

From: National Control Line Racing Association
Melvin Schuette P. O Box 240
Auburn, KS 66402



TO



Bob Oge got lost on the way to the pit, and ended up in in the pilot's circle where he was put to work. Bill Bischoff says; hey Bob, watch this...

NAT'S ISSUE

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Line Wrapping Tool

2016 USA F2C Team Trails Information

**Torque Roll Issue #121
August 2015**

PRESIDENT: Melvin Schuette

To My Fellow NCLRA Members;

Let me start out by congratulating all of our district representatives, who have been re-elected for another term. Also I would like to welcome Bob Heywood from Dayton Ohio as the new Midwest region representative.

We have another Nationals behind us. The biggest story of the week was the weather. On Monday we had just finished the heat races in Team Race when a severe storm hit the site. We went from flying to everything packed up and everyone in their vehicles in 15 minutes. Then on Tuesday we had finished Class I Mouse and taken a lunch break when the wind came up. It was strong enough that we postponed Scale race until Wednesday. Fortunately the weather cooperated for the rest of the week.

This year like last year the Event Director duties were handled by Jim Bradley and me. Sandra Lee and Zelia Betz once again volunteered once again as timers and lap counter all week. This year however we had someone else volunteer to help out. About a month before the Nationals Mark Knight emailed me stating that he would be attending the Nationals for the first time and needed to know if we could use his help. Mark helped out at the speed circles on Monday, then from Tuesday on, worked almost every race after that. For Mark's effort he was awarded the NCLRA Sportsmanship Award for 2015. Mark said he plans on coming back next year, but hopefully he will come back as a contestant.

This year we had two different father-son teams. Charles and Charles Barnes returned to flying together after 25 years and my son DJ made it to the nationals for the first time in about 15 years.

If you hadn't noticed the overall entry level in racing at the Nationals was down. The bright spot was Class I Mouse which had 10 entries and Sportsman Goodyear had 7 entries. The low turnout did not diminish the quality of racing, but our biggest problem was finding pilots. Races that are normally flown 3 up were flown 2 up because we didn't have enough pilots and pitmen for a 3 up race. Believe it or not Bob Oge was actually put to work as a pilot in a couple of races. In all the years I have been going to the Nationals this was the first time I ever saw Bob fly an airplane.

One race that we were able to get a three up race in was Clown Race. As you know Clown Race is different than most races because the races are of a given time instead of a given length. This year there was something else different about this event. By pure chance each team member of the three different teams happened to have the same first names. We had Jim Bradley and Jim Demeritte, Bill Bischoff and Bill Lee, and finally Charles and Charles Barnes.

This was the second year we flew Clown with the 60' lines. Bill Bischoff set both the 7:30 heat race and 15:00 minute final race records with 150 laps and 284 laps respectively.

I learned shortly before I left for the Nationals that the Sirloin Stockade had closed. When I checked with another restaurant that had a meeting room, I was informed that the meeting rooms were already reserved for Thursday night. I checked with a Chinese restaurant that said they had a meeting room we could use, so I reserved it for our annual meeting. I am not certain they understood what I was asking about, because what they gave us was a large table in the main dining hall and not the separate meeting room I thought we would have, but we made do with what they gave us.

Bill Bischoff promised to take notes at the meeting and I'm certain he will have a more detailed report. I will hit the major points discussed at the meeting. I was decided that at the 2016 Nationals we will use Monday through Thursday for all of the racing events and we will only have two events per day. We have not made up the schedule yet, but the events will be F2C, Quickie Rat, Clown Race, Class I Mouse, Scale Race, Slow Rat, Super Slow Rat, and Sport Goodyear. We are looking for volunteer or volunteers to be Event Director for the 2016 Nationals.

It was also proposed, discussed, and voted on that starting in January 2016 the officers, District Reps and News Letter Editor will receive their NCLRA membership at no cost for their work on behalf of the NCLRA.

Looking at the results The High Point Trophy winner was quite obvious. Bill Bischoff was involved in almost every race. If he wasn't piloting for himself, then he was for someone else.

Also, I announced that unless someone can convince me otherwise I will not be running for president of the NCLRA after my current term of office.

