing on the table, or "show their hand" as one modeler put it. I've always assumed that you go to contests to compete, not sport fly. Maybe some modelers think that you can just "mail it in" and you'll be a winner. We need to stop putting down those modelers that choose to compete with vigor and purpose. Strong and fair competition makes everyone better, and helps to keep contests alive as well.

In that light, when competing, concentrate on your own race and compete as fairly as possible, and leave the CD'ing to the contest officials. There is no need for competitors to become "armchair CD's". Further to that, CD's must be willing to make the necessary correct call, even if it upsets a competitor. Not making the correct call for fear of upsetting a competitor just cheapens the contest for everyone.

Competitors also need to understand that if they get called for an infraction, there's more than a good chance it happened! Throwing temper tantrums, yelling at the CD, and creating dissention towards other competitors are not signs of good sportsmanship, yet I've seen examples of this at many contests in the past.

Elections for the Officers are coming up next month as well. Choose your candidates carefully.

EDITORS' COLUMN- TIM STONE

Tether car racer Tom Pearson sent me a photo of his record setting Nostalgia .46 record setting car with OS .46 prepped by Bob Oge. 124 MPH but later ruled 2 OZ over the maximum weight limit of 6 LB 14 OZ. Tom replaced the top with a fiberglass copy, shaved off a pound and recently set a new record of 125 MPH.



Hey I know it is not a plane, but its' fast & it goes around in circles...

HI POINT AWARD ANNOUNCED

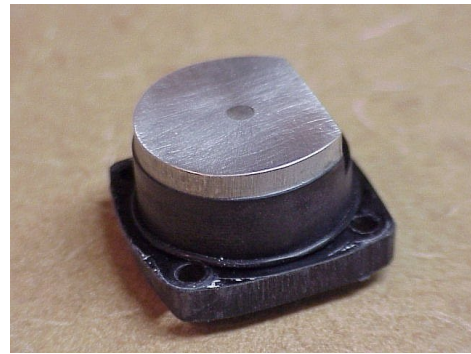
Thanks to some legwork by John Bruman & a generous donation by John Brodak, there will be a special award at the 2008 Nats. The top Junior/Senior competitor will be awarded a SuperFly kit & a new Brodak .25 engine!



This combination will be very competitive in the new .25 Slow Rat class. These engines have had great success in B Team Race down under in Australia. Many thanks to Brodak for this super prize!



Heres' another view of one of my new .25 Slow Rat motors. It is a converted .25 Car engine with NovaRossi .21 prop driver & collet, custom prop nut by Bob Whitney. Venturi and needle valve is from a ST .51, currently available from Tower hobbies. The stock head & backplate have been modified with hand tools to their current shape.



Backplate has 1/8" aluminum stuffer plate swapped in place of the standard 1 way starting clutch, secured with JB weld & a 8-32 bolt. Weight 9 OZ down from start of 15 OZ.

LESSONS LEARNED THE HARD WAY

Are usually the ones you remember. I am currently rebuilding my TQR & Hamster from damage at the Cabin fever contest. I'll have to keep on remembering to;

- Sweep the pit area. Slow Rat motors don't start very well after eating any sand. There's lots of sand in Arizona.
- Move my plane out of the gas puddle before applying battery. Planes burn up really fast, even better in a puddle of fuel.
- Never use less than 3/16" bass for stabilizers on Rats. When I slapped on that nice Steve Eichenberger prop that went 3/10 sec faster my 1/8" thick stab said "BRRRRRRRRRRRRR"
- Always use a full span bass wing spar on TQ wings. Balsa with a partial spar might last for a while, and glassing the wing does not add as much strength as you might believe. After 3 or 4 seasons of races I shut 'er down & the outboard wing said "See you later!"
- Never assume the nice looking tank somebody else built will not leak because it looks so nice. Test it. Sorry, Bob...

NORTHWEST REPORT- MIKE HAZEL

Greetings all! The 37th annual Northwest CL Regionals took place on May 23 – 25, 2008. Overall attendance was just slightly down, no doubt due in part to the ridiculous gas prices we are all experiencing. Weather was just slightly damp and cool on Friday, but the rest of the weekend was pretty good.

Racing turnout was rather disappointing, with the California contingent staying home and a couple of the usual NW suspects not in attendance this year. Dave Green came out of CL retirement to officiate, and did a great job.

As usual, my main participation in this contest is to officiate the speed events, so any color commentary regarding the racing circle action is somewhat difficult to do, since I am not there much of the time. I did manage to squeeze in just a little racing time, however.

