

**From: National Control Line Racing Association
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TO



**Torque Roll Issue #117
December 2014**

**Bob Oge spilling his Secrets in AMA Scale Race
at the 2014 Nat's. Read Bob's Message in the
Editors Column.**

PRESIDENT: Melvin Schuette

To My Fellow NCLRA Members;

If this past week is any indication of what winter will be like we are in for a long building season.

One thing that it takes to be a successful president of the NCLRA or any organization for that matter is the ability to write. It is easy for me to tell about what I am currently building or in reality what I would like to build, the latest contest I attended, but unfortunately I need to be able to write more about what it will take to turn racing around and to get more people flying the events. I still do not have the answer to that question. If talking to my grandchildren is any indication of how to do it we need to find a way to turn C/L racing into a video game.

In a phone conversation I recently had with Bob Oge he told me that he will no longer do work on other peoples motors after April of 2015. He also told me that he would like to sell his business and part of the purchasing agreement is that if you want come to his house he will teach you how to do what he does. Anyone interested in buying him out should contact Bob at 875-286-3969

I was expecting that AMA would not require us to have our Nats event schedule until January, but I got an email asking us to have it to AMA by December 1st. After exchanging email amongst the officers we have come up with the following schedule.

Monday: F2C, F2CN, B Team Race

Tuesday: Class I, Class II Mouse (special rules), Scale Race

Wednesday: Clown Race, Sport Goodyear (Dallas Rules), Slow Rat.

Thursday: Rat, Quickie Rat, Super Slow Rat.

All events will be flown in the order listed.

Two events will have special rules for the 2015 Nationals. In Class II Mouse the use of onboard mounted spring starters will be allowed and there are no fuel restrictions. F2CN will not have any venturi restrictions.

Recently there was someone who purchased an ASP motor from Hobby Partz. The motor came in an ASP box but had the letters SC cast into the case instead of ASP. All indications is that this is the same motor as an ASP. If you happen to get one of these motors you will be allowed to use it in the Sport Goodyear event at the 2015 Nationals.

Because we will be running three events on each day I am proposing that we have processing from 8:00- 8:30 AM

each day. I would like to have the pilots meeting at 8:30 and the first flight no later than 9:00 AM. We still need people to be the jury for F2C and F2CN along with someone to volunteer to be the Event Director for Quickie Rat. I am sponsoring Sportsman Goodyear, but would like to enter the event, so I am asking for a volunteer to run the event. Last year Bob Oge and Tara DeGraff did a wonderful job of taking pictures which were used in the Nats News and published in Torque Roll. Hopefully they will be willing to do it again next year. If not we will need someone to take pictures for us.

AMA has mandated a \$50.00 late fee for everyone entering after the cut-off date for the 2015 AMA Nationals. The cut-off date will be 30 days prior to the start of the event. The NCLRA will receive 50% of any late fees collected.

In 2014 the NCLRA bought trophies thru third place in all unofficial events and ended up throwing away trophies that cost the NCLRA an average of \$15.00 each. In 2015 the NCLRA will be providing trophies thru third place for both the pilot and pitmen in unofficial events and will be paying for the trophies thru third place in official events that are not provided by AMA along with providing a second trophy for all official events. In the February issue of the newsletter there will be an event entry survey so that the NCLRA will have an idea on how many trophies we will be buying and I can start getting prices on the unofficial event trophies.

I know that the next NCLRA Officer elections are still a year and a half away, but I am telling you now that I will not be seeking nor accepting the nomination for re-election.

I would like to close by saying that Brenda I wish everyone a Merry Christmas and a Happy New Year. We look forward to seeing all of you at a local contest and at the 2015 Nationals.

Melvin



The "SC" marked .15 as sold by Hobby Partz appears to be the same as the "ASP" or "Magnum" engines.

SOUTH CENTRAL: Bill Bischoff

We finished up the South Central contest season with a couple of cooler, windier contests. The turnout didn't seem to suffer, though, as we had 9 Sport Goodyear entries in Dallas, and 7 in Houston, and six each entries in Super Slow Rat. I haven't seen entry numbers like that anywhere else, so I guess we're doing something right.

Just for fun, I compiled a list of the top 10 performances for the year in each event flown in the district. I believe that the old CL-RPM racing group did this back in the '70's. Admittedly, it's probably harder to do a national top 10 list now due to the large number of different regional events, but perhaps other rep's could compile similar top 10's for their own districts. The closeness of the top times is indicative of some good racing, and Patrick Hempel in particular is demonstrating his consistency by having 3-4 spots in a row in some classes.

As we come into December, I'd like to wish all my friends and fellow racers a happy and safe holiday season, and urge you all to get busy on your new Sportsman Goodyears!

DALLAS TX OCTOBER 11, 2014

Mouse 1

2)Mike Greb	6:02.06
3)Patrick Hempel	6:16.32
4)Charles Barnes	7:27.72
5)Dave Rolley	9:29.59
6)Don Cranfill	83 laps

Super Slow Rat

1)Bill Bischoff	5:23.82
2)Bill Lee	5:50.75
3)Don Cranfill	watch failure
4)Mike Greb	6:25.25
5)Dale Gleason	7:41.84
6)Charles Barnes	11:39.93



Richard Oliver and John Hill working on the Sport Goodyear during a pit stop.