While at the Nationals this year I sat down with my AMA District VP and we discussed what would it take to grow the Nationals. One consideration is to occasionally have a traveling Nationals. This at least would expose people who would not normally attend the Nationals, a chance to attend one that is closer to home.

My questions to you are:

If you are one of those people who do not attend the Nationals because of how far you would have to travel, would you attend the Nationals if it were closer to home?

If so how far would you travel to attend one?

Is there a place large enough in your area to hold a C/L Nationals?

NORTH EAST: Phil Valente

Middlesex Modellers Contest June 7, 2015

1 oz. Goodyear (60' lines)

- 1.Jim Gall-----9:59:44
- 2.Dave Edwards-10:52:05
- 3.Al Ferraro-----DNF

NCLRA Clown

(7.5 min.-60' lines)

- 1.Tom Schaefer--130 laps
- 2.Dave Edwards-100 laps

NCLRA Fox Race

- 1.Tom Schaefer--6:15:69
- 2.Dave Edwards-6:28:53
- 3.Jim Gall-----6:45:31

NCLRA SS Rat

- 1.Dave Edwards-6:21:44
- 2.Jim Vigani-----7:25:04

MIDWEST: Bob Heywood

Thanks to everyone who voted to allow me to represent the Midwest District for the NCLRA. Control Line Racing has a rich history in the Midwest. I decided that we needed a formal voice within NCLRA to provide the catalyst for the return of racing to this part of the country. So here we are.

My main goal, as far as racing was concerned, for this year's Nationals was to get a good look at the DMAA Sport Goodyear event. It was pretty neat. Bill Bischoff and the Dallas group have developed a well thought out, workable set of rules for this class. The planes are quick but manageable and the racing competitive. In many ways this event closely follows the same principles that were used to create the full size 190 Cu. In. Goodyear racing event following WW II, encouraging close competition that is within the reach of anyone with an interest in air racing.

Air racing, and Goodyear in particular, is a large part of my aviation interest. In the early 1960's I built the first model Goodyear racer flown in the Dayton Buzzin' Buzzards MAC. Other club members like what they saw and followed suit. Before the event went National it became very popular with the IMAA (Indiana Model Airplane Association) and later MAMAA Mid-America Model Airplane Association).

Sport Goodyear is the ideal event to build C/L racing interest. With that in mind, I am planning to promote a Dayton Buzzin' Buzzards' racing contest in 2016. At this point I'm thinking of a one day, three or four event program. If there is an event that you think should be run, please let me know.

Thanks again for the opportunity.

"Fly Low...Fly Fast"

SOUTH WEST: Ron Duly

The next SCAR contest is coming up August 9th at Whittier Narrows. Jim Holland has departed our shores to go back to England and Jed Kusik is in the process of moving out of state. We may have to emulate Jim Walker and have our remaining pilots fly two or three planes at the same time to make a "race". Come to think of it, we may have to pull a "Whitney" and have our few remaining pitmen start and pit two planes. (That refers to the 2004 NATS where Bob pitted two planes that advanced to the Final and decided to pit both.) The turnout at our June contest was a bit slim. Who picked Father's Day for a contest? Won't happen again. If you haven't seen Charlie Johnson's newsletter you need to get on the list. Best summary of what is happening in control line racing that I've read lately.

SOUTH CENTRAL: Bill Bischoff

The 2015 NATs are in the book. I for one had a great time. I flew *a lot*. I won some things, I snatched defeat from the jaws of victory a couple of times, I saw old friends, and I made new friends. Bill Lee beat me in Sport Goodyear with my own plane, and I beat him in SSR by a quarter of a second. Mike Greb turned a personal best in Mouse, and spit the front half of the crank out of his Brodak 25 in SSR. Patrick Hempel hung on for his life in F2C, and ended up taking second place! Melvin should have the blow-by-blow elsewhere in the newsletter, so meanwhile here's some local results from Dallas.