My partner John Thompson pulled out the old Streaker and we made an attempt in Mouse I, thanks due to engine loan from Paul Gibeault. Paul assured us that the engine was a

good one, but we still managed to bungle things up. We also entered NW Super Sport Race and we had a good final going, but on the third pit I had a fire during refueling. That decided the race, so I just pulled our entry out of the circle for our humble third place. Here are the results:

Mouse Race Class I (4 entries)

- 1) 5:25.55 Will Naemura
- 2) 5:25.91 Paul Gibeault
- 3) 5:46.74 Burt Brokaw

.15 Rat Race (1 entry)

- 1) 6:05.21 Todd Ryan

NW Flying Clown Race (4 entries)

- 1) 311 laps Les Akre
- 2) 244 Mac Ryan
- 3) 46 Todd Ryan

NW Sport Race (4 entries)

- 1) 8:12.40 Mac Ryan
- 2) 8:27.70 Paul Gibeault
- 3) 8:36.19 Burt Brokaw
- 4) 8:50.90 Todd Ryan

NW Super Sport Race (3 entries)

- 1) 7:14 Paul Gibeault
- 2) 7:24 Todd Ryan
- 3) 119 laps Mike Hazel

Quickie Rat (1 entry)

- 1) 83 laps Les Akre

B Team Race (2 entries)

- 1) 8:16.21 Les Akre
- 2) 8:55.93 Burt Brokaw

There were no entries in NCLRA Super Slow Race

Successful Team Race Piloting – One Persons Guide-Duncan Bainbridge (GBR)

No one is ever too old to learn or to do anything; look at the rise of grey power and the popularity of the current crop of Vintage Team Race events.

Look also at the average age of the average F2C pilot; it must be over 50! However no one, experienced or just starting out as a racing pilot is too old or unable to be able to concentrate on improving their piloting technique.

Many people subscribe to the idea that VTR is most definitely not F2C and should not be covered by the same rules, models handle differently and speeds are not as fast. I agree and in VTR there is not the level of carnage that is prevalent in F2C.

But... Across the board, air speed in VTR is increasing and with current piloting styles, speeds may need to be reduced greatly in order to decrease the number of accidents that do occur.

What follows is based on a number of ongoing discussions I have had with pilots and mechanics in both this country and abroad and a desire to update a piece by Dave Clarkson, informed by a number of pieces by Rob Fitzgerald, Chris Wee, Andy Sweetland, Racer X and Marlon Gofast and discussions with Tony Toogood, Dave Smith, John Green, John Hallowell, Dave Finch, Stuart Robinson and many others.

I feel it is always helpful shine a light on your own actions and endeavour to improve them.

Therefore I believe that Successful Team Race Piloting should be based on three overarching principles.

- 1. Know the rules**
- 2. Always strive for the best results**
- 3. Be considerate**

So what do I mean?

Well I believe they are all obvious.

1. The Rules

Regular blatant rule breaking will get you disqualified and a bad reputation. You should take time to read the rule book and understand what each rule means and then you should learn and practice how to fly to the demands of the Rule Book.

2. The Best Results

It is important also to always strive to obtain the best results, isn't that why we persevere at our sport?

More frequently than not in VTR it is the fastest pilot, not the fastest model that wins, this means the winner is the pilot that knows best, how to fly to the demands and limits of the Rule Book.

3. Consideration

Why consideration, it is racing after all?

Yes, but think about No. 1, a bad reputation does nothing to endear you to other contestants, a bad rep for poor or bad flying, blocking and pushing or holding centre is not good, and it is good practice to treat others as you would wish to be treated, harsh, but fair is a good starting point.

The points that I have highlighted below are presented as a guide, and are meant to engender thought and perhaps dialogue.

Over the last five years there has been an increase in the level of leniency given to pilots in regard to interpretation of the rules.

This also applies to issues of safety and personal conduct on the flying field but it is important to remember that all CD's and Jury members are volunteers, they do the job because they want to, but in many cases they can't be everywhere at once and standards can and sometimes do slip.

Because of the generally competitive nature of pilots, they have taken every bit of this drop in standards to attempt to get away with as much as possible.

Sadly this has produced the untidy and accident-prone style of piloting that is currently accepted as being reasonable.

The points that I have listed are very simple and with a small amount of thought, practice, video and self assessment can be

of benefit to all pilots. In order to understand others, you must understand yourself.