District Rep Bischoff pitting the Mike Greb Mouse 1 entry.

Sportsman Goodyear

1)Phil Dunlap	8:33.38
2)Mike Greb	8:34.91
3)Bill Bischoff	8:42.19
4)Dale Gleason	8:55.60
5)Bill Lee	8:58.07
6)Patrick Hempel	9:29.09
7)Don Cranfill	10:09.34
8)Dave Rolley	31 laps
9)Melvin Schuette	0 laps

Fox/ Goldberg

1)Melvin Schuette	9:49.31
2)Patrick Hempel	10:18.59
3)Charles Barnes	12:03.83
4)Dave Ek	14:50.84

Quickie Rat

1)Bill Bischoff	6:54.66
2)Bill Lee	6:56.41
3)Melvin Schuette	7:11.00
4)Charles Barnes	8:52.16

HOUSTON TX NOVEMBER 15, 2014

Mouse 1

1)Mike Greb	5:58
2)Patrick Hempel	6:14
3)Charles Barnes	13:07

Fox/Goldberg

1)Patrick Hempel	10:24
2)Charles Barnes	19 laps

Sportsman Goodyear

1)Bill Bischoff	8:23.4
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2)Phil Dunlap	8:50.5
3)Patrick Hempel	9:00.4
4)Mike Greb	9:14.1
5)Charles Barnes	9:36.3
6)Don Cranfill	9:57.0
7)Richard Oliver	12:03.9

4)Bill Bischoff	8:42.2
5)Phil Dunlap	8:50.5
6)Dale Gleason	8:55.6
7)Bill Bischoff	8:57.9
8)Bill Lee	8:58.1
9)Patrick Hempel	9:00.4
10)Dale Gleason	9:00.5

Super Slow Rat

1)Bill Bischoff	5:23.6
2)Bill Lee	5:48.2
3)Mike Greb	5:59.3
4)Don Cranfill	6:13.1
5)Charles Barnes	7.28.7
6)Richard Oliver	? laps

Super Slow Rat

1)Mike Greb	5:16.8
2)Mike Greb	5:21.2
3)Bill Bischoff	5:23.6
4)Bill Bischoff	5:23.8
5)Bill Bischoff	5:28.7
6)Don Cranfill	5:33.8
7)Don Cranfill	5:37.5
8)Bill Bischoff	5:39.7
9)Bill Bischoff	5:41.5
10)Bill Lee	5:48.2

NCLRA SOUTH CENTRAL TOP 10 Mouse I

1) Melvin Schuette	5:41
2)Mike Greb	5:52
3)Melvin Schuette	5:54.1
4)Mike Greb	5:58
5)Mike Greb	6:02.1
6)Don Cranfill	6:08.7
7)Patrick Hempel	6:13.4
8)Patrick Hempel	6:14
9)Patrick Hempel	6:16.3
10)Patrick Hempel	6:18.3

Quickie Rat

1)Bill Bischoff	6:49.1
2)Bill Bischoff	6:54.7
3)Bill Lee	6:56.1
4)Melvin Schuette	7:11.0
5)Bill Bischoff	7:11.5
6)Charles Barnes	8:50.1
7)Charles Barnes	8:52.2
8)Melvin Schuette	9:03.0
9)Mike Greb	106 laps
10)Bill Lee	104 laps

Fox/ Goldberg

1)Melvin Schuette	9:49.3
2)Patrick Hempel	10:12.4
3)Patrick Hempel	10:18.6
4)Patrick Hempel	10:24
5)Jeff Johnson	10:26
6)Melvin Schuette	10:48
7)Dale Gleason	11:02
8)Patrick Hempel	11:08
9)Rob Christie	11:18
10)Charles Barnes	12:03.8

Sportsman Goodyear 80 laps

1)Bill Lee	4:04.5
2)Bill Lee	4:05.7
3)Bill Bischoff	4:07.6
4)Bill Bischoff	4:12.9
5)Don Cranfill	4:16.3
6)Don Cranfill	4:23.1
7)Patrick Hempel	4:24.7
8)Mike Greb	4:25.7
9)Mike Greb	5:05.2
10)Stephen Jeansonne	5:24.7

Sportsman Goodyear 160 laps

1)Bill Bischoff	8:32.4
2)Phil Dunlap	8:33.4
3)Mike Greb	8:34.9

SOUTHEAST: Jim Bradley

Sorry guy's I miss my last Torque Roll deadline. Actually what I was going to write about, Sport Goodyear's, was covered pretty well anyhow.

As for what I plan to build for Sport Goodyear I am building the Chico Puro from Doug Mayer plans with some changes in construction for the way I build.

I build the front end of my profile racing models using aluminum. I use 1/2 X 3/8 aluminum for the motor mounts and 1/8 or 3/32 aluminum sheet for the inboard/outboard doublers. I use either 3M DP460 or Loctite Hysol 0151 epoxy. Both of these epoxies are slow cure epoxies, to join the aluminum motor mounts and doublers together.

