

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



TO



Bill Bischoff's SCAR Goodyear race entry shows its ill-fated result, see Southwest Rep Doug Mayer's column for details.

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Torque Roll Issue #176
November 2024

PRESIDENT – Bill Bischoff

By now, all the World Champs F2C workers should have received their financial compensation. If you haven't, please contact Bill Lee. Although the World Champs didn't take in enough money to give the workers as much as originally intended, NCLRA contributed additional funds to give the workers the full amount. Thanks again, everyone.

The CL Racing schedule for the 2025 NATS is as follows. Monday, July 7 will be Mouse 1 and F2C team race. Tuesday, July 8 is AMA Slow Rat and AMA Goodyear. Wednesday, July 9 will be Quickie Rat and DMAA Goodyear. Thursday, July 10 is Super Slow Rat and Clown Race. We didn't get to discuss the subject at the annual meeting at the NATS, but is there any interest in holding Vintage B Team Race in 2025? Perhaps I should rephrase the question. Is anyone willing to pay for the trophies for Vintage B team Race?

Don't forget, we've modified the *Torque Roll* schedule due to the late 2024 NATS. This will be the last issue for the year. We will return to our normal schedule for 2025, with the first issue of the year coming out in February.

Just a reminder, our last information was that we should be getting an order of 20 Fora Junior engines in November. Of course, this is subject to change as the war in Ukraine rages on.

NORTH WEST – Leighton Mangels

Maybe it's just me but every race plane I've had with either wire or aluminum landing gear eventually seems to get reshaped (bent). So, a while back I started trying different ways to make them from composite material and have finally found a way to make a landing gear that works very well, is virtually indestructible and is as light or lighter than the aforementioned metal ones. I've found that the way to make them strong and light is to lay them up and squeeze them very tight while the epoxy cures. I start by making a sandwich with a layer of thin plastic, one mil drop cloth works perfect, then a layer of peel ply, which absorbs the excess resin and leaves a very nice surface finish, then the required layers of fiberglass or carbon fiber cloth saturated with a good laminating epoxy, then a layer of peel ply and the plastic. The plastic and peel ply should be bigger than the composite material and then the sandwich gets squeezed very tightly. For a single gear leg it's a simple matter of putting it between a couple pieces of 2 x 4 and using as many c-clamps as you can get. The very tight squeezing is important as in a composite structure the strength is in the cloth and the weight is in the resin so we want to squeeze as much of it out as possible. A multi angle gear leg, like on a Goodyear, is trickier as an appropriate mold is needed to get the shape. I just take an oversized piece of wood and saw the shape making two matching pieces and then the sandwich goes in between and again clamped tight. I'll attach a couple pictures that hopefully will show the process and finished pieces. All parts are molded oversize and then sawed, ground, sanded, and drilled to the finished part. I make a much oversize flat piece from which numerous straight gear legs can be made. By the way, carbon fiber is nice but very satisfactory parts can be made with regular fiberglass cloth. I use fairly heavy fabric, in the 8 ounce range, and for the single

legs I found that 20 layers is about right and for the smaller Goodyear gear 12 seems about right. Some experimenting will show what you need. The single gear leg in the picture, after shaping and sanding a nice airfoil, weighs .7 ounce or 20 grams and is virtually bulletproof. If there are more questions on any of this contact me and we can get into more details. Suffice it to say I'm not bending gear legs anymore.
Leighton Mangels



Mould for the Carbon 2-leg gear set.



Single Carbon gear leg, see text for details.

NORTH CENTRAL – Paul Gibeault

Strange things that ONLY happen at The Nats

It has occurred to me that the AMA Nats in Muncie seems to incur calamities that I never experience anywhere else.

- Only at the Nats does a sudden muscle twitch happen when I have small screws in my hand. Yes, I usually have a rag under me when disassembling things in case I should inadvertently drop something.

At The Nats, an unexpected muscle twitch caused me to fling 3-48 attach bolts from my mouse racer into the grass, one never to be found, so I had to go with three. Apparently 3-48 X -3/8" screws are rare, as nobody had one either... This also happens when tiny head shims are being sorted. They seem to be attracted to grass...?