The most difficult change to introduce is psychological; attempting to get pilots to acknowledge that there is always room for improvement.

Thus there are a few things which I believe should be considered.



Race Conduct

It is important to maintain a high standard of general race conduct.

When called for your race by the CD, try not to keep him waiting, get into the circle as quickly as possible and when your race is over, move back to the line check as quickly as possible, that way the day can progress smoothly.

When in the pilots circle remember to crouch down with your handle as near to the ground as practical, get into the practice of keeping your left hand in contact with the ground, good practice if you wish to compete in modern events and do not obstruct the other pilots.

If you finish first, allow your mechanic to move the model out of the flight circle and weight your lines so that they are not snagged by other landing models.

The pilot should move to sit outside and at the back of the pilots circle.

Good Handling

The smaller the handle the better the handling; ditch that big monster combat or stunt style handle, get a top quality racing handle from Mike North Racing Products, or Mejzlik Model Bau or even make your own.

It is not difficult; a good comfortable sized bit of broom stick and some brake cable, with two finger separation, well soldered with some small Sullivan type clips will do the job, but remember race crashes can be caused by handle failure, so ensure that yours is up to the job, add a grouper that is about 200mm from the top of the handle and that is your lot.

Clothing

As a pilot don't do a David Cameron and try and hug a hoodie, avoid them at all costs.

Hoodies are bad news, as the hood can act like a magnet for someone else's lines. The same goes for big baggy jumpers, just use your common sense. Footwear should be a good pair of trainers, with lots of gripping tread, cross trainers are good, and leather soles are bad.

I think the days of pilots wearing platforms – ie the '70's are long gone, but hey who knows!

Always remember that when racing and especially when practicing, the mechanic should at all times wear a helmet, for safety and for best practice.

OK – the flying bit! 1st things first...

The Take Off

At the signal, your well trained Mechanic and race tuned model will start first flick, once the motor is going, all pilots must realise that the model is theirs, the mechanic should forget all ideas of holding, pushing or launching, with or without hand signals.

That all takes too much time, when the motor goes, let it go, don't waste time thinking.

Get rid of it as fast as possible, as a pitman, make your problem, the pilots problem and make it his as fast as possible. It is up to the pilot to get the model off the ground and into the race.

Keep well ahead of your model and ensure that the pilot does not enter the race with a bang, or causing a bang, he must keep low, take off smoothly, moving forwards in a smooth forward motion towards the centre of the moving pilots circle, don't just pop up as that will cause chaos, and in no way endear you to your fellow pilots.

Also if your model doesn't go straight away, and you are still crouching with one hand on the ground, don't stand up in an attempt to encourage your mechanic, it will just annoy him and will annoy your fellow pilots and potentially cause an accident.

Keep your head down and out of the way, if you don't you will quickly be in the firing line as the fastest pilots fly the lowest and you will not be too popular if your big bounce gets in the way when it doesn't need to.

Normal Level Flight

The best advice on offer here comes from someone I consider to be one of the best F2C pilots in the world – Rob Fitzgerald, and is backed up by one of the UK's best pilots – Derek Heaton, age wise they are perhaps a few years apart but skill wise they are in my eyes legendary.

I have flown against both and have learnt a massive amount from watching and competing against them and I am first to admit that they are both heroes of mine.

Derek's NATS and worlds record is exemplary as is Rob's.

Rob has also produced a number of critical videos which should be watched by all pilots.

Many years ago Dave Clarkson viewed DH as one of his heroes and the fact that Derek is still flying, speaks volumes. From watching Rob and Derek, I have identified a few ways to obtain and maintain your best flying performance.

1. Style

Keep your handle right on your chest just under your chin.

This enables the pilot to keep the model in sight and you will learn to race with your model in a useful flying position, which is essential when the going gets tough in the centre circle.

Flying from lower down in front of the torso can lead to confusion and inability to overtake as your lines will get tangled with another pilot's body.

Flying from the top of the head ala 70's style will restrict your own vision and get in the way of less talented pilots, both are not good.

2. Flying Height

In vintage TR flying height has proved a particular problem, with many pilots flagrantly breaking the rules and using high flying to cut the distance around the circle that the model has to travel, and as a result, lead to the potential to cause accidents.

Therefore it is important to remember that the natural horizon represents the lowest effective limit for level flying.

So as a pilot you should apply that as a rule of thumb and practice so that you are able to fly just above the horizon.