CONTEST RESULTS

DALLAS 6/20/15

We had a good turnout, and some good performances. Richard Oliver and Bill Bischoff both turned in record worthy performances in Super Slow Rat. Patrick Hempel had personal bests in Mouse, Goldberg, and "new rules" Sportsman Goodyear. And speaking of Sportsman Goodyear, the Lee/ Bischoff team, flying the Bischoff "loaner" airplane, beat Bischoff's own entry, and turned a time equal to the best in the district for 2014. And let's not forget, John McCollum trounced everybody in Goldberg as expected. Now, for the gory details...

MOUSE 1

- | | |
|------------------|---------|
| 1)Patrick Hempel | 5:48.23 |
| 2)Mike Greb | 6:05.66 |
| 3)Charles Barnes | 6:21.16 |
| 4)Chuck Barnes | 7:17.82 |
| 5)John McCollum | 7:58.44 |

FOX-GOLDBERG

- | | |
|------------------|----------|
| 1)John McCollum | 9:19.68 |
| 2)Patrick Hempel | 9:45.47 |
| 3)Dale Gleason | 12:39.06 |

SPORTSMAN GOODYEAR

- | | |
|------------------|----------|
| 1)Bill Lee | 8:32.82 |
| 2)Bill Bischoff | 8:50.13 |
| 3)Mike Greb | 8:51.52 |
| 4)Patrick Hempel | 8:55.36 |
| 5)Don Cranfill | 9:02.46 |
| 6)Dale Gleason | 9:21.44 |
| 7)John Hill | 9:23.69 |
| 8)Richard Oliver | 9:25.06 |
| 9)Barnes/ Barnes | 12:00.27 |

SUPER SLOW RAT

1)Bill Bischoff	5:10.45
2)Richard Oliver	5:14.19
3)Mike Greb	6:02.12
4)Dale Gleason	6:13.50
5)Barnes/ Barnes	6:23.62
6)Don Cranfill	dropped

QUICKIE RAT

Not flown due to tired, hungry contestants.

SOUTHEAST: Jim Bradley

I hope everyone who was at the Control Line NATS made it home safely and without any problems. The weather was "Iffy" at times with rain and wind but we got everything flown.

As you likely will read in other columns, the entries were low again this year but the racing was good. We did have one new entry that raced back in the '80's and '90's and that was Chuck Barnes from Georgia. His son, Chuck Jr., who lives in Houston, flew for him and a few others. Chuck had a fleet of good looking and fast models. Chuck and his son have also flown in some of the recent Dallas contest.

In my last Southeast report I mention that I had read somewhere about the Magnum/ASP 15 breaking crankshafts. I asked a few people about this at the NAT'S and no one I talked to had ever had a problem so maybe it was just a false rumor.

My Sport Goodyear didn't turn out well. It turned out at least 6 ounces overweight, but worse than that was I never could get the CG far enough forward and the model was very difficult to fly. In the end I decided it best to withdraw rather than causing problem for others when racing. I plan to cut some weight out the rear of the fuselage between the wing and stab and see if I can get the CG where it needs to be. If that fixes the CG problem then I'll fly it again.

2015 NCLRA ANNUAL MEETING

Bill Bischoff

The NCLRA held its annual meeting on Thursday, July 16, at the King Buffet in Muncie, Indiana. President Melvin Schuette began by thanking the workers who volunteered their time. Mark Knight was given the Sportsmanship Award for his efforts during the week. The High Point Champion award went to Bill Bischoff.

Melvin indicated that he did not intend to run for re-election next year, so the NCLRA will be looking for a new President. The greatest responsibility for the President is that he has to be the NATs event director if no one else volunteers for the job.

A motion was voted and approved to give free NCLRA membership to the officers for the duration of their service. This will include President, Vice President, Secretary/Treasurer, Newsletter Editor, and District representatives.

A landing incident that resulted in a disqualification was discussed. Per AMA rules, a landing airplane has right-of-way

over an airplane on the ground. The pilot and mechanic of the airplane on the ground must do all they can to keep their lines on the ground so they do not interfere with the landing airplane. Most notably, the mechanic on the ground must dip his inboard wing tip so the lines are flat on the ground where they cannot be snagged. The event director should use his judgement as to whether the team on the ground did everything they could to avoid the snag. If so, both teams may be given a re-fly. The most important thing is for the landing pilot to try to stay clear of lines on the ground, and the mechanic who is pitting to be aware of incoming aircraft. Incidentally, this is exactly opposite of FAI rules, where it is the responsibility of the landing airplane to stay clear of the airplane on the ground.