- Only at The Nats do I discover the reason my prop flew off was that the 5-40 prop stud in only THAT PARTICULAR ENGINE was too short.
- Only at The Nats do I catch a glow plug clip in the exhaust port of an otherwise excellent running Cox, ruining it...
- Only at the Nats, do I discover the reason an excellent running engine won't needle is the tiny venturi O-ring has deteriorated while in storage.
- My mouse racer landing gear is attached by a single internal wrenching hex head screw. My dedicated screwdriver went mysteriously missing so an Allen head wrench had to be used, (but takes much longer)!
- If your engine is going to have a failure, it will be of a type never seen before (i.e. your Cox cylinder unscrewing itself or falling off taking the c/case threads with it, or your con-rod breaking in half.)
- Your best props will often be tested severely (or broken) at The Nats.
- The Nats is a great place to find loose glow plugs during a flight.
- If your tank seam just has to split, it will happen at The Nats.
- If your fuel tubing has to split, it will be at The Nats.
- Your equipment might be running great, but your competitors' problems may end up taking you down with them.
- I can't seem to keep track of my line reel line clips!
- The Nats is the ONLY contest where my freshly painted model's finish did not cure...
- I'll compete everywhere without incident, but only at The Nats do I run my finger into the prop of a running engine...?
- Seldom overheard in the pits: " I'm having a trouble-free Nats"
- More often heard in The Nats pits: " Man, I can't believe my model survived with all the sh*t that went down today".



What was needed (a band aid).



What seven hours in the hospital Emergency ward and \$300 buys you. (applied by a professional with anaesthetic) Paid for by Visa travel insurance, I don't leave home without it!

SOUTH CENTRAL – Bill Bischoff

DALLAS FALL FINALE Oct 5/6, 2024

Although our pre-contest head count included eleven racers, we started the contest with only six. Those who missed it missed some beautiful weather, and some very close racing. Timing was handled by Sandra Lee and Tom Walker. Saturday began with DMAA Goodyear. Without enough timers, and too many team conflicts to resolve, we had to fly two-up instead of three-up. In my first race against Patrick, we both turned personal best heat times. In the second race, Patrick's needle valve was moving in flight, causing his engine to go sour. He shut down to try to correct the situation, giving me about 30 laps solo. This allowed me to turn an unheard of 3:47! For the remainder of the races, everyone continued to



What happened... (fingernail was split).

post smokin' times. **Everyone** was faster than this year's NATS winning time. Paul Gibeault turned a personal best 4:01 with a rent-a-racer (also a personal best for the plane), but still came in sixth! This must have been exciting and frustrating at the same time. We all stood on our heat times, and broke for lunch.

Kelly Hite had to bow out of Quickie Rat. He had experienced car trouble on the way to the field, and was waiting for the wrecker driver. I don't remember the details, but Patrick was brought in to fly. Mike Greb took a pass on his second flight, figuring that he couldn't top Bill's 3:12.

With Kelly gone, Super Slow rat was just Bill Bischoff and Mike Greb. They both elected not to fly, bring Saturday's racing to a close.

Sunday, we were joined by club member Mike Scott, who was our third timer. He would have usually been there on Saturday as well, but had a prior commitment.

Mouse started off with a minor incident. The first heat was Bill B flying for Paul, Mike G pitting for Kelly, and Patrick flying for Bill Lee. Paul and Bill both got clean starts. When Kelly got started, his model ran/flew into the circle, hitting the other two pilots. We then got wrapped up in the lines in the middle of the circle, and Bill Lee's model got crashed.

Fortunately, Paul's model picked just the right moment to quit, and landed safely. Paul then flew with the two remaining models, with results as shown.

There were no entries in AMA Goodyear, but Bill Bischoff flew his OS 18TZ powered Sport Goodyear model he dubbed a 'Clown-Year', to demonstrate its comparability to AMA Goodyear model performance. Read more about it elsewhere in this issue.

Clown Race had two entries. The Hite/Gibeault team messed up less than the Bischoff/Greb team, and took the win with a modest 109 laps.