In a perfect world the contest organisers will provide height markers in a vivid colour to FAI specification, but at most of our domestic competitions this is sadly a luxury oft not provided so my rule of thumb is worth applying.

It is best practice to try and learn to trim and fly your model eyes off, whilst still knowing where it is.

Thereby allowing you to watch and see where the models of your fellow competitors are.

An important ability to develop is the practice of looking at your pitman on each passing lap this assists in the maintenance of good communication and is second only to a radio link between pilot and pitman.

It is also useful to note specific landmarks around the circle in the middle distance, which will enable you to maintain your own orientation, regardless of your pitman, the jury other pitman and wind, etc.

Maintaining Level Flight

The way you physically navigate the pilots circle is crucial to the way you race your aircraft. Practice walking tight circles using small steps.

If you can walk on your toes, (giving a slight height advantage); even better.

Avoid big bounding steps or running, as both reduce your effective height and serve to compound any blocking your fellow pilots may be trying to implement.

When blocked, act quickly and push against the arm of the blocking pilot keeping as close to the body of the blocker and get your flying hand up on his shoulder, or as high as possible.

If you do get blocked, avoid at all costs being pushed to the edge of the pilot's circle where you will be forced into the navigation of big circles at a running pace.

Small circuits, at the centre of the pilots circle with small bouncy stops will maximise your height as previously mentioned, and will contribute significantly to the overall airspeed of your model throughout the race.

It is important to ensure that your model doesn't have to work too hard; the higher your handle position means that your model has to generate less lift in order to remain at a racing height between the height markers, therefore less drag is developed and less drag equals greater airspeed.

Overtaking

To any good and correct pilot, overtaking is the most difficult part of a race.

Generally in any race class; be it mini Goodyear or open B, racing speed differentials between models are usually quite small and to get your overtaking done successfully and legally in the time the rule book dictates, requires speed, skill and practice, practice, practice.

The key to successful overtaking is to manoeuvre your body in behind the back of the pilot you wish to overtake, fly your model right on his shoulder and get your hands up and over his head when your model is directly behind his.

Pull hard to get over and clear the overtaken model by at least ½ m.

At all times continue to walk forward using small bouncy steps whilst avoiding cross lines for no more than necessary and move through the centre of the pilots circle.

At no point should the overtaking pilot stop the forward movement of the pilots circle.

(You can see this in greater detail in if you watch Rob Fitzgerald's video at <http://www.fesselflug.eu/html/downloads.html#robert>

Overtaking appears to be simple.

But to do it correctly and quickly without blatant rule infringement is difficult.

A simple descriptive solution for the overtaking pilot is to walk forward, taking those small bouncy steps holding your handle up to bring your model level, but to the rear of the model to be overtaken.

Then aim your left shoulder at the rear of the left shoulder of the pilot to be overtaken.

Get as close as possible and you will find that you are in the perfect position to overtake; hop over and walk forward without pivoting or stopping and continue racing.

The key facts are practice, practice, practice

- Small bouncy steps
- Tight pilot circle
- Don't cross lines and never fly from the back of the circle
- Walk forward and don't stop

Landing

Usually referred to by US Naval aviators as a controlled arrival, the job of landing a team race model is often more difficult than it looks.

Especially when the model you are trying to land has two wheels.

Perfect landings each and every time are achievable, but good techniques and practice, practice, practice is essential.

In VTR, where the use of shutoffs during races is not permitted, it is a case of practiced team work so that the pilot knows to the lap or two when the engine will cut. As it cuts the pilot must move to the outside of the forward moving pilot circle, extend your arm and move to the inside of the pilot circle get your head down and keep down, looking out for any other models already on the ground, keep the model in board until the last minute overflying the other pit stations where possible.

Remember that the F2C pit stop overfly guidance does not apply to VTR, however if you can do it, it is good practice, but when your model is on the ground and running in to your pitman stretch out, don't pull in, and do not overstep the pilots circle until the model is in the hand of your pitman.

When it is, keep your flying hand as close to the ground is practicable with your alternate hand in contact with the ground.

This is not a rule requisite in VTR but is good practice and a necessity for modern TR events so why not?

Good practice is best practice.

For modern events where shut off use is allowed ensure that you have practiced the distance from shut off to landing and only shut off after you have started to move out of the pilots circle.

Sight, Sound, and Speech

In 2008 Physiology is a very interesting science and plays a crucial role in the life of our full size pilots, so why should it not apply to model flying?