Next year's roster of events was set. Melvin felt that three events per day is too much, and we needed to eliminate some of the poorly entered events. Dropped for next year will be F2CN, Mouse II, B Team Race, and Fast Rat. That leaves F2C, Mouse I, Goodyear, Slow Rat, Quickie Rat, Super Slow Rat, Clown, and Sportsman Goodyear. Although not specifically discussed, Sportsman Goodyear was well received, and some people are already planning for next year, so I assume we are planning on having it again.

After some miscellaneous discussion, the meeting was adjourned.

2015 C/L Racing Nationals results.

F2C	Best Heat
1 st Fisher/Wilk	3:42
2 nd Hempel/ Lee	4:09
3 rd Topunov/ Alex	4:19
4 th Bischoff/ Greb	4:25
5 th Polak/ ?	4:23
6 th Wallick/ Brozo	74 Laps



Topunov and Fischer in a heat race.

B Team Race	Final Race Time
1 st Vansant/ Greb	7:30
2 nd Betz/ Oge	10:29
3 rd Lee/ Bischoff	110 Laps

Scale Race	Final Race Time
Contestant	
1 st Robert Oge	6:47.14
2 nd Mike Greb	7:48.44
3 rd Dave Betz	121 Laps



“B” Team Race Winners.

Rat

Contestant	Final Race Time
1 st Bill Bischoff	6:33.24
2 nd David Betz	7:20.50
3 rd Mike Greb	7:46.72



Rat Race Winners.

Super Slow Rat

Contestant	Final Race Time
1 st Bill Bischoff	5:10.47
2 nd Bill Lee	5:10.69
3 rd Charles Barnes	5:34.33

Quickie Rat

Contestant	Final Race Time
1 st Bill Lee	6:33.12
2 nd Bob Oge	6:48.70
3 rd Bill Bischoff	7:06.90



Quickie Rat race Winners.

Sport Goodyear/DMAA Rules

Contestant	Best Heat (80 Laps)	Final Race (160 Laps)
1 st Bill Lee	4:04.93	8:27.01
2 nd Bill Bischoff	4:11.51	8:38.48
3 rd Mike Greb	4:13.72	9:08.58



Sport Goodyear Contestants.

Class I Mouse

Contestant	Best Heat	Final Race
1 st William Lee	2:47.91	4:54.54
2 nd Melvin Schuette	2:30	4:58.23
3 rd Mike Greb	2:54.88	5:39.88



Mouse 1 race Winners.

Clown Race

Contestant	7:30 Heat	15:00 Final Time
1st Bill Bischoff	150 laps	284 laps
2nd Charles Barnes	62 laps	170 laps
3rd Jim Bradley	114 laps	DQ



Scale Race Winners.



SSR race Winners.

Slow Rat

Contestant	Best Heat	Final Race
1st Bill Bischoff	3:06.51	6:25.52
2nd Bob Oge	6:06.33	6:55.49
3rd Mick Warning	5:30.64	13:35.92



Slow Rat race Winners.



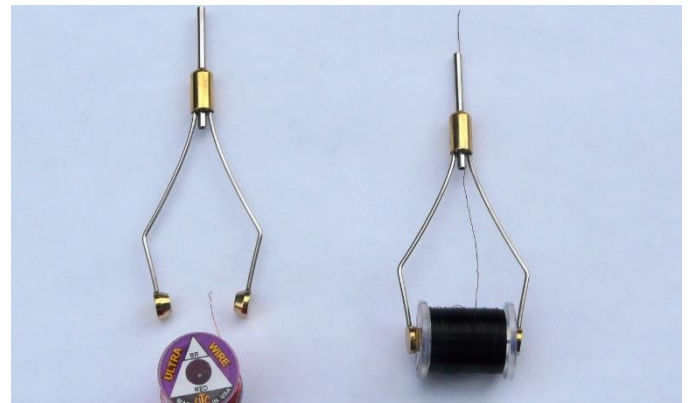
Busy Nat's Pilot Bill Bischoff checking his Mouse 1 entries controls before a race.