DMAA Goodyear		80 laps
1)BillBischoff	3:54.17	3:47.40
2)Bill Lee	3:57.75	3:54.30
3)Kelly Hite	3:58.02	3:56.65
4)Patrick Hempel	3:58.96	49 laps
5)Mike Greb	4:00.20	4:03.57
6)Paul Gibeault	4:01.13	4:07.67

Quickie Rat		70 laps
1)BillBischoff	48 laps	3:12.12
2)Mike Greb	3:20.50	pass
3)Paul Gibeault	3:36.06	50 laps

MOUSE I		50 laps
1)Paul Gibeault	4:38.72	2:42.84
2)Patrick Hempel	2:54.26	3:09.59
3)Mike Greb	2:56.84	3:21.20
4)Bill Lee	18 laps	----
5)Kelly Hite	0 laps	----

CLOWN RACE		7 1/2 min.
1)Kelly Hite		109 laps
2)Bill Bischoff		100 laps

2024 DMAA SPORT GOODYEAR TOP 20

	(80 laps)
1)Bill Bischoff	3:47.40
2)Bill Bischoff	3:54.17
3)Bill Lee	3:54.30
4)Bill Lee	3:56.24
5)Kelly Hite	3:56.65
6)Bill Lee	3:57.75
7)Kelly Hite	3:58.02
8)Patrick Hempel	3:58.96
9)Bill Lee	3:59.00
10)Mike Greb	4:00.20
11)Bill Bischoff	4:00.40
12)Paul Gibeault	4:01.13
13)Bill Bischoff	4:03.53
14)Mike Greb	4:03.57
15)Patrick Hempel	4:03.79
16)Mike Greb	4:05.14
17)Kelly Hite	4:05.51
18)Bill Lee	4:06.08
19)Doug Mayer	4:06.81
20)Paul Gibeault	4:07.67

SOUTH WEST – Doug Mayer

We have an exciting report for you this month, so here we go!

First order of business, we have (1) contest left this year that I want to announce. All SCAR races are held at Whittier Narrows in Soth El Monte (Los Angeles).

December 08 – Toys for Tots. Our classic winter benefit for the Marines. Entry fee is a new unwrapped gift. This is our last organized race of the year so be sure to attend. Speed and Combat is Saturday and Sunday, Dec 7&8. Racing is Sunday Only. Races will be, Mouse, DMAA Sport Goodyear, SSR/Fox, Quickie Rat.....maybe if there is interest, [AMA Goodyear + .19 Goodyear combined]...details to follow in this newsletter.

BREAKING NEWS!!! I just got off the phone with Mike Hazel, and he confirmed that he's planning to attend Toys for Tots for speed and RACING. In addition, the word is that Paul Gibeault will be coming with Mike (details still pending). And based on all this, my BRO Bill Bischoff is booking airline tickets and planning to join us as well. With all these out-of-town participants, we need to round up the local guys for some good attendance as well.

PLEASE NOTE: The sun goes down early in December, and we should have a good number of entries, so I want to start racing at 9:00 sharp. Please try to get to the airfield early, and get set up so we have time to run through all the heats. We historically have a bad habit of letting mouse drag on too long, and eat into the contest schedule. I suggest that we evaluate how much interest there is in mouse, but also be diligent about running thru the heats and not taking too long. Remember to bring your toys, the little kids (thru the Marines) will be thankful!

Virgil Wilbur Report. We held the world-famous Virgil Wilbur Fall Classic this October 12 & 13. This year was especially successful with a handful of out-o-town participants. We had Bill Bischoff from Dallas, Bill Cave, Doug Haas and Bob Kerr from Central Cal, Pete Cunha from Sacto and Bob Harness from our high desert. The BACK-AT-IT team enjoyed a reunion of sorts with original members Bill Cave, Bob Kerr, Doug Mayer and fresh member Tristan Mayer all sporting our custom Gold BACK-AT-IT T-Shirts. As per previous years, this was a loosely organized event with no AMA sanction, no park permit, no entry fees, and this year we had no trophies. It was just a beautiful October weekend event with lots of racing. Both days started off with dense fog and wet grass. The sun eventually burned off the fog by 10 or 10:30. Saturday was bit hotter, with Sunday just proving to be a wonderful day.

We ran a lot of race heats all day Saturday and ended the day late as the sun was setting in the west. Tristan and I had the last race of the day and had to fly thru the sun every time we faced the west. It was pretty miserable because that doesn't usually happen. We tried to wrap up the contest by 3:00 on Sunday because half of the crew had a long drive ahead of them.

We had some loosely organized teams, but helped each other with Pilot or Pit duties to line up the heats as needed. You can see from the results that it was a big cooperation effort. In corner #1, we had myself as full-time pilot, Bill Bischoff as full-time pitman, and Tristan as Pilot. Wait! What? Doug Pilot, Bill Pitman? Yes, I have a broken thumb and a cast on my left hand (fortunately), so I was able to hold a handle (and had a great excuse not to pit! What a fun weekend!) Bill said this was the first contest where he didn't hold a handle at all.