Eyes –

Always watch what is occurring, not just your model but the race around you.

Ears –

Listen to your fellow pilots (but avoid conversation. Concentrate on the job in hand)

Listen for warnings and listen to your pitman (easier if you have a radio link) Listen to your motor.

Henry Nelson once said “the pilot has his hand on the needle.” This zen like statement is more than right!

Mouth –

Always engage the brain before releasing the mouth. As I said earlier, CD’s and Jury members are volunteers who carry a demanding and very important role, it is all too easy for contestants to ‘fly off the handle’ and vent frustration caused by a DQ or a poor time at race officials. Any such behaviour is almost always counter productive. Keeping a straight face and directing any such frustration through the correct channels if warranted will always stand you in good stead with the race officials and mark you out, not as troublemakers and ‘hard done by souls’ but as good sportsmen.

If you ever find yourself in a situation where you are DQ’d, politely ask for an explanation from the CD, not individual jury members, challenge the decision if you feel it is necessary or learn from your mistakes and don’t put yourself in that situation again.

A considered and adult response will always win you respect.

An explosive response will stay with you forever and may be detrimental to the enjoyment of the sport for all. Being prepared to listen and learn is essential.

Conclusion

The Greek philosopher Plato said “the minute you stop learning; you die.”

The same applies to the development of your personal piloting technique. If you think that the quest to become a good TR pilot is difficult then you are on the right track. The getting of wisdom takes time, effort, dedication, and practice. It does not happen overnight. But the end result is worth the heartaches, frustration, and the effort. CL racing is the zenith of our sport; there are no prizes for being second best.

Happy Racing

Topeka – 2008 Report by Bill Lee

The Topeka CL Association (TOPCLASS) held their 30th Annual “TopClassical” contest on Memorial Day weekend in May. The contest was held at Gage Park, and included several racing events, combat, balloon bust and stunt.

Important to note that this was likely the last event to be held at this site. Gage Park was built and dedicated for CL flying in 1948. It was an effort of the local American Legion post, and the park was dedicated to the memories of all past veterans. There is a nice memorial stone and plaque near the entrance to the flying site. Apparently the Topeka “powers that be” have decided to uproot 60 years of tradition and history and build another facility on the site.

Great concern for whether or not there will be a 31st Annual next year, but Jim Lee, CD, said that there would be, somewhere. Unfortunately, there may no paved surface, and racing would likely not be held. (That’s my own opinion, not from the Topeka organizers.)



Dave Rolley pits Mouse 1

Racing events started out with Mouse I which turned out to be a “finish the 100 laps and win” affair. Everyone had significant problems and the lack of real preparation was evident from top to bottom.

Glass II Goodyear saw the usual collection of Fox 15s on various planes. The Texas bunch seem to have settled on the Polecat.





Other models from the guys in Wichita and Topeka.



Kevin Seaton and Mike Tallman pitting

Foxberg is flown in this part of the country. Rules vary slightly between Kansas and Texas, but are minor. The Shoestring seems to be the prevalent model but Marvin Denny has a really nice Cosmic Wind.



Quickie Rat was contested by the Texas bunch joined by Melvin Schuette from Topeka. The “Old White Turd” of Bill Lee’s turned the fastest qualifying and won the event overall.



The original Barracuda. Built many years ago by Bill Bischoff and now flown by Mike Greb:
(All photos courtesy of Elwyn Aud of Tulsa.)

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.

F2C WORLD CHAMPIONSHIP JUL 28-AUG 4
LANDRES, FRANCE For information visit website
<http://f2cdbl.org>

NORTHWEST DISTRICT
None

SOUTHWEST DISTRICT
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

JUN 14-15--Dallas, TX (AAA) Dallas Aero Summer Heat Site: Samuell Hobby Park, Dallas, TX. Events: Mouse I, Goldberg(JS)(O), Sport Goodyear, Quickie Rat (JSO) Sponsor: DMAA #1902. CD: Tom Niebuhr, 7173 FM 1377, Blue Ridge, TX 75424. Phone: 972-736-3780(day) E-Mail: blueskymodels@earthlink.net WebSite: www.dmaa-1902.org All racing on Saturday.