A HANDY TOOL FOR WRAPPING LINES

Bill Bischoff

My brother in law is an avid fly fisherman, and recently I was watching him tie some flies. He had a very neat tool for wrapping wire around the body of the fly, similar to the manner in which we wrap flying lines. I went to Bass Pro Shop and bought a couple of bobbins (that's what the tool is called) and a couple rolls of Ultra Wire. The wire comes in different colors (I bought red for UP and black for DOWN) and different diameters. I bought the largest diameter, BR (for "brassie"), and it is still plenty small. I was concerned about the smaller sizes breaking while wrapping the lines. I was out for the door for less than \$20.00.

I have already wrapped a couple of sets of lines, and this sure makes it easy. No more trying to wrap a line with a two foot piece of fine copper wire flopping around getting snagged on everything! Give it a try. (If you are unclear on how to use this tool, check You tube for fly tying videos.)



"Bischoff's Bobbins", fly fishing apparatus he uses for wrapping flying lines.

BISCHOFF'S SPORTSMAN GOODYEAR RACING PARTS

ASP/ Magnum 15 VENTURI

1/4" ID, 4mm spraybar, fits 10mm hole \$10.00

RSM Supertigre style needle assembly \$10.00

Aluminum landing gear struts

.090" 2024-T3, undrilled, per Margaret June plans \$10.00

Wheels and axles

1 1/4" Williams Bros. wheels, 1/4" axles \$6.00

1/4" axles w/o wheels with hardware; Requires 1/4" hole in wheels \$2.00

1 oz fuel tank

per Margaret June plans \$20.00

2" metal bellcrank with buttons

includes line eyelets \$10.00

Bellcrank button kit

includes hex buttons, eyelets, screws \$2.00

Aluminum engine mount plate

fits Magnum/ ASP engine \$2.00

Fuel shutoff trigger wire

per Margaret June plans \$1.00

Super slow rat fuel tank

also works for Fox race \$20.00

Shipping \$5.00 per order including fuel tanks/ \$3.00 per order without fuel tanks. I accept paypal or personal checks.

Paypal: billbisch@hotmail.com/ mail checks to William Bischoff, 1809 Melody Ln, Garland TX 75042. For questions, call (972)840-2135 or email billbisch@hotmail.com

2016 USA F2C Team Trials, to choose the 2016 F2C World Championship teams, will be held in Dallas TX on September 19 & 20, 2015.

The Dallas Model Aircraft Association is the host club. The contest location is the DMAA Flying Site - Samuel Garland Park, Dallas TX.



are Alex Topunov/Alexander Elbert, Dave Wallick/Mikhail Brozo and returning team members David Fischer/Steven Wilk

The format for this year's TT is as follows:

- Six rounds will be flown
- The average of the best three times comprising the team's score.
- The three teams with the best scores will comprise the team and the fourth place will be the alternate.
- We have dropped the 3:30 or better time; to encourage new teams and keep team those teams we already have involved.



F2C Team Selection Program

The cost of competing at this level is quit high and the 2016 World Champs being held in Perth, Australia will increase the cost compared to past European World Champs. All the teams have a lot of money tied up in equipment. Once you make the team then you need to start saving to get to the World Champs: airfare, car rental, lodging, food and drink, to cover the basics. This can cost each team member an additional \$4000 to \$5000. The teams get a token amount from the AMA with the majority coming out of their pockets.

The weather at this year's Nats was less than ideal. The teams that raced have learned a lot and are now back home working hard to improve their times. The new 3mm venturi rule is now in effect and this was the first race in the USA under this new rule. The engines respond much differently to tuning with the 3mm venturi and it has taken some time to get used to. The idea behind the rule to make the engines quieter, but that has not turned out to be the case. Most teams are now running smaller diameter props to gain more speed which has not made the engines quieter. The effect of the 3 mm venturi has slowed the planes down by 1-2 seconds for 10 laps. Also there has been an increase in laps per tank, with some teams able to get more than 50 laps per tank making for a one pit race. I have seen times around the world under 3:20 as well as some under 3:10 mostly due to a 1 pit race. Just like NASCAR races can be won and lost in the pits. Eliminating a pits stop and 1 flip start will reduce your time quicker than a couple tenths of a second in air speed.