In corner #2 was the BACK-AT-IT Nor-Cal team of Bill Cave, Bob Kerr, and Doug Haas. Bill Cave piloted, and Doug pitted, and Bob Piloted. Wait! What? Bill Pilot, Doug Pitman? Yes, I have not seen Bill Cave pilot a race plane in 20 years! Oh well, just to give Bill credit, he was also witnessed flipping props (Whew! I thought I was going crazy for a minute there).

In Corner #3 Was Pete Cunha and Bob Harness. Both guys were seen piloting and pitting. Bob was recruited for some additional pitting duties, thanks Bob.

In Corner #4 was local crew Dave Hull, Mike Callas and Ron Duly. I believe both Dave and Mike did both pit and pilot duties. Ron only entered DMAA goodyear, and then was gracious enough to take over the Contest Director duties.

Dave Braun and Charlie Johnson were also in attendance and helped with timing races.

Here's a few notes: Saturday:

Mouse: Scratched, not enough interest

Clown: Scratched, not enough interest. Ron said he could bring his clown on Sunday, and we asked him please don't do that. We used our OS .18 TZ's on Sunday in .19 Goodyear.....more about that in a bit.

DMAA Sport Goodyear: We had 11 entries, Amazing! We were able to align the heats to give us (3) 3-up races and (1) 2-up race. Pete and Tristan requested the 2-up race, so that means the rest of us had a good chance for some 3 up races. We ran (2) back-to-back heats for each race, and then skipped the final. Best heat time wins. That was a lot of racing, so we decided to take a lunch break before moving onto SSR.



Tristan passing Pete Cunha in Sport Goodyear.



Unusual sight, Bill Bischoff pitting.

Super Slow Rat: We had 8 entries, (7) SSR's and Tristan was running a Fox Racer. With 8 entries the easiest way to run the race was (4) 2-up matchups. I re-aligned the heat matchups so I could race 2-up with Tristan. That means that Bill Bischoff didn't pit for Tristan, but it was the first time that Tristan and I ever raced against each other in the circle. We both had some funny problems during one of our heats and each got a DNF, but.....wait for it.....Tristan beat me by 2/100th's of a second... Cool!

Here's a few notes: Sunday: We all showed up a bit late and got a slow start. I think it was coffee drinking time and time to chat and check out Dave Braun's mobile hobby shop. The fog eventually burned off and we got serious about doing some racing.



The SSR Lineup.



Back-At-It front view, Back-At-It back view.



SLOWRAT.

SCAR Sport Goodyear: The SCAR race was aligned as a 3-up race and ended in disaster before it even started. 5, 4, 3, 2, 1, GO! Tristan's plane came straight into the circle, flew across to the other side, snapped tight on the lines, and did a big loop in the air, and crashed. Meanwhile, I did one complete lap, and scooped up his lines on my arm. I did one lap with lines "a-wrapping around me", so I tried to transfer my handle to my left hand. My left hand has a big dumb cast, and I couldn't control the handle and Bill's plane went straight into the tarmac and got demolished. Meanwhile, Dave Hull escaped the entire mess. I think he was able to shut down and get out without a scratch. In true SCAR form, Dave ran a 1-up heat and a 1-up final to post some times. Thanks Dave!

AMA Goodyear: Each year we run AMA Goodyear in an effort to keep the event relevant. Each year we have varying degrees of success. Over time, our high-performance Nelsons and Rossi's get a little older, and our collective experience running high performance motors on pressure systems seems to fade a bit. After the NATS, Bill Bischoff and I started talking about running our Clown motors, [OS .18 TZ's] on a sport Goodyear with 60-foot .014 solid wires, and running with the AMA Goodyears, similar to how we race SSR/Fox as a combined event. The Dallas guys gave it a try at their Fall Finale, and we gave it a try at the Virgil Wilbur. Here's how it went.