NM

AUG 16-17--Albuquerque, NM (AA) High Desert CL Fiesta Site: Maloof Airpark. Events: NCLRA Fox Race Sponsor: NM Coalition of CL Addicts #4323. CD: Richard L. Perry, 427 Live Oak Lane NE, Albuquerque, NM 87122. Phone: 505-284-4296(day) 505-856-7008(eve) E-Mail: tailhooker@comcast.net WebSite: <http://www.clcentral.com/NMCCLAHome.asp>

MIDWEST DISTRICT

IN

JULY 14-18 NATIONAL COMPETITION

SITE: National flying site Muncie, Indiana.

Mon-Weds F2C, Clown, Goodyear Qualifying Mon & Tues, Final Weds. F2CN Weds after finals.

Thurs .15 Rat & .25 Slow Rat, NCLRA Texas Quickie Rat.

Fri Mouse 1, B Team Race

Racing Director John Bruman Cell: 520-591-2402

zonaracer@yahoo.com

NORTHEAST DISTRICT

NJ

JUN 22--Middlesex, NJ (C) Racing Site: Middlesex NJ Field.

Events: 2 OZ. Big Goodyear, Fox Racing, Foxberg Sponsor:

South Jersey Aeromodelers #432. CD: Phil Valente, 1523

Ulster Way, West Chester, PA 19380. Phone:

610-692-6469(day) E-Mail: phil_valente@millipore.com

NJ

JUL 27--Middlesex, NJ (C) Racing Site: Middlesex NJ Field.

Events: 1 OZ Goodyear, Clown Racing, 1/2A Scale Racing

(Cox Only) Sponsor: South Jersey Aeromodelers #432. CD:

Phil Valente, 1523 Ulster Way, West Chester, PA 19380.

Phone: 610-692-6469(day) E-Mail:

phil_valente@millipore.com

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

SEP 09--Reading, PA (C) Racing in Reading Site: Drenkler
Field- Reading, PA. Events: Foxberg - Fox 35 only, Clown
Racing, 1/2 A Scale Racing - COX only. Sponsor: Flying
Dutchmen #1335. CD: Phil Valente, 1523 Ulster Way, West
Chester, PA 19380. Phone: 610-692-6469(day) E-Mail:
phil_valente@millipore.com

NJ

OCT 05--Middlesex, NJ (C) Racing Site: Middlesex NJ Field.
Events: 2 OZ. Big Goodyear, 1 OZ Goodyear, Slow Rat
Sponsor: South Jersey Aeromodelers #432. CD: Phil Valente,
1523 Ulster Way, West Chester, PA 19380. Phone:
610-692-6469(day) E-Mail: phil_valente@millipore.com

NJ

OCT 19--Middlesex, NJ (UnSanc) Contest #1 Site:
Mountainview 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)

NJ

NOV 02--Middlesex, NJ (C) Racing Site: Middlesex NJ Field.
Events: 2 OZ. Big Goodyear, Warbird, Quickie Rat, Sponsor:
South Jersey Aeromodelers #432. CD: Phil Valente, 1523
Ulster Way, West Chester, PA 19380. Phone:
610-692-6469(day) E-Mail: phil_valente@millipore.com

NJ

DEC 12--Middlesex, NJ (C) Pearl Harbor Day Racing Site:
Middlesex NJ Field. Events: Warbird, Quickie Rat, Slow Rat
Sponsor: South Jersey Aeromodelers #432. CD: Phil Valente,
1523 Ulster Way, West Chester, PA 19380. Phone:
610-692-6469(day) E-Mail: phil_valente@millipore.com

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
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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 Rules)