You should scuff up the aluminum surfaces that will be glued together with 220 or 320 sandpaper and then clean the aluminum with alcohol or acetone before applying the epoxy. Then clamp everything together but not too tight or you will squeeze out all the epoxy and have a poor bond. The aluminum and epoxies are all available from McMaster-Carr.

When you sand or file everything flush, I use a belt sander, and always try to sand or file in the direction of the epoxy joint and not at right angle to the joint as this can sometimes

break the joint. On single wheel racing models I make the single strut part of the inboard doubler. On mode with 2 wheel landing gears I cut a 1/8 slot in the fuselage balsa or basswood crutch, but not in the aluminum doublers, for the 1/8 wire landing gear. When I am ready to install the landing gear I place some epoxy in the slot between the aluminum doublers and shove in the wire landing gear and then go back and fill the slot with more epoxy.

Did you know that most all epoxies, including the 2 listed above, will be 30% to 50% stronger if they go through heat post cure after the initial cure? The temperature only needs to be about 150 to 180 degrees. I know already what you are thinking, "Where am I going to find an oven big enough for my model?" Try looking in you driveway. A cars trunk get plenty hot enough, especially in the summer, on a sunny day to complete this post cure. All it needs is a couple of hours but longer doesn't hurt anything.

There are a few people who have indicated some interest is the new Sports Goodyear event. If I can get enough entries, Three or Four will do for right now, I'll look into holding a small racing contest here in Orlando. We have a place to fly that is on the West side of the Orlando International airport. The pavement is a little rough but fine for models with suitable wheels. The area is fine for 60 foot lines but real close for 70 foot. We can fly there any day except Sunday so we would have t race on Saturday. Bob Whitney and several others have gone out there and practice during the week. Contact me if you are interested in the idea or just want to come over on a Saturday for some test flying.

Jim Bradley, bmp4carbon@aol.com

FROM THE EDITOR...

I received a message from Bob Oge that he is shutting down his model engine repair service. I am relaying Bob's message here.

From Bob Oge / Model Engine Specialties,

Now for the sad news for me and others. After doing engine chroming and repair work for 36 years I am going to be retiring from the engine reworking business as of the end of next April. It is about time that I have some time for myself to do what I really want to do, and that is build good new planes and engines for me. I also want to have more time to get back a couple of tether car records that were taken away from me this last couple of years. I am not quitting modeling, but will be doing more of it and hopefully at a higher level. I would like to thank you and all of the other modelers that have used my services over the last 36 years. It is now my turn to have more fun at my hobby. I will be doing engine work until the end of April as usual. After that date I won't be accepting any more engine work in my shop. I will finish all of the engines I receive before that time frame, then I will stop doing engines for my customers. It has been a lot of fun and a great trip working the engines for a lot of people over the years. Have a good day, and Thank You All, Bob Oge

I also received a letter from N.E. District racing competitor Raul Diaz outlining the success of the Diaz/Jackson Team contest in Clown Race at a past New Jersey contest using a Parra 2.5 mk2 Diesel. Check out the Parra Engines website for more information. www.clubtamaran.com/Parra.htm



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. and other published sources. Members can log in to NCLRA.org and submit contest details.

NORTHEAST DISTRICT

None

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

MIDWEST DISTRICT

None

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

None

SOUTHWEST DISTRICT

None

NATIONAL RECORDS

SLOW RAT (.25 engine)

Op (70 laps) 3:01.52 Jim Gall/ Les Akre 7/04/11
(140 laps) 6:17.59 Russ Green/ Bill Lee 7/07/09
(no Jr or Sr record)

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) 6:18.13 Whitney/Hallas 7/10/09

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) 3:16.47 Lambert/Fluker 7/07/09
(200 Laps) 6:43.32 Fisher/Wilk 7/16/12

F2CN (NCLRA RULES)

100 Laps 4:14.84 Bill Lee/ Russ Green 7/07/11
200 Laps 8:37:10 Wallick/Brozo 7/15/13

NCLRA 'B' TEAM RACING

Op (35 Laps) 1:24.34 Burke/Duly 7/12/05
(70 Laps) 3:05.73 Green/Lee 7/10/09
(35+70 Laps) 4:33.91 Green/Lee 7/10/09
(140 Laps) 6:08.80 Green/Lee 7/10/09

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 (7 ½ Min.) 139 Laps Bill Lee 7/17/14
Op (15 Min.) 250 Laps Ron Duly 7/17/14

NCLRA TEXAS QUICKIE RAT

Op (70 Laps) 2:58:72 Bill Lee/Bill Bischoff 7/18/13
(140 Laps) 6:07.01 John McCollum/Bill Lee 7/14/05

NCLRA SUPER SLOW RAT

(100 Laps) 5:14.30 Bill Lee/Russ Green 7/05/09

More Photos from the 2014 Nat's



Glen VanSant's "B" Team Race Entry.



Charlie Johnson, Mike Greb and Bob Oge look on while Ron Duly Holds, and Bill Lee Starts the Oge SSR Entry.



Newcomer Mark Warning getting ready to catch his SSR Entry during a pit stop.

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