The Race: Dave Hull showed up with a newly acquired AMA Goodyear (used and retired by someone else, we believe it was a flier from Muncie based on the planes numbers and markings). The plane looked to be in decent shape, but Dave was trying to flush out the gremlins, and having a bit of a challenge. I believe he was having problems shutting down the motor because the shutoff was not fully engaging on the pressure line. After a number of test runs, Dave decided to scratch the entry, and save it for another day. That left me with the only Nelson Powered true AMA Goodyear, and (2) sport Goodyears with the prototype OS .18 TZ setup. Since all 3 teams involved me, Bill Bischoff and Tristan, I figured it was easiest to scratch my Dick Ohm AMA Goodyear, and see what the (2) OS .18's could do against each other. Bill and I teamed up, and Tristan recruited Bob Harness as his pitman. The planes flew very well with the .18's and the 60 foot wires (to be expected), and seemed fast, but not quite on par with a true AMA Goodyear. Bill and I had a slight airspeed advantage over Tristan and Bob, but wait....33 laps!! Yikes! Bill and I had to pit twice to Tristan and Bob's single pit, so they beat us



Bill Bischoff's Busted Buster entry, New home for an old plane.

quite handily. All-in-all it was a good experiment. Although the planes aren't as fast as an AMA plane, they could easily win a race if the AMA plane is having issues in the pits. I believe that Bill is publishing his proposed rules for this event in this issue of the Torque Roll. The real intent is to use a plane you already have (Sport Goodyear) and a motor you may already have (Clown motor) and go out and have some fun. With so few of us still participating in CL racing these days, anything to keep the "fun factor" alive should be a welcomed thing. And yes, I flew the plane...and it was fun!! (It was more fun than flying a clown on 60 foot wires with the same motor). Based on the mileage issue, I suggested to Bill that the fuel tank should be unlimited, as it is in AMA Goodyear.

Question: What do we call this hybrid event? Bill has suggested "Clownyear", but I dis-like Clown so bad, that I have negative connotations with this name. We also thought about "Hybrid Goodyear" or "19 Goodyear" or "Suction Goodyear".....I have my favorite (19), but I don't want to influence the vote.....ha ha ha (Yes I do!).....anyway, let us know what you think. AND, consider putting a 18 or 19 motor on one of your Goodyears and running it on suction. Its fast and fun. I'm hoping a few people can bring an AMA or a 19 Goodyear to the Toys for Tots to give it another exhibition run.

Quickie Rat: Things are about to get serious. Everyone seemed to be running on queue with flawless performance and good needles in our warm up heats. Since the day was getting long, we all decided to go straight to a 140 final. The racing did not disappoint. Bill Bischoff deserves the "atta-boy" award for (2) complete 1-flip races. Tristan and I were in opposite heats, but I watched Bill flip Tristan's prop with perfect 1 flip pits every time. Tristan easily edged out Dave Hull in his race,

look out Dave, the kids are coming for us!! In the second race, Bill Cave came out of the chute and had an airspeed advantage in the front end of our race. Over the course of the race, I gained back the airspeed, but I knew it was going to be a very close race. In the end, I barely beat Bill by a lap or so. Check out the results....the top 3 entries finished within a 5 second window, which is really close considering it was a 140 lap/3 pits race. Excellent performance was had by all the teams that battled it out in Quickie Rat. What an excellent way to finish the weekend. Everyone should be proud of the hard racing this weekend

Slowrat: Scratched: Originally, Bill Bischoff and I planned to have a NATS rematch in Slowrat, but it was too late in the day, and quite frankly, we had done plenty of racing in 2 days. We let this one slip away.....we'll have to plan that rematch for another time.

That's it for this month. Keep your lines tight and wear your sunblock, and try to attend the Toys for Tots in December if you can make it.

VIRGIL WILBUR RESULTS:

Dallas Sport Goodyear	80 laps	80laps
1. Doug Mayer / Bill Bischoff	4:09.79	4:06.81
2. Bill Bischoff / Doug Mayer	4:13.36	4:09.24
3. Tristan Mayer / Bill Bischoff	4:26.17	4:26.80
4. Ron Duly / Dave Hull	4:31.16	48 laps
5. Dave Hull / Bob Harness	4:41.21	4:31.44
6. Bob Harness / Dave Hull	4:45.02	4:31.58
7. Doug Haas / Bill Cave	4:47.27	null
8. Bob Kerr / Bill Cave	4:49.73	DNF
9. Pete Cunas / Bob Harness	5:06.27	5:08.43
10. Bill Cave / Doug Haas	5:16.05	5:20.12
11. Mike Callas / Bill Bischoff	5:40.73	5:58.23
Super Slow Rat / Fox Race	100 laps	100 laps
1. Bill Bischoff / Doug Mayer	6:00.32	5:59.03
2. Bill Cave / Doug Haas	6:01.95	6:03.01
3. Mike Callas / Dave Hull	6:55.08	6:04.59
4. Dave Hull / Mike Callas	7:19.83	6:18.63
5. Pete Cunas / Bob Harness	6:21.27	7:12.34
6. Tristan Mayer / Doug Hass	7:09.01	DNF
7. Doug Mayer / Bill Bischoff	DNF	7:09.03
8. Doug Haas / Bill Cave	DQ-shutoff	7:49.77
SCAR Goodyear	100 laps	200 laps
1. Dave Hull / Bob Harness	5:20	11:21.25
2. Bill Bischoff / Doug Mayer	2 laps.....crash	
3. Tristan Mayer / Doug Haas	½ lap.....crash	
Quickie Rat		140 laps
1. Bill Bischoff / Doug Mayer	7:03.53	
2. Tristan Mayer / Bill Bischoff	7:04.46	
3. Bill Cave / Doug Haas	7:09.20	
4. Dave Hull / Bob Harness	7:47.01	