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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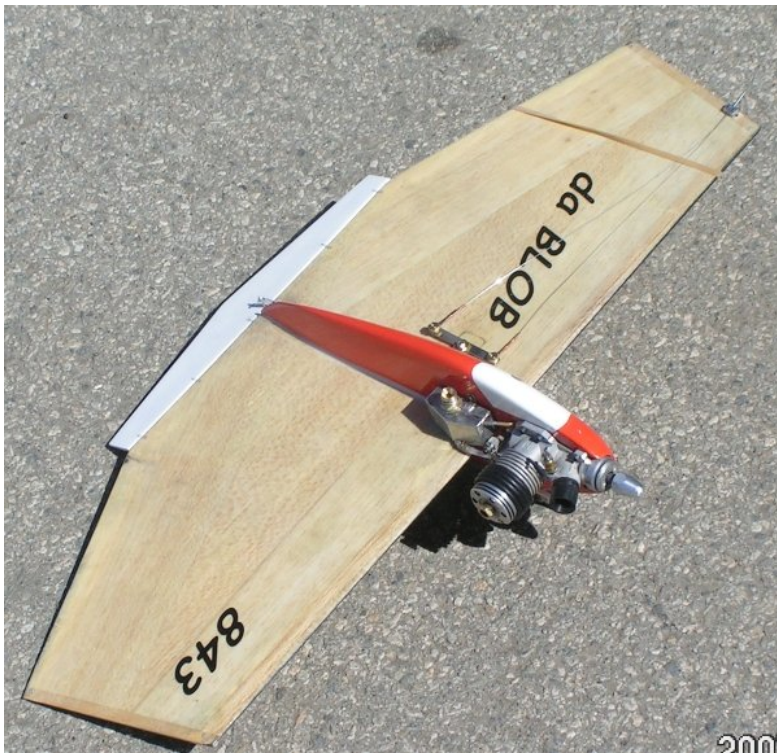
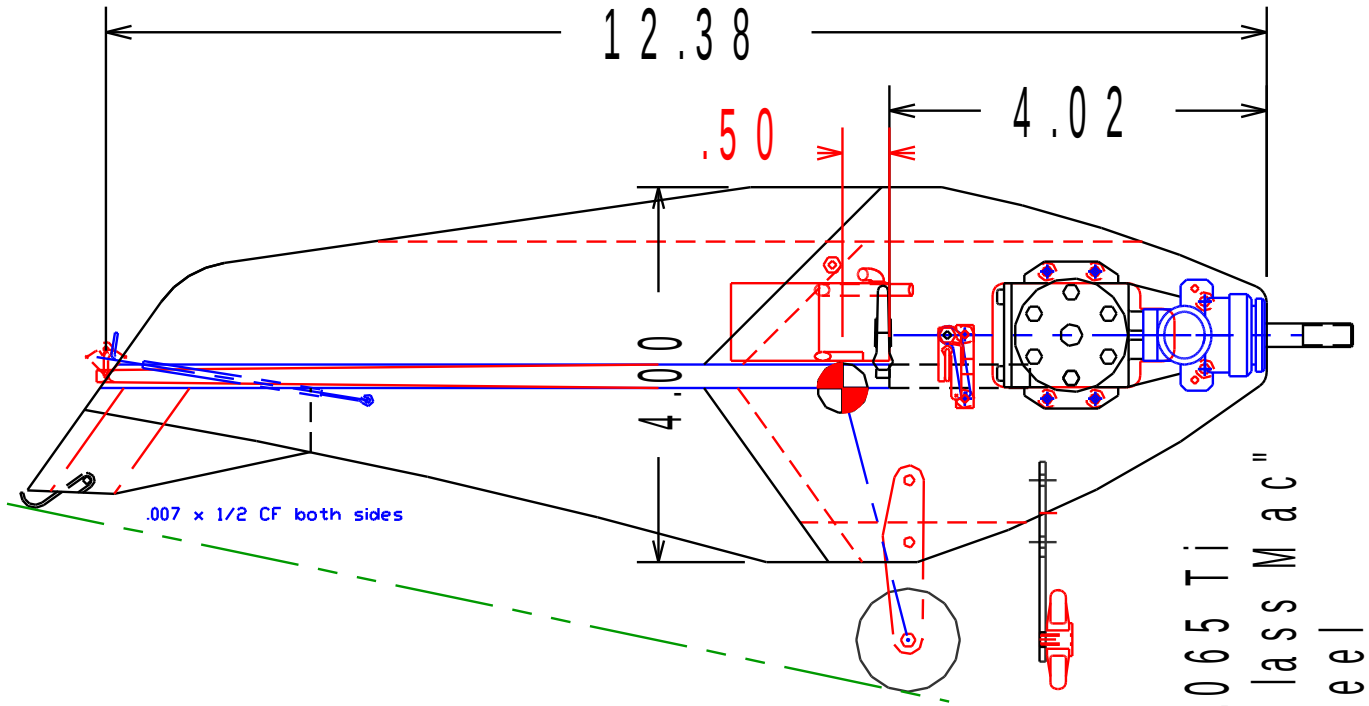
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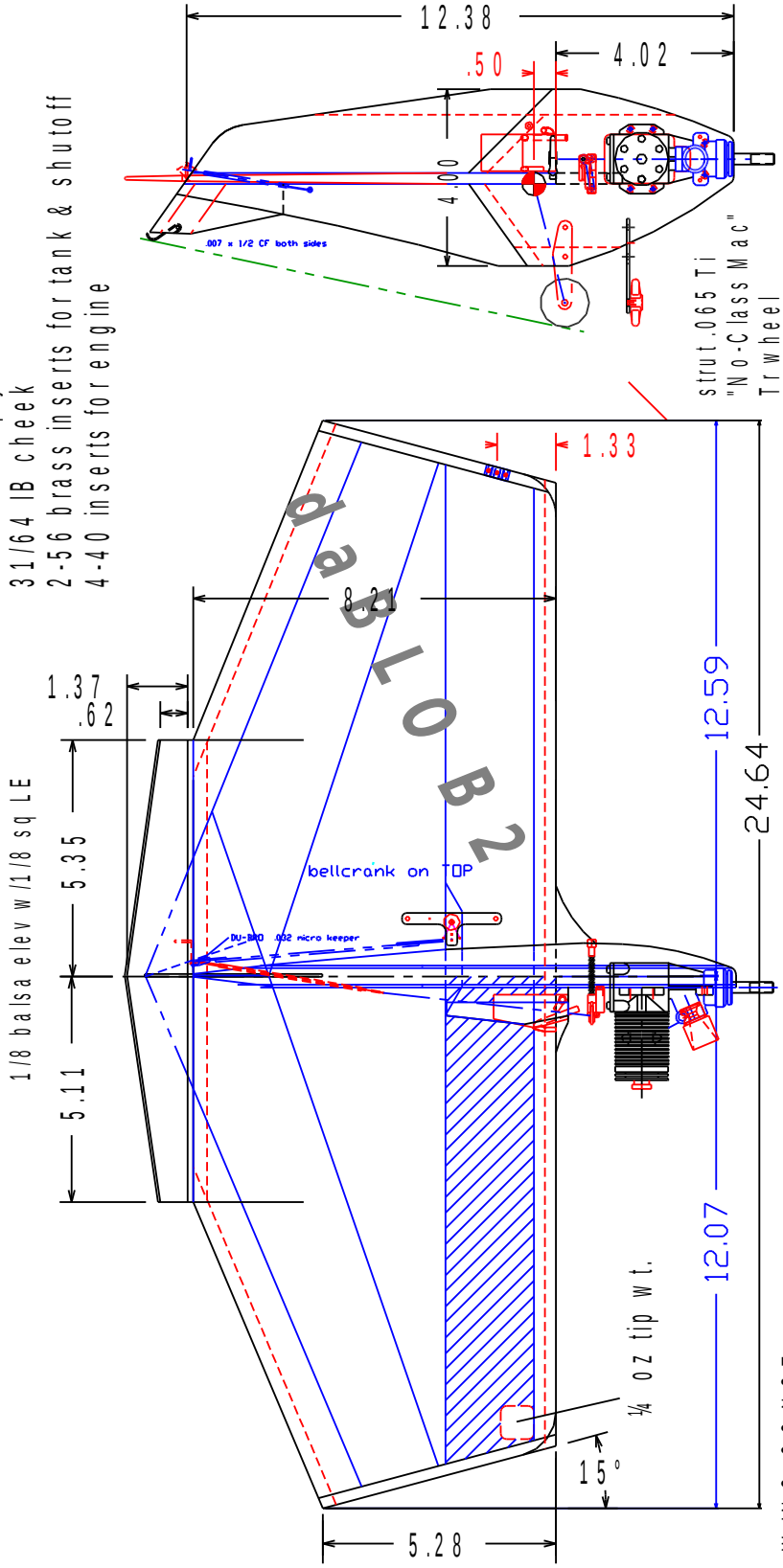


daBLOB F2CN by Don Burke



Fuselage:

- 3/8 bass crutch
- 3/8 balsa core - slot bottom for rudder
- L & R 1/16 ply doublers & 1/16 balsa
- 3 1/64 IB cheek
- 2-56 brass inserts for tank & shutoff
- 4-40 inserts for engine



- WING CONST
- 1/4 x 1/2 balsa w/.03 x .25 CF edge
 - 1/4 x 1 hard balsa TE w/..014 x .25 CF edge
 - OB 2.0 behind LE is three lams balsa 3/32, 1/16, 3/32 (center lam has grain fore aft OB - IB grain spanwise)
 - 1/4 balsa balance of shape
 - 3/16 x 1/4 bass tips
 - 1/4 x 3/8 x 3 bass bellcrank spar

daBLOB2
 © d a b l o b 0 2 b . s k f
 04.25.2k8
 d.Burke

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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
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