Dick and Tommy have retired from F2C racing and we are sad to see them go. They have certainly helped Dave and I get to where we are today. But there are also a couple new teams, Bill Lee/Patrick Hempel and Bill Bischoff/Mike Grebb. Other team that that will be there battling to win a spot on the team

But there is a way you can help. The AMA has a F2C Team Selection Program that anyone can join for \$20; this money goes directly to the F2C teams competing in next year's World Champs. The USA teams would greatly appreciate you support. You can join by filling out the form below and send it to Colleen Pierce cpierce@modelaircraft.org FAI Coordinator, Academy of Model Aeronautics



Steven Wilk
Chairman of the F2C Team Selection Committee.

Academy of Model Aeronautics

5161 East Memorial Drive
Muncie, Indiana 47302
(765) 287-1256 – Voice
(765) 289-4248 – Fax
(765) 286-3303 -- Competitions Fax
www.modelaircraft.org
E-mail: cpierce@modelaircraft.org



2016 F2C TEAM SELECTION PROGRAM FINALS ENTRY FORM

This form is for team entry in the 2016 F2C Team Selection Program.

Pilot Name: _____ AMA # _____

E-mail address: _____

Signature: _____

Mechanic Name: _____ AMA # _____

E-mail address: _____

Signature: _____

Please fill out and send with \$100 (per team) to:

**Academy of Model Aeronautics
Competition Department – Attn: Colleen Pierce
5161 East Memorial Drive
Muncie, In 47302**

Credit Card Number: _____
(VISA, MasterCard or Discover)

Expiration Date: _____

Academy of Model Aeronautics

5161 East Memorial Drive
Muncie, Indiana 47302
(765) 287-1256 – Voice
(765) 289-4248 – Fax
(765) 286-3303 -- Competitions Fax
www.modelaircraft.org
E-mail: cpierce@modelaircraft.org



2016 F2C TEAM SELECTION PROGRAM ENTRY FORM

This form is for individual entry in the 2016 F2C Team Selection Program.

Name: _____ AMA # _____

Address: _____

City: _____ State: _____ ZIP: _____

Day Phone: _____ Eve Phone: _____

E-mail address: _____

Signature: _____

Please fill out and send with \$20 to:
Academy of Model Aeronautics
Competition Department – Attn: Colleen Pierce
5161 East Memorial Drive
Muncie, In 47302

Credit Card Number: _____
(VISA, MasterCard or Discover)

Expiration Date: _____

Check #: _____

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

Sept 13 Combat as above Paul Brill.

Sept 20 VINTAGE COMBAT FEST at GSCB Tom Schaefer.

Sept 27 Foxberg Heavy Metal .25 Slow Rat SSR/ Fox Race SJAM Phil Valente (George Connors)

Oct 4 Heavy Metal Sportsman Clown .25 Slow Rat Dennis Warchol.

Oct 18 Foxberg Heavy Metal Sportsman Clown Al Ferraro.

Nov 1 Heavy Metal Sportsman Clown FR/ SSR SJAM Phil Valente (Brian Silversmith)

Nov 15 Foxberg NCLRA Clown (60ft. lines) Sportsman Clown Phil Valente.

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

MIDWEST DISTRICT

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

SEP 05-06--Dallas Hobby Park (AA) Charles Ash

Memorial Site: Dallas Hobby Park. Events: Old time stunt, classic stunt, mouse I, Fox/Goldberg, sportsman Goodyear, super slow rat, quickie rat, PAMPA stunt Sponsor: DMAA #1902. CD: Mike Greb, 724 Pauls Ln, Sulphur Springs TX 75482. Phone: 903-438-9883(eve) E-Mail:

mgrebb@yahoo.com WebSite: dmaa-1902.org All racing on Saturday. Old time/classic stunt Saturday, PAMPA stunt Sunday

OCT 09-11--Dallas Hobby Park (AA) Fall Finale Site:

Dallas Hobby Park. Events: Record ratio speed, sport jet speed, Perky speed, mouse I, Fox/Goldberg, sportsman Goodyear, super slow rat, quickie rat, profile carrier, sportsman profile carrier, 15 profile carrier, carrier I, carrier II Sponsor: DMAA #1902. CD: Bill Bischoff, 1809 Melody Ln, Garland TX 75042. Phone: 972-840-2135(eve) E-Mail: billbischoff@hotmail.com WebSite: dmaa-1902.org Speed all 3 days, starts noon Friday. All racing on Saturday. Carrier Sunday. Carrier contestants may fly any class for a score in the NCS top 20.

SOUTHWEST DISTRICT

Whittier Narrows

Racing & Speed Calendar For 2015

Speed Events: All Speed events including electric, 301-310 & 606-607 + Perky, NASS Sport Jet, and C-Speed. Speed flying Saturday and Sunday.

Racing Events: Super Slow Rat/Fox Race, NCLRA Clown, NCLRA Quickie Rat, and SCAR Goodyear/AMA Nationals Sport Goodyear. All four classes flown at the six scheduled events Clown will be flown using 60 foot lines. Other Racing events may be flown if three entrants show up ready to race.

Racing Sunday only.

Carrier Events: April 2015 contest only.

Combat Events: Speed Limit and One-plane-F2d held at the April contest, same events at Toys For Tots, and Knight's Dale Kirn Memorial TBA

September 12-13 2015

Wayne Trivin Speed & Racing Memorial

CD & Racing ED: Ron Duly

October 10-11 RACING BOTH DAYS

Virgil Wilbur Speed & Racing Memorial

CD & Speed ED: Howard Doering

December 5-6 2015

Toys For Tots Speed & Racing

Musciano Log Racing, Speed Limit and One-plane-F2d Combat included in this contest.

Entry Fee: One new unwrapped toy, approximate value \$10-\$20

CD & Racing ED: Jed Kusik

Whittier Narrows Park now charges \$6.00 per weekend day entry fee! You can buy an annual pass from the bureaucrats at the Park Headquarters (weekdays only) for \$25.00 if you are a member of one of the local clubs. All events are AMA sanctioned. Membership is available on site. All pitmen must wear protective headgear while racing or during practice. Before you set out on a cross-country trek, verify the event date and location have not changed.

Speed contacts: Howard Doering (714) 638-4937 Cell (714) 394-5304

Joe Brownlee (714) 895-1857 Cell (714) 393-1940

Jon DeFries (951) 315-3929

Racing contacts: Ron Duly (818) 843-174

Don Burke (714) 329-1457

Jed Kusik (714) 669-0205

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.) 150 Laps Bischoff/ Lee 7/15/15
Op (15 Min.) 284 Laps Bischoff/Lee 7/15/15

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



Bill Bischoff holding the NCLRA High Point Trophy he won at this year's Nat's.



NCLRA President Melvin Schuette, presenting newcomer/helper Mark Knight with the Sportsman's award for timing nearly every race at this year's Nat's.



Two hard working ladies, Sandra Lee, and Zelia Betz, timing a race.

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Racing Handles for Sale

These handles were built as outlined in the last newsletter. They
are smaller and lighter than the Fox handle, and have a better,
more secure feel. The wooden grips are finished with Z-Poxy.
Standard cable spacing is 3", but can be made to order. Standard
length from grip to cable loops is 6", but can also be made to
order. \$25 each, plus \$6 per order shipping. (Order venturis and/
or needle valves at the same time and still only pay \$6 for
shipping!). Fox handle not for sale, shown for comparison only.
Bill Bischoff billbisch@hotmail.com



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NCLRA New and Renewal Memberships

Basic membership with electronic newsletter is \$20/year for both U.S. and non-U.S. residents
Membership with a paper newsletter is \$30/year for U.S. residents and \$35/year for non-U.S.
Life members wanting a paper newsletter is \$10/year.

Apply for membership by mailing annual dues to:

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Make checks out to the order of "NCLRA" and be sure to provide your correct address for receiving the newsletter.

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Note that a \$.90 (\$1.10 for foreign membership) surcharge is added for the PayPal charges.

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