AMA Goodyear / OS .18TZ Clownyear	70 laps
1. Tristan Mayer / Bob Harness (1) pit .18TZ	3:47.27
2. Bill Bischoff / Doug Mayer (2) pits .18TZ	4:01.15
00. Dave Hull	motor problems –
scratched	
00. Doug Mayer	Nelson – decided to scratch

On The Road With Bill and Kari **Bill Bischoff**

Once again, Kari and I headed for Los Angeles for the Virgil Wilbur racing contest. This time we drove, so I could bring more airplanes. I also had volunteered to carry Doug Mayer's model box home after the NATS, so he didn't have to be burdened with it on his post-NATS family vacation.

DMAA Goodyear had eleven entries, equalling this year's NATS. Since Doug's left hand was in a cast, I became our pitman for the weekend. Not flying was strange, but at least I got to use all my cool pitman equipment. Doug had crashed his Outrageous at the NATS, so he entered my pink Polecat rent-a-racer. I made a good showing, and Doug took first, I took second, and Tristan took third. Beyond that, look how several places were separated by a fraction of a second. Close racing is good racing!

Note that other events were also close. In Super Slow Rat, first through third were separated by 5 seconds. Doug Mayer's entry was a Brodak powered SSR, and his son flew a Fox powered model. They flew in different heats, and each only finished one of their two races, but in the end Tristan topped his dad by .02 seconds (yes, that's two one hundredths of a second!)

In Quickie Rat, Doug flew my entry, and I also pitted for Tristan. I had a four-flip race for Tristan, but my airplane was just enough faster to sneak by. Bill Cave was close behind, nipping at our heels. This time, first and third were only 6 seconds apart.

The only incident occurred in SCAR Goodyear. There were only three entries, so it was flown 3-up. Tristan Mayer's model may have had a bad launch or snagged a line on the ground on takeoff. It came through the circle on the ground with slack lines. It got airborne, leaping up in the air in the middle of the other two models which were already flying. The Hull entry manage to avoid getting caught in the snarl, but Tristan's model and my model (being flown by Doug) both hit the ground. Tristan's model sustained fairly minor damage, but mine was totalled. Both of us also broke our engines. It was just one of those things that can happen, so there was no use in getting upset.

AMA Goodyear turned into a Clownyear demonstration. Bill Cave forgot his Goodyear at home, Dave Hull withdrew after his model didn't want to cooperate, then Doug pulled out. This left Doug to fly my Clownyear against Tristan flying the Mayer Clownyear. Both airplanes started and ran fine. I

missed the needle setting a little, and had to make an extra pit stop. Tristan made it in one pit, and took the win. I think this event will be fun, and hope it will catch on, even in places that don't normally hold AMA Goodyear. If you don't know what clownyear is, read about it elsewhere in this newsletter.

This was probably the highest attended Virgil Wilbur contest in many years, and the contestants left full of enthusiasm and anticipation for next year. What more could anyone want? Thanks go to Doug Mayer, Ron Duly, Charlie Johnson, Dave Braun, Mike Callas, and all the contestants that pitched to time and count laps. See you in 2025!

CLOWN-YEAR RACING- just for fun **Bill Bischoff**

What: Clown-year racing is a supplement to AMA Goodyear. It is meant to be run together with AMA Goodyear, in the same manner as Super Slow Rat and Fox Racing are run together. It uses Sport Goodyear airframes, powered by NCLRA Clown Race-legal engines. (Remember, anything .15 or under still falls under AMA Goodyear rules.) Planes must run on suction, and have external controls per Sport Goodyear rules. Hot gloves, shutoffs and any prop are allowed. Lines are .014 solid per AMA Goodyear.

Why: AMA Goodyear is fast, noisy, and exciting, but good engines are expensive and difficult to come by. Pressure fuel systems are finicky and the engines are harder to start and tune. The OS .18TZ is also expensive and difficult to come by, but fast, noisy, and easy to run on suction. That's why it is the dominant engine in Clown Racing, and many people own them. Still, people don't like Clown Racing. "Too floaty, too fragile, don't fly well," are complaints that I have heard. Conversely, everybody loves Sport Goodyear. In testing, My .18TZ on my original Margaret June ran 16.6 sec/ 7 laps consistently, always started, and didn't seem to fly any differently with the 60 ft. .014 lines. Based on recent NATS performances, this is on par with what AMA Goodyears are doing when they don't have problems. Clown-years should fit right in.

How: If you put the .18TZ Clown engine on a ASP/ Magnum Sport Goodyear, it will bolt right on. (You may need to shorten the nose a smidge.) You can use the Clown tank and shutoff as well. You can still convert back to a legal Sport Goodyear by just swapping engines. (On my airplane, I simply glued a heat shield on the front of the Sport Gy tank to deal with the rear exhaust. I switched the shutoff to something narrower, allowing it to fit between the fuselage and rear exhaust stub. The shutoff shown on the "Margaret June" plans works well.)

Typically, Clowns are set up to get about 40 laps per tank. As long as you get 35 laps in traffic, you're all set. You could even skip the shutoff altogether if you wanted to. If you don't get 35 laps, you'll need to go smaller on the venturi or build a bigger tank. If you get a lot of laps, you can elect to go bigger on the venturi.

Who: I'm not suggesting that people go and build new airplanes and buy new engines. But if you've got a Sport Goodyear, and an 18TZ (or other appropriate engine), why not give it a try?

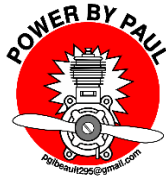
Where/ when: Add it the next time you have AMA Goodyear at your contest. At the recent Virgil Wilbur contest in

California, the only finishers in Goodyear were the two Clown-years. Or, just try it as a fun diversion one weekend at the field.

Questions: How many people are interested in this? Will it take over AMA Goodyear, or will it never be more than a novelty for a few people? If we don't limit tank size, will we need a maximum venturi diameter to keep the speed in line with AMA Goodyear? Should we allow quick fills? What will we call it? Clownyear, .19 Goodyear? Should we simply modify the AMA Goodyear rules to allow .15+ to .19 engines on suction? Let me know what you think, and please give it a try.



Bill Bischoff's "Clownyear" racer.



FOR SALE

5- Cox .049 mouse race engines \$75.00 each
 - Venom crank - Mylar reed - Custom stud & spinner
 - Sealed needle Valve - Original Cox high compression (p/n 1702) glow plug - Venom Cylinder w/ TeeDee piston
 OR TeeDee cylinder & piston.

K&B 4011r/c TQR engines \$85.00 each
 K&B 8011r/c TQR engines \$75.00
 K&B Assorted new & used parts - Ask for price

Contact Paul Gibeault @ 780-716-2950
 E-mail: pgibeault@shaw.ca



LOWER DRAG LANDING GEAR

Bill Bischoff

Recently, Lester Haury and I have been working on reducing landing gear drag as a means to improved performance in Sport Goodyear. I have heard repeatedly that the intersection between the gear leg and the wheel is a very high drag area. We believe we have hit upon a simple improvement, made possible primarily by Lester's work with 3D printing wheels. A look at the photos should be self explanatory. The first photo shows a typical Sport GY landing gear. The angle formed between the side of the wheel and the upper surface of the gear leg is a high drag junction. The second photo shows a reshaped gear leg and reshaped wheel, all but eliminating the intersection.

Flight testing has shown an improvement of about .5 second for eight laps with the "new" LG over the "old" LG. This translates to 5 seconds in a heat, or 10 seconds in a final. Look at recent race results. This is enough to make a difference! We are hoping that wheels and struts will be available from Bill's Rent-a-Racer by the next issue of *Torque Roll*. The wheels are printed from durometer 95A urethane, the same compound found in skateboard wheels. The struts are .090" 2024 aluminum, the alloy I have always used. The hubs are our holdup currently, but we think we have someone lined up to make them.



A HANDY PROP TOOL

Bill Bischoff

If you fly Sport Goodyear, you probably know that the ASP, Magnum, and SH 15 all have a 5mm prop shaft. You probably have also noticed that most of the props we use have a 3/16" hole, which is a smidgen smaller. The last thing you want is to have to thread the prop onto the engine. It wastes valuable time if you have to make a prop change during a pit stop. Per my request, Jim Lee from Lee Machine Shop is now making a finger drill for this purpose. It is sized to drill props to the proper size to fit the most common Sport Goodyear engines. The part number is FD009, and for only \$4.00, one should be in every racer's pit box. He also makes venturis. Contact him at leemachineshop.com.



CONTEST CALENDAR

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

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT

None

SOUTH CENTRAL DISTRICT

None

SOUTHWEST DISTRICT

December 08 – Toys for Tots

Contact Ron Duly or Doug Mayer for details

Racing: Ron Duly rduly@earthlink.net 818- 843-1748

Doug Mayer Douglasmayer58@gmail.com 310-463-052

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e-mail williamhughes4@comcast.net 630-736-6036

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bottom pull, specify Goodyear (1 1/4")
or Quickie Rat (1 1/2")

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soft silicone, great for shutoffs **or \$5.00/ 3 ft**

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1/4" ID, 4mm spraybar, fits 10mm hole

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fits all Supertigre style spraybars

1 oz Sport Goodyear fuel tank **\$20.00**
with pinch-off overflow

bellcrank button kit **\$2.00**
includes hex buttons, eyelets, screws

5 oz. mouse fuel bottle **\$7.00**

8 oz. fuel bottle with fitting **\$10.00**

16 oz fuel bottle for 1/8" fill tube **\$12.00**
for rubber quick fill **\$15.00**

Shipping

\$12.00 per order including fuel tanks, bottles.
\$6.00 per order without fuel 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

Officer's Addresses

President

Bill Bischoff
1809 Melody Ln
Garland, TX 75042
Phone Numbers:
972-840-2135
Email: billbisch@hotmail.com

Vice- President

Les Akre
13336-129st.
Edmonton, Alberta T5L-1J8
Canada
Home: 780-454-5723
Cell(or other): 780-919-2792
E-Mail: scaleracer@hotmail.com

Secretary/Treasurer

Bill Lee
1106 Essie Way
Wylie, TX 75098
Phone Numbers:
H- 903-852-5599
C- 903-288-6029
Email: Bill@WRLee.com

Editor

Les Akre
13336-129st.
Edmonton, Alberta T5L-1J8
Canada
Home: 780-454-5723
Cell (or other): 780-919-2792
E-Mail: scaleracer@hotmail.com

North West Representative

Leighton Mangels
P.O. Box 1367
North Plains Oregon 97133
Phone Numbers:
503-647-5779
Email: leighton@telepo.....

North Central Representative

Paul Gibeault
23 South Park Dr.
Leduc, AB T9E 4W9
Canada
Cell (or other) 780-716-2950
E-mail: pgibeault@shaw.ca

North East Representative

Carl T. Schaefer
539 Hort St.
Westfield, NJ 07090
Phone Numbers:
908 803 7405
Email: earthingbrush2@yahoo.....

Midwest Representative

T.J. Vieira
1116 Park Place,
West Carrollton, OH, 45449
Email schluterdude@gmail.com
Ph. (Cell) 585-410-0366

South West Representative

Douglas Mayer
5010 W 123rd Place
Hawthorne, CA 90250
Phone Numbers:
310-463-0525
Email: Douglasmayer58@gmail.....

South Central Representative

Bill Bischoff
1809 Melody Ln
Garland, TX 75042
Phone Numbers:
972-840-2135
Email: billbisch@hotmail.com

South East Representative

Robert L Whitney
2905 Victoria Pl, apt 3G,
Coconut Creek, FL 33066
Phone Numbers:
321-676-0554
321-726-2017
Email: f2cracer@aol.....

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Basic membership is free. Simply apply on the web site : <http://www.NCLRA.org/> You will get the Torque Roll newsletter electronically every other month. In addition, you will get voting privileges for whenever a vote by the membership is required.

If you would like to receive a paper newsletter

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