

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



TO



The stunning array of Sport Goodyear entries at this years Nat's. How many can you name?

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**Torque Roll Issue #151
August 2020**

PRESIDENT - Bill Bischoff

That's right. I'm still President, thanks to the underwhelming response to our recent election. Les Akre is also staying on as Vice President, and we welcome back Tim Stone, this time as Secretary/ Treasurer.

The NATS took place as planned. It was wonderful to be able to get together with friends and fly some airplanes, and forget about the outside world, if only for a week. Sure, attendance was down, but it was still great to see people you only get once or twice a year.

As far as Nat's news and information, you will find it covered in various places in this newsletter, but I'm going to make you have to read and find it! See what happened this year and learn what will happen next year.

The rest of this season is still a question mark. I know that we are still planning to go ahead with contests in Dallas, but everything can change overnight. Be sure you check before travelling to any contest to avoid disappointment and a wasted trip. That said, I am hoping to see some of you on Labor Day or in October.

NORTH CENTRAL – Paul Gibeault

Greetings fellow racers!

I have an article this month's issue.

My article is about my experience in muffling the Fox 35 stunt engine for use in Sport Racing. One senior bystander did comment: "If the current sport racers were slower like yours, I'd even be interested in coming back to racing"

The muffler knocked off about 10 MPH on my draggy Top Flite "Flight Streak" model. I suspect perhaps less on a cleaner model such as the Dick Mathis designed "Mongoose" which is my current NW Sport Fox Race model.

I did find racing the muffled model more relaxing with the big drop in noise & the slower rotational speed. For Sport Racers, I see no good reason not to use mufflers in that event. If you LIKE the noise, fly the AMA events. Personally, I feel with regards to noise the C/L community (except stunt) have been happy to bury their heads in the sand & ignore unnecessarily noisy models for far too long. Just this long-time racer opinion...

IF my \$100 incentive prize for best heat time with a muffled engine entry had shown **any promise** whatsoever, I would have continued to sponsor the prize in further events. Sadly, for whatever reason there was NO INTEREST generated in attracting any new racers whatsoever. This tells me the C/L race horse is out of the barn & I was far too late to cause anything to change.... sigh!

p.s The NWSR legal O.S. 25 LA is a dreamboat engine to start / re-start hot when using the stock O.S. Muffler. WAY BETTER & EASIER than the Fox, but again too little too late.

I'll finish with a want ad. I'm looking to purchase an original and complete Carl Goldberg "Buster" kit. If you have one available for sale, please contact me.

Just to be clear, I don't want the Brodak version.

Cheers,

Paul (Keep those emails coming!)

MIDWEST – T.J. Vieira

How 'bout dem NATS?!

While attendance was down this year due to a multitude of reasons, I still had an absolute BLAST at all events (I also flew some stunt and carrier) this year! While my Nemesis didn't look quite so pretty for the big contest as it did online with my original "circus tent" paint scheme, she still got the job done enough to let me know I need more practice, but have a solid design to play with. I've just finished inking the prints for her and will be working on making a DXF of them. Maybe if you ask me super nice, I will throw in a set next issue.

Bob Heywood had some fun with his Cassutt, and an excellent finish with first in the "Bronze Cup" held for the Sportsman Goodyear races, despite me allowing it to take off a touch lean, and then losing count of laps during his final heat for the second pit stop. New guys, I tell ya.... Bill B. was right, "First in the Bronze Cup sounds way cooler than seventh overall!" My meager finish of third in the "Silver Cup" doesn't sound as cool, but as Tim S. put it in the AMA NATS Blog, "T.J.'s skills have vastly improved since last year," so watch out! For those that were not there last year, I had three DNF's, two of those fairly spectacular crash-outs. Bob is already scheming in the way only he can with a design for next year, and I have a few ideas up my sleeve as well.

Tim Stone had a fairly good week as well! With respectable finishes in SSR, Sport Goodyear, Quickie Rat, (pilot) Mouse I, and probably something else I'm missing. Tim, is there an event you didn't fly????

As tends to happen, I feel my best race was when it just didn't count for beans. While going through the Gold/Silver/Bronze cups, each heat wound up being a combination of each Gold/Silver/Bronze rather than each group hacking away at each other for their spot at the top of the hill. This was done due to scheduling and team assignments, as some people had to leave, other teams had two contestants that would have needed to fly against each other, but then an unfamiliar pit crew, etc. Well, as it happened, for the "Silver Cup" it was to be Tim S., Bill B., and (I believe) Patrick H., but Patrick had to leave for the day. Bill, being the awesome ED that he is, asked if my feelings would be hurt if it was a two-up rather than three-up race (I think Patrick was a Gold cup contestant, Tim and Bill both Silver). I think my reply asking for time to think was comical (though not fit for print!), but I asked if it was OK for me to fly traffic. Tim and Bill both agreed, and

off we went. It turned in to a faux “true” Silver Cup race. WOW! That was the most fun racing I’ve had yet! All three planes were pretty equally matched, I was finally warmed up and acing pit stops along with “accidentally” figuring out how to flutter during the in-lap to bleed off speed, I was passing, being passed, a little nudging for center position going on, a really cool three high pass in front of the timing tower, wow! Just wow! I think Bill finished up two laps in front of me, Tim two behind, it would’ve been nice had it actually counted! I need more planes for more events next year... Watch out fellas!

Speaking of events, don’t forget we have a race event coming in October to Dayton, Ohio! Flyer is elsewhere in the newsletter. It will be on the second day of what was traditionally a Navy Carrier weekend, but we shuffled it to Saturday Navy Carrier, and Sunday Racing. We hope you can make it out and help us make the return of racing a smash hit here in the Buckeye State!

A spiffy little addition to Sport Goodyear next year will be “pretty points” like the Stunt Grunts get, that I agreed to sponsor an award for, and Bob Heywood has graciously offered to sponsor awards for the Gold/Silver/Bronze Cup in Sport Goodyear. We’re working on if there will be any advantage other than bragging rights for the appearance judging, but a few guys put in a ton of hours to making their models attractive, so it’s nice to acknowledge that effort. We’ll work on a set of rules and guidelines to hopefully eliminate some of the subjective nature of appearance judging, the eyeball can lie to you, the stopwatch doesn’t! If you can’t be fast, at least look great going slow! Gee whiz, I crack myself up!

On a totally different note, this past weekend, when I should have been writing this, I managed to give myself a spot of heat exhaustion on Saturday! This was immensely surprising, as NATS felt warmer, and I was out in it significantly more. However, after flying for a couple hours in Cincinnati during the morning, and then a pool party immediately following for a few more hours, by around 4PM, I was toast, and felt positively rotten. I can’t remember the last time I went through that, and I forgot how horrible it is! Luckily rest and rehydration/replenished electrolytes was all that I needed. What I want to mention here, is to remind EVERYONE to take a minute, and check out the signs and symptoms for heat exhaustion/stroke, and to stay well hydrated out there! Heat exhaustion is pretty easy to feel and to notice in someone else setting in, while when they pass through that in to heat stroke, while being more severe, on the outside it appears not as bad, and even like they are getting better. Don’t be fooled!!!! Heat exhaustion is a MAJOR inconvenience, but it is only a stone’s throw away from heat stroke which is no laughing matter and requires immediate medical attention. So please, take a moment and head over to your favorite search engine and look up the symptoms as well as first aid for both! Remember, it doesn’t need to be summer for it to strike! We up here in the more northern latitudes also need to be watchful while raking leaves and shoveling snow in a couple months as well!

With that, keep the shiny side up, and the oily side down!

SOUTH CENTRAL - Bill Bischoff

The NCLRA held its annual meeting and pizza party Thursday, July 16 at the Claude McCullough educational facility at the AMA museum in Muncie. 14 people attended. NCLRA President Bill Bischoff began by announcing the results of the recent election. Both Bill and Les Akre retained their current offices, and Tim Stone was elected to the position of secretary/ treasurer. Congratulations, officers. The awards for the unofficial events were presented. A complete list of results is included elsewhere in this newsletter. For the first time, the same person won both the high point award and the sportsmanship award. Mike Greb's effort in helping Richard Kucejko get his AMA Goodyear race ready earned him the sportsmanship award, and his performance in the various racing events earned Mike the high point award. Well done, Mike.

It was decided to run the same events at next year's NATS. The specific schedule will be reviewed in an effort to pair a lightly entered event with a heavily entered event each day. Speaking of the NATS, the tentative dates for next year will be June 20-26. This change was necessitated by the fact that AMA will be hosting two different RC world championship events during July.

In Sportsman Goodyear this year, we had three finals. The Gold race was for the three top qualifiers, the Silver race was for the next three, and the Bronze was for the next three. Bob Heywood has requested that we do this again next year and has volunteered to sponsor the awards for all three finals. T.J. Vieira has also volunteered to sponsor a Concours award for the best-looking airplane. OK everybody, you've got a year. Show us your best work!

It was noted that the NCLRA and Ritch's Brew banners haven't been hung up in recent years. It turns out they are currently MIA. Tim Stone has agreed to take on the task of banner location or re-acquisition. Thanks, Tim. The meeting was adjourned to Dairy Queen on McGalliard.

Muffling the Fox 35 for N.W.S.R. by (2005 NWSR Muffled Champion) Paul Gibeault

What I’ve learned...

The idea of muffling the Fox 35 for use in sport racing was a project I undertook for pure research purposes as an academic exercise to see if it was viable. Why, one might ask? Well...with the lack of flying sites due to noise, the abundance of unmuffled events which require hearing protection, the fact that **ALL** r/c engines are normally muffled, well...what exactly is our problem I wondered? Besides, if Dan Rutherford can propose alternate (& I use the term loosely) racing ideas, why can't I. This was technically quite easy to do as I already had all the required equipment on hand. First item was to contact anyone who might have had any previous experience. The **ONLY** person with experience was John Thompson from the highly respected Nitroholics Racing Team. John indicated it works, but one must be aware of the engine head bolts coming loose. OK, I committed that to memory.

The muffler of choice is of course the stock Fox muffler. Perhaps others may be better, but we must start with stock equipment & go from there.

The test bed is my teen-aged T/F Flite Streak well built by Bill Darkow & covered in tough nylon. The thick winged Flite Streak is not a recommended sport racer but for a flying test bed, it's more than adequate. Engine was the stock Fox .35 broken in open face & using (I think) 29% castor fuel. Flying prop is an APC 9D X 8P. Open face flights indicated a speed of 24 sec / 7 laps, with excellent cold starts & hot restarts. (1-3 flips). Then the Fox muffler was fitted. Performance dropped 1 sec / 7 laps. A few tenths may have been lost due to the (now) nose heavy condition, but I rather doubt it. Loss of some airspeed is of no consequence & was expected.

However, the first indication of problems was on the start & restarts. The initial start required a bit of a prime, different but not too bad, I could live with that. The hot restarts **were** a problem. After fueling, when flipped, most often the engine would briefly fire & die. Then I knew at least a minute of choking/priming/flipping was due. It became evident to me that if the engine did not "catch" on the first flip or two, then a minute or so of hard prop flipping /choking was in store before it would start. The engine was just asking to be primed, but with a muffler, it was too much trouble without adding a prime port (pressure tap or something). This caused me to try a variety of procedures, dry start, wet start, choke, no choke & various other combinations.

The final result was that the initial start was not so bad, but I had to be **extremely careful** on the pit stop. On landing, I had to carefully fuel the tank, choke twice & then flip. It sounds a lot easier than it is because even then the odd pit stop still required a minute of flipping & I hated that! I also thought that the hotter the engine ran, the more critical this hot restarting became, so I was very careful not to run the engine at full lean but rather a little bit on the rich side. As soon as the muffler was removed, all the starting difficulties instantly went away & the engine returned to its normal excellent starting characteristics.

I appeared at the Regionals in May & proceeded to put in a one flip start & 2 flip pit stop heat for a time of 5:35. It was the smoothest & quietest, flight of the entire event. It was also the 2nd slowest time of the event... It proved 2 things to me. It is possible for a very experienced modeler to figure it out, but it would be a disaster for a less experienced racer, especially without implementing some form of priming mechanism. It also proved ZERO interest, as nobody else has put in an official flight elsewhere. The noise level though was REALLY LOW & very pleasant. This allowed me to practice at a site that wouldn't allow louder model types. I would be very interested to see if the O.S. 25 engine would be any better to handle with a muffler in a racing environment. Perhaps some enterprising modeler will tell us??

Final thoughts: In light that quiet flight (electric) is taking the hobby by storm, I think it's worthwhile to continue endeavors that look into noise reduction, especially in "sport events". Modelers have often come up with very clever solutions to problems. I like to pursue quiet racing not because I have to, but because I CAN!

ADDENDUM: Fast forward to 2017, I offered a \$100 reward for the fastest single heat of a muffled NWSR model at The Northwest Regional C/L Championships in Oregon. It turns out that the stock O.S. 25 LA engine with its stock muffler can start and restart hot very well. Both myself and the Nitroholics used this engine with Mike Hazel winning all.

His starting & pit stops were flawless. Mine were also very good. Inasmuch as I think we had a winning formula (including slower and easier to fly models), there was NO FURTHER INTEREST. And so, race fans, it certainly can be done, but it appears at present there is no longer interest in pursuing such an idea. Perhaps when more C/L flying fields have mandatory muffler rules, this idea may be revisited...

Control line racing Nats 2020

By Tim Stone

As with the rest of the world, the corona virus has affected control line racing at the Nats this year. The NCLRA officers were waiting until June 10th for AMA to give the ok for outdoor Nats to proceed. By this time the Indoor and outdoor Free flight SIG's (special interest groups) had decided that they were going to cancel anyway. Not so with NCLRA. Race is on! Gentlemen start your engines!

Lots of mixed teams this year. Low turnout made lots of cooperation a must in order to race. There was something for everyone to do for sure. The Nats schedule was the same this year as last few years.

Monday-F2C and Mouse race

Tuesday-Slow Rat race & AMA Scale race

Wednesday-Texas Quickie Rat & Dallas Sport Goodyear.

Thursday-Clown race & Super SloRat/Fox race combo

The Canadian team of Les Akre & "Mr. Mouse" Paul Gibeault did not attend due to border crossing difficulties related to corona virus. Bob Oge, Charlie & Chuck Barnes also were sitting it out.

Monday 7/13

F2C

Interest in F2C has dropped so much in the U.S. that the event is nearly extinct. It has become so fast and expensive that just a handful of people here still do it. At the Nats this year it was really a 'non-event' as a result of low participation. Think of it as a practice session with timers. Almost none of the normal F2C protocols were conducted. Contestants showed up just to run their stuff and have some fun.

4 teams entered, with Mike Greb showing a newfound interest in this event. He did pretty well, so says this editor. The world class team of Dave Fischer and Steve Wilk ran a leisurely but fast time for the win. Dave ran his new "Guppy" model.



(Top) Dave Fischers new "Guppy" model, (Bottom) F2C pit area.

Mouse 1

Mouse 1 had 10 pre entries, making it the most popular racing event. In stark contrast to F2C, nearly anyone can source equipment and build planes for this event. The team of Bob Whitney & Dave Hallas came out for the races again with some fast Wayne Trivin equipment. They did well. Junior Sam Londke got some more racing time in his logbook, flying with Bob Whitney pitting. Texas twins Pat Hempel & Bill Lee made a great showing, as Lee/Hempel, Hempel/Lee both made the finals! Melvin Schuette and Tim Stone stepped in to pit, and fly respectively. Bill commented that he had pretty much done this with equipment that he solely fabricated. He had the fastest preliminary time.

Mike Greb & Bill Bischoff had it all together, in the final winning decisively. Bill Lee was forced to make another pit due to mileage problems & finished third.

All in all, a nice warm-up in the face of a virus pandemic with a better than expected turn out. More to come!



Bob Whitney's Mouse 1 entry with Cyclon reed valve conversion courtesy the late Wayne Trivin.



Busy Pilots circle during the Mouse 1 Final

Tuesday 7/14

Racing today will be 2 of the fastest current events, Slow Rat, and AMA Goodyear (scale race).

Unfortunately, some of the normal entrants to both events are staying home this year for a number of reasons.

Slow Rat

3 entries made for a disappointing turnout. Current motor options have very few decent motors available. .28 sized motors seem to be the rage and as a result, high performance, multi ported .25 motors are hard to find. With either, shafts and/or prop nuts need to be fabricated to convert car engines for plane use.

Three teams entered. with Bischoff/Greb having to scratch due to mechanical problems. Tim Stone borrowed Mike Greb and ran a good race for first, followed by David Betz and rent-a-pilot Bill Bischoff. Happily, there were no pit fires this year. This being a problem with rear exhaust engines being in close proximity to fuel tanks.



Mike Greb Pitting Tim Stone's Slow rat entry



The “Flippy” end of Tim Stone’s Slow Rat, GO .25 for power. Note the “scorched” plywood heat shield glued to the fuel tank to prevent erratic runs.

AMA Goodyear

Entries were low and engines were finicky as usual for this event. Newcomer Richard Kucejeko from Alabama returned to racing after a long, long absence. He brought 4 nice new Goodyears to try out. He also brought a neat box of antique Rossi Mk 1 & 2 for conversation. 4 teams entered; Bischoff/Greb had to scratch due to mechanical problems. Round-robin 70 lap heats were run with pilots & pit crews sharing due to lack of contestants. David Betz ran the only decent race for the win. Betz ran a Nelson, Kucejeko an OPS small block, Stone an OS RX, and Bischoff an unusual Cox/Rossi (Cossi).



(Top) Tim Stone’s O.S. 15 RX powered entry, (Bottom) Eventual winner Dave Betz’ Nelson Powered entry.



Newcomer Richard Kucejeko’s visually stunning Goodyear entries appear to pay homage to Kawasaki’s KX Dirt bike colors. OPS .15 for power.

Wednesday 7/15

Racing today was 2 events of Texas origin: Texas Quickie rat & Dallas sport Goodyear. These events usually bring out some of the best races because of their time proven rules. Both events use stock engines that are still easily available and cheap, simple planes with no exotic parts.

Texas Quickie

This event allows a choice of motors in the .40 size. All must be single bypass, ¼” x 28 glow plug and a .292 max diameter venturi. Over time the K&B .8011 and .4011 have become motors of choice. There were tens of thousands made, and almost all parts are still available through Mecoa.

Turnout was light and the Texas teams posted their usual excellent times. Races were run 2 up because of low entries. Bill Lee ran a decent 6:45 for the win while Mike Greb had plug problems.

Dallas Sport Goodyear

Now one of the premier racing events, many look forward to these races. Dallas sport GY rules have slowly been modified over time to keep almost anyone competitive. Engines have evolved & changed as they have gone in, and out of production. Last year, the ASP/Magnum .15’s went out of production. A new motor, the SH .15 came into production and is a virtual clone of the Magnum 15’s in power. Dallas rules now allow these as the Magnum/ASP supply is running out.



Patrick Hempel’s Knotty Girl took top spot in Sport Goodyear Gold Final.



Top to Bottom, Bob Heywood's "Cassutt", T.J. Vieira's "Nemesis", and Bill Bischoff's "Booray" with covid mask.

Top To Bottom, Richard Kucejeko's "Nemesis", Tim Stone Needling the Betz entry, and T.J. Vieira holding Bob Heywood's entry during the warmup.

9 entries made for a good turnout and 3, 3-up races. The format this year was to give each contestant 2, 80 lap back to back races. All times were then sorted from fastest to slowest, and divided into Gold, Silver and Bronze races. So by doing this, everybody got 2 preliminaries and a final race.

The Muncie air was heavy, and times were a bit on the slower side, but consistent. The Texas teams again did well in this event. Richard Kucejeko teamed with TJ Viera to race with little practice, they did well. TJ has vastly improved his racing skills since last year.

Thursday 7/16

Super Slow Rat

This event was sponsored by Pat King, owner of PDK LLC. Thanks Pat!



(Top) Mike Greb's "Mockingbird" SSR entry, (Bottom) Dave Betz own unnamed design. Brodak .25's for power.



Tim Stone's rebuilt Mongoose SSR, Brodak .25 engines dominate this event.

Five teams entered. No Fox powered entries this year. Fox holdout Tim Stone rebuilt his Mongoose & fitted a Brodak .25 on front. The only motor used this year was the Brodak .25 which has been proven to be a superior engine in this event. By event rules, these motors have to be stock with no mods. At race time it was 20 degrees cooler than forecast, and skies were not very good looking. Winds were high, gusty, and increasing as time went by. After a short wait it was decided to be good enough to race. Sporadic rain and high, gusty winds made flying a challenge and pitting pretty miserable as well.

The race format decided was back to back, two up 100 lap/2 pit races with best time winning. No final was run. Two, two up races were run with the 5th entry getting voluntary traffic flying. Races were fun but all were pretty much just glad to get it over with to dry out! Greb/Bischoff ran a decent time for the win.

Clown race

Once a leisurely event, extremely fast new motors have become the death of this event. Just two pre entered but scratched due to poor weather.

The annual NCLRA Banquet was held today. Bill Bischoff and Les Akre were re-elected as President and Vice president. New Treasurer Tim Stone was elected, with a big thanks to outgoing Treasurer Melvin Schuette. Melvin gave his time generously to the organization, in spite of many obligations. Melvin and Brenda run MBS model supply, which provides many vital, and hard to find control line parts. Brenda has also been control line racing's tireless advocate as our AMA liaison.

Thanks go out to Tara DeGroff for helping time races and supplying many of the pictures that were used in this year's Nat's news. Thanks also go out to Zella Betz for spending hours in the hot Muncie sun doing timing duties. The same thanks go to Pat King for doing the same job. Pat is the owner of PDK LLC which kits a ton of control line planes. Please visit his website [PDK LLC .com](http://PDKLLC.com) to look at his catalog. His plans and kits are first rate.

2020 NATS RESULTS

Mouse qualifying 50 laps

1)Patrick Hempel	2:27.27
2)Bill Lee	2:32.68
3)Mike Greb	2:33.01
4)Melvin Schuette	2:49.83
5)Bob Whitney	3:06.23
6)Dave Hallas	3:41.18
7)Sam Londke (Jr)	4:48.85
8)Dave Betz	5:48.05
9)Tim Stone	-----

Mouse final 100 laps

1)Mike Greