

**From: National Control Line Racing Association
Bill Bischoff 1809 Melody Ln.
Garland, TX 75042**



TO



Mark Knight at the 2017 AMA Nat's with new Margaret June Scale Racer finished in Ohio State Univ. colors.

SPECIAL: NATIONALS ISSUE

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Nationals Report and Results**

**Torque Roll Issue #133
August 2017**

PRESIDENT- Bill Bischoff

2017 NATS

Stick a fork in 'em, they're done. If you were there, you know what happened. If not, you'll just have to believe whatever we tell you! Event Director Melvin Schuette gives us the rundown in this issue. By the way, don't forget that since he is no longer NCLRA Prez, he didn't HAVE to run things this year. Besides running the events on race day, he took care of the countless behind-the-scenes tasks as well. For this, I could not find a more fitting recipient for the NCLRA Sportsmanship award. A huge thanks to you Melvin. The other NCLRA award, the High Point, went to Bill Lee for the 183rd time. Not meaning to downplay the achievement, but by now we almost expect Bill to win it! Congrat's Bill.

Sportsman Goodyear was our top drawing event this year with 12 entries. The event was sponsored by the Dallas Model Aircraft Association, and ended up being an all DMAA final. And speaking of sponsors, we also had sponsors for all the other unofficial events. Thanks go to MBS Model Supply for Quickie Rat, Brodak Mfg for Clown Race, and PDK LLC for Super Slow Rat. Pat King of PDK even came to the NATS to see Super Slow Rat , and while he was here we got him to present the awards he sponsored. For those who don't know, Pat produces a laser cut kit of the Mockingbird super slow rat. Three were entered, two made the finals, and one ended up winning. The winning airplane was so new it hadn't even flown before getting to Muncie! Pat also kits a Polecat Sportsman Goodyear. As yet, they don't appear on his web site, but you can read more about them on the PDK LLC vendor's page on StuntHangar.com

DISTRICT ELECTIONS

There wasn't a single write-in vote cast, so all the Rep's are stuck for two more years!

COMING IN THE OCTOBER TORQUE ROLL

The October issue will feature Goodyear, both AMA and sportsman. Everybody loves Goodyear, so send in your favorite trick or hint. There will be some free plans, too.

2017 NCLRA ANNUAL MEETING Melvin Schuette

The Banquet/Annual NCLRA Meeting was held Thursday July 20th in the Claude McCullough Education Room at the AMA Museum. The NCLRA used money from the entry fees to provide pizza and soft drinks. 29 people attended the meeting.

NCLRA President Bill Bischoff called the meeting to order. Secretary/Treasurer Melvin Schuette gave a comprehensive treasurer's report. Currently, NCLRA has about \$6000. He also indicated that all District VPs were re-elected.

The results of the week's events were announced. Bill Bischoff

then presented the NCLRA special awards. The Sportsmanship award was given to Melvin Schuette. The High Point award went to Bill Lee.

For 2018, the Nat's racing events will be the same as 2017. Schedule to be announced later.

The 2018 Control Line World Championships will be taking place in France at the same time the CL Nat's would normally be scheduled. Brenda Schuette recommends that anyone who wants to see the schedule changed should contact Joyce Hager and Rich Hanson with AMA, and the AMA district Vice Presidents.

The meeting was opened for discussion. Bill Lee asked how has the new dues structure affected membership. Melvin said we average two new members a month.

Melvin Schuette asked if everyone like the Banquet/ Meeting the way it was done. Everyone agreed to do it again in 2018.

Steve Wilk commented that the F2C circle need repair.

Meeting was adjourned.



Bill Lee Receives the 2017 NCLRA Nat's High Point Trophy From NCLRA President Bill Bischoff.



Melvin Schuette receives the 2017 NCLRA Sportsmanship Award From NCLRA President Bill Bischoff.

SOUTH CENTRAL - Bill Bischoff

CONTEST REPORT : JUNE 10, DALLAS TX

Bill Bischoff

The turnout was light, with Bill Lee otherwise occupied and the Barnes team AWOL. That said, it was great to see John McCollum racing again, and it's always a pleasure to have Melvin and Brenda Schuette join us from Kansas. Patrick Hempel flew for Melvin and himself, and I flew for John, Mike Greb, and myself.

John McCollum had a brand-new Mouse 1, modeled after a British P-40. It was beautiful and fast, and I was honored to fly it in its first contest. Plane, pilot, and pit man all did their part for the win. Melvin turned a good performance in his first race, then didn't finish his second race. Mike and Patrick had consistency issues, as reflected by their times.



John McCollum and Bill Bischoff with John's new Mouse 1. John is smiling because the little P-40 won it's first Victory.

We had an interesting situation in Goldberg racing. Patrick had a slight overrun, and was on the ground for his last pitstop at 141 laps. McCollum was also on the ground, with 137 laps. McCollum got back up and finished the race before Patrick got back up to make one more lap. All agreed McCollum was the winner, but after the race McCollum's watch was 10:40 and Patrick's was 10:32! With no explanation to be found, we decided it didn't really matter anyway.



Melvin Schuette prepares to catch his BooRay sport Goodyear entry.

Sportsman Goodyear should have been the battle of the BooRays. Melvin was flying a model of the original version of the BooRay, with the "barn door" wing. Bill Bischoff was flying the late 1980's version, that featured a long span tapered wing. We should have raced them together, but it didn't work out that way. Melvin and Patrick had a handle mis-adjustment issue that cost them a prop, but fortunately not an airplane. Melvin did a great job pitting Patrick's airplane, and I believe he had a four flip race! Mike Greb used Bill Bischoff's first race to zero in on a needle setting, helping Bill capture the win on his second race.



Linda Gleason, John McCollum, and Phil Dunlap helped with the timing duties.

Photos by Johnna McCollum

Results:

MOUSE 100 laps

1)John McCollum	4:49.86	(5:04.12)
2)Melvin Schuette	5:32.22	(30 laps)
3)Mike Greb	6:10.91	(6:15.09)
4)Patrick Hempel	6:19.72	(6 laps)

GOLDBERG 70 laps 140 laps

1)John McCollum	6:50.22	Read Report
2)Patrick Hempel	5:23.44	For Explanation

SPORTSMAN GOODYEAR 160 laps

1)Bill Bischoff	8:43.48	(9:27.78)
2)Patrick Hempel	8:50.87	(9:14.76)
3)Mike Greb	8:58.25	(DNF)
4)Melvin Schuette	a few laps	(DNF)

Northeast – Phil Valente

Contest results for June 4, 2017 contest of the Middlesex Modelers

CD : Ernie Evon

Reporting: Phil Valente

Sportsman Clown

1. Ernie Evon	117 laps
2. Raul Diaz	112 laps
3. Phil Valente	101 laps

1 OZ Goodyear

1. Tom Schaefer 4:30
2. Ernie Evon 8:09
3. Phil Valente 8:5

PERKY SPEED

1. Jim Vigani 111.5
2. Al Ferraro 108.1
3. Tom Schaefer 102.6
4. Dave Edwards 102.6

Fox Stunt 35 SPEED

1. Al Ferraro 110.5
2. Dave Edwards 87.8

SOUTHWEST – Ron Duly

This is late due to my computer crashing while I was at the NATS. Finally got the “bugs” out of it so can now send emails. Speaking of the NATS, Charlie Johnson and I represented the SW Region this year. Charlie made some great one or two-flip restarts during most races. Only Clown confounded us with three blown Nelson plugs. That slowed us down a bit. Credit the Muncie weather for this learning experience. In SSR I managed to plant Don Burke’s borrowed, but very light airplane. I had forgotten that when the engine (Brodak 25) quits, it stops flying. It is too light to tow around to the pitman. The engine quit, I looked for the pit and, plo, the plane “landed”. We had better luck with my version of Bill’s Mockingbird. It flew great and I will build another one. We used an ENYA 25 and it ran well and pitted great. We had entered TQR with my Scorpion but the borrowed hot glove couldn’t safely be used on my plane. I have smooth brass plates for contact spots but so did the hot glove. There was no way to securely hold the plane so we withdrew. The most fun was in the Dallas-rules Sport Goodyear event. A dozen planes entered and seeing them in the air was a very pretty sight. We placed down the list but had fun anyway.

The surprise of the NATS was my daughter and three granddaughters driving in from St. Paul, MN to see Grampa fly. This was a first for them and much appreciated by me. One other “surprise” was finding out what the “Plus” in Best Western Plus meant. I booked a room at their Anderson location. I noticed red spots on my legs and thought it was from chiggers in the grass at the flying field. I looked at the bare legs of others the next day and saw none, not any, red spots. H-m-m-m-m, what else could it be???? I took my very bright flashlight and clear tape back to my room, pulled back the covers and “taped” one of the little buggers! I presented the bed bug to the front desk and asked for another room. The new room was fine – I checked!

Three-and-a-half 13-hour days driving to and from Muncie from So Cal takes a toll on me. Oh well, I have eleven months to recover! For those that didn’t attend, do so before us oldsters croak. Being there is great fun.

SOUTHEAST – Jim Bradley

I asked Bob Whitney if he had anything to pass along from the NATS and Team Trials, and below is a slightly edited version of what he sent me. I was never able to find out what the final results were from the F2C team Trials, as they were never covered in the NATS News.



The racer on the left, (his left in the picture), is no more after being taken out only 6 laps into a 100 lap race.

The weather for the F2C team trials was some of the worst of the week. We will have a good team for the French W/C. Alex has a new pit man and they worked well together. He has always had fast airplanes but this year they put everything together for some good times.

I give Bill Bischoff a lot of credit for pulling out of the Team Trials after Thursdays Nat’s F2C heats. He said he could not keep up with his very good airplanes.



The picture above is of the 2nd F2C that I used in my first Team Trials with Fred Quedenfeld in California. It weighed 600 grams fully covered with fiber glass and painted like a rat racer.

2017 AMA NATIONALS RACING REPORT

To My Fellow NCLRA Members,

The 2017 AMA C/L Nationals have come and gone. The worst part of the week was the heat and humidity that we had. The wind did not play a factor in any of the races. F2C was the only event that was affected by rain.

We could have never held a successful Nat's without volunteers. This year was no different. There were a number of volunteers that stand out. Sandra Lee and Zella Betz spent the entire week timing and counting laps. Mark Knight also spent the time he was not competing timing. Tera DeGraff was our official photographer. The rest of the contestants also shared the timing duties. It was nice not to have to beg to get timers.

Because the F2C Team Trials were held the weekend after the c/l Nat's the schedule was modified to put F2C at the end of the week instead of at the first. AMA Scale Race and the Dallas Sport Goodyear were held on Monday.

The results for Scale Race are:

Contestant	Best Time
1 st Bill Bischoff	6:33.69
2 nd Bill Lee	7:03.57
3 rd Bob Oge	7:42.39
4 th Dave Betz	8:03.37
5 th Mike Greb	9:55.32



AMA Scale Race Winners

Dallas Sport Goodyear had the most entries of all the c/l racing events. If you look at the times in Sport Goodyear you will find just how close these races were. In most cases the race was won or lost in the pits.

The results for Dallas Sport Goodyear

Contestant	Best Heat Race Time	Final Time
1 st Bill Lee	4:07.33	8:29.60
2 nd Mike Greb	4:18.24	8:43.85
3 rd Bill Bischoff	4:20.98	9:16.91
4 th Charles Barnes	4:26.96	
5 th Charles Barnes	4:28.61	
6 th Bob Heywood	4:30.25	
7 th Bob Oge	4:33.19	
8 th Patrick Hempel	4:35.17	

9 th Ron Duly	4:37.41
10 th Charlie Johnson	4:37.91
11 th Dave Betz	4:45.60
12 th Mark Knight	78 laps



(Top) Dallas Sport Goodyear Winners. (Bottom) Dallas Sport Goodyear Entrants.

Class I Mouse had the most entries of all the AMA racing events and the second most entries overall.

The results for Class 1 Mouse are:

Contestant	Best Heat Time	Final Time
1 st Charles Barnes Sr	2:31.77	5:01.27
2 nd Patrick Hempel	2:47.83	5:09.36
3 rd Bill Lee	2:28.52	5:51.21
4 th Charles Barnes Jr.	2:43.25	½ Lap
5 th Mike Greb	2:51.96	
6 th Melvin Schuette	2:52.60	
7 th Rod Christie	3:03.56	
8 th Brenden Robinson	3:51.87	
9 th Mark Knight	3:57.43	



AMA Class 1 Mouse Winners.

The results for NCLRA Quickie Rat are:

Contestant	Best Heat Time	Final Time
1 st Bill Lee	3:17.61	6:55.42
2 nd Bill Bischoff	3:23.83	7:24.60
3 rd Charles Barnes Sr.	3:38.60	7:42.56
4 th Charles Barnes Jr.	3:41.82	
5 th Mike Greb	3:44.15	
6 th Bob Oge	3:48.22	



NCLRA Quickie Rat Winners

AMA Slow Rat

This year was the debut of the Mockingbird. The Mockingbird is a plane designed by Bill Bischoff that is eligible for both Slow Rat and Super Slow Rat. The plane is currently being kitted by Pat King of PDK LLC. By changing the engine and tank Bill Bischoff, flew the same plane in both events. Between Slow Rat and Super Slow Rat there were three Mockingbirds entered.

The results for Slow Rat are:

Contestant	Best 140 Lap Race
1 st Bob Oge	6:49.09
2 nd Bill Bischoff	7:07.89
3 rd Bill Lee	7:37.54
4 th Dave Betz	8:07.53



AMA Slow Rat Winners.

The Results for NCLRA Super Slow Rat are:
(Remember both the heat and final races are 100 laps each.)

Contestant	Heat Time	Final Time
1 st Bill Bischoff	5:35.18	5:40.96
2 nd Mike Greb	5:58.69	5:49.97
3 rd Charlie Johnson	5:55.00	5:54.99

4 th Charles Barnes Sr.	5:58.69
5 th Bill Lee	5:59.66
6 th Charles Barnes Jr.	6:10.85
7 th Bob Oge	6:11.15
8 th Dave Betz	11:01.27
9 th Ron Duly	53 Laps



NCLRA Super Slow Rat Winners.

The Results for NCLRA Clown Race are:

Contestant	7:30 Heat Laps	Final Race Laps
1 st Bill Lee	148 laps	278 laps
2 nd Charles Barnes Sr.	73 laps	211 laps
3 rd Charlie Johnson	97 laps	195 laps



NCLRA Clown Race Winners.

Dave McDonald stepped up and ran F2C Team Race. Because of a rain delay, the F2C teams decided to use us their best heat race to determine their final placing.

The Results For F2C are.

Team	Best 100 lap time
1 st Fischer/ Wilks	3:27.00
2 nd Topunov/ Peter	3:34.45
3 rd Lambert/ Fluker	3:37.14
4 th Hempel/ Lee	3:44.83
5 th Allen/ Whitney	4:14.95
6 th Brozo	5:23.22
7 th Greb/ Bischoff	51 laps



F2C Winners.

If you have not heard, I will not be the event director for the 2018 C/L Racing Nationals. Anyone interested in doing the job please contact Bill Bischoff.

Melvin Schuette

Successful pitting of race models: Part 2 by Paul Gibeault

As noted previously, a great pit man must have a **situational awareness** about him. This means that not only is he focused on pitting his own model, but he should be aware of the progress of the other teams as well. It can be a tall order when a race is tight or the race is long. It is worth repeating!

An otherwise good pitman can cost you the race by launching your model **without first looking for traffic!** Sometimes you will be taking off just as another pilot is landing. A launch at this critical time involves you in an instant line tangle/crash, and disqualification from that race. Often both models are damaged as well. The solution is **"heads up pitting"**. A great pitman must simply **'relax' and hang on a second or two** until it's safe and clear to release.

I know this is tough when 'chomping at the bit' to get going, but I have seen models that were easily ahead get taken out because their pit man launched them into another slower flying model. This is **especially** the case when you are accelerating fast out of the pit while rapidly gaining on a higher flying but slower model. Under this circumstance, your pilot's options are limited to:

1. attempting to climb over the slower model without eating his elevator (often this doesn't end well).
2. passing underneath which (by the rules) is a DQ if the official is on the ball, and very difficult to do if wearing a safety thong.
3. 3rd option which almost no pilot thinks of is to shut off right away & land for another pit stop. You may well lose the race, but you won't have lost your model(s). A stern word or two to your pitman for his lack of **situational awareness** may be in order. (Unless it's his entry, then he just gets what he deserves).

You must remember to **always yield to the landing model**. Seldom is a race lost by 2 or 3 seconds, but it's always lost on a pitting accident that results in disqualification. The pitman is also responsible for signalling when his pilot is being called for whipping and when he's due to run out of fuel. In very close races (or record setting), this becomes very important. For example, if you happen to look at the record setting Class I mouse race video, you might note that the attentive CD (Mr. Foster I

believe) issued Todd Ryan a well deserved whipping warning after 4 laps. At which point he said to me, " I don't know what you did, but he's stopped now". Todd was simply testing the CD. We had already worked out a series of hand signals to each other that allowed us this important communication. It worked well! The four methods of pitman to pilot communication are:

1. vocal i.e. yelling (least effective)
2. hand signals
3. audio (blast horn) signals
4. 2 way wireless headset communication.

I'll leave it up to you which method you prefer. The key is to have **a method** rather than no method.

Maybe one last comment that I've seen is some pitmen have a tendency to berate the CD over how the "other pilots" are flying. Although this may have a **tiny bit** of merit, often they don't even realize (or just outright ignore) their own pilots poor flying technique. It was funny in one race when a pitman came up to me to berate me about my whipping in slow rat. When I told him I didn't fly that event, he left looking puzzled & mumbling to himself. (All whippers looked alike to him I guess...!)

Unless somebody is doing something dangerous, I think it's best to let the CD just do his job & then offer to do it for him yourself next race if you're not satisfied...

In AMA racing, top teams should not need much if any CD intervention if they are doing their own jobs properly. This becomes more essential as the available CD's are at a real premium. I think we're lucky we have the willing volunteers that we do. Don't forget to thank them for their selfless efforts, just so that you can enjoy your racing.



Photo's (Top) showing the "Texas Hot Thumb" (most useful for TQR) and (Bottom) the "Cox Clip hot finger" useful for both upright & side mounted motors.

2017 F2C Nat's and Team Trials Observations - Steve Wilk

Our Team Trial was kind of scary.

We had decided to fly our older Kram/Yugov gear for the Nat's and Team Trials after looking at who we were flying with, and set the engines with a soft (safe setting) and save our new Lerner/Bonderanko gear.

We started out with 6 teams.

On our 3rd heat we had just finished the race. Dave had shut down and Alex Topunov was behind him and shut down after Dave, when a gust of wind ballooned Dave up and Alex hit us from underneath, destroying our plane.

We were able to get 3 times in the 3:30's which were good enough to make the Team but nothing to brag about. Dick & Tommy and Alex & Piotr were also flying with similar speed and settings. Bob and Jason were flying old equipment with no speed and did not really have a chance.



Steve Wilk's damaged F2C entry, see text for details.

Other notes...

The paved area at the Nat's for racing is very bad with many cracks in the black top. I have a Pic that I need to send to the AMA to see if they will address the problems.

The 2018 World Champs will be at the same time as the Nat's, so precious few of the F2 entries will be at the Nat's unless the AMA changes the Nat's dates for control line racing.

These are the teams that have qualified to attend the next World Champs.

Tom Fluker & Dick Lambert
Steve Wilk & Dave Fischer
Alex Tuponov & Piotr Sobala

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

2017 RACING SCHEDULE

South Jersey Aero Modelers

Contest Site: Mountain View Park, Middlesex, NJ

Come out and enjoy Control Line Racing.

Inquiries...call Phil Valente-610-692-6469

15-Oct.

CD Al Ferraro

NCLRA Clown, Sportsman Clown, Perky Speed, Fox 35 Speed

5-Nov

1 OZ GOODYEAR, FOXBERG, CLOWN RACING-SPORTSMAN,
CLOWN SPEED, FOX 35 SPEED, PERKY SPEED

PHIL VALENTE AMA#16155

1523 ULSTER WAY

"WEST CHESTER, PA 19380"

(610) 692-6469

19-Nov

1 OZ GOODYEAR, FOXBERG, CLOWN RACING-SPORTSMAN,
CLOWN SPEED, FOX 35 SPEED, PERKY SPEED

PHIL VALENTE AMA#16155

1523 ULSTER WAY

"WEST CHESTER, PA 19380"

(610) 692-6469

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

MIDWEST DISTRICT

None

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

Sept 2 same events as June 10

Sep 29- Oct 1 DMAA Fall Finale same events as April 28-30

SOUTHWEST DISTRICT

2017 Whittier Narrows Racing Contest Calendar

Whittier Narrows Park, S. El Monte, Ca., 34.042737, -
118.070392

Sept 9-10

Wayne Trivin Memorial Speed and Racing

All speed events including electric, 301-310 & 334,335 + perky
& NASS Sport Jet & C Speed.

Racing Sunday only: SCAR Goodyear, NCLRA Clown, Super
Slow Rat/Fox Race and Quickie Rat

CD & Racing ED: Ron Duly h: 818-843-1748

Speed ED:

Oct 21-22

Virgil Wilbur Memorial Speed, Combat, and Racing, sanction #17-284

All speed events including electric, 301-310 & 334,335 + perky
& NASS Sport Jet & C Speed.

Combat: 75mph slow, F2D fast

Racing Sunday only: SCAR Goodyear, NCLRA Clown, Super
Slow Rat/Fox Race and Quickie Rat

CD & Speed ED: Howard Doering h.714-638-4937

c.714-394-5304

Racing ED:

Combat ED:

Dec 2-3

TOYS FOR TOTS Speed, Combat and Racing

All speed events including electric, 301-310 & 334,335 + perky
& NASS Sport Jet & C Speed, Torquette Speed, Hollow Log
Speed.

Combat: 75mph slow, F2D fast

Racing Sunday only: SCAR Goodyear, NCLRA Clown & Super
Slow Rat/Fox Race and Quickie Rat, Musciano Log Racing

Entry fee: 1 new unwrapped toy, approx value \$10-\$20.

CD & Racing ED: Charlie Johnson

NOTES:

1. **Contact CD or ED to confirm contest dates before
traveling long distances.**
2. All Racing events Sunday only
3. Same four Racing events each contest
4. Clown will be flown on 60\2019 lines per NCLRA
NATS rules
5. Other Racing events may be flown if two entrants show
up ready to race
6. Combat and/or Navy Carrier events may be added to
some contests.

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) 3:42 Fisher/Wilk 7/13/15
(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 RACE

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 RACE

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

(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

Nelson

Competition Engines 

121 Pebble Creek Ln.
Zelienople, PA 16063
(724)538-5282

SUPPLIERS

BRODAK MANUFACTURING

Everything c/! 100 Park Ave, Carmichaels PA,15320
724-966-2726 email flyin@brodak.com

CS ENGINES AMERICA

113 North Chase Ave., Bartlett, IL 60103
G/Z .049/.061 Engines; sales, service & parts. (Bill Hughes)
e-mail williamhughes4@comcast.net 630-736-6036

DARP

969 Cedar Street Allouez, MI 49805
DARP Speed Pans for classes including
A, B, D, and 21 Sport. (Barry Tippett)
e-mail: Barry@Petrockfarm.com 906-337-4533
www.Petrockfarm.com

JIM DUNKIN

Engine reference books 816-229-9671
dunkin@discovernet.com

ELIMINATOR PROPS

Steve Wilk 3257 Welcome Ave. N. Crystal, MN 55422
763-531-0604 e-mail swilk@cpinternet.com
Online store <http://eliminatorprops.com/store/>

STEVE EICHENBERGER

Custom Fiberglass Performance Props: Moulded tops. Steve
Eichenberger 480-730-0016

GOODYEAR PLANS- DOUG MEYER

Douglas Mayer 5010 W. 123rd Place
Hawthorne, CA 90250 310-676-4240 Home
310-463-0525 cell
mayer@kmd-arch.com

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(<http://www.justengines.unseen.org>)

JON FLETCHER

Custom replacement engine parts, needle valves.
33 Lagari Close, Wingham, NSW 2429
Australia Tel. 61 2 6553 4548

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827 SE 43rd Street
Topeka, Kansas 66609
785-266-7714 - Sales@LeeMachineShop.com
www.LeeMachineShop.com

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New in bag. (Engines came without boxes)
Includes stock muffler and carburetor.
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.090" 2024-T3, drilled & tapped, with screws
Edges pre-rounded.

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1 1/4" Williams Bros. wheels, 1/4" axles

1/4" axles w/o wheels \$2.00

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1 oz fuel tank per Margaret June plans \$20.00

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includes hex buttons, eyelets, screws

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per Margaret June article

fuel bottle with fill fitting 8 oz. \$10.00

16 oz. \$11.00

Deluxe fuel bottle w/spring valve 8 oz. \$14.00

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Shipping \$10.00 for orders with engines / \$7.00 per order
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tanks, bottles. 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



Dallas Model Aircraft Association

Fall Finale 2017

**Control Line Speed and Racing
September 29, 30 & October 1, 2017
Hobby Park, Dallas Texas**

Pilots' meeting 9:00a.m. each day

Friday Sept 29

F2G **dropped from schedule.** Speed events only.

Saturday Sept 30

Quickie Rat
Super Slow Rat
Sportsman Goodyear
Clown Race (**first event of the day**)

Sunday Oct 1

AMA Goodyear
Mouse I
Fox Goldberg

all three days

Sport Jet Speed
Record Ratio &
Perky Speed

Any speed class can be flown on a percent of current record basis. Goldberg and Sportsman Goodyear racing flown per DMAA rules. (dmaa-1902.org). Super Slow Rat, Quickie Rat, and Clown flown per NCLRA rules. (nclra.org) Sport Jet and Perky speed flown per NASS rules. (clspeed.com) 10% fuel generously provided by Ritch's Brew.

First event \$10.00 and additional events \$5.00 each with a maximum of \$25.00.

Contest Director: Bill Bischoff billbischoff@hotmail.com

Speed Director: Patrick Hempel ptrckhem@aol.com

Sponsored by: Dallas Model Aircraft Association <http://www.dmaa-1902.org>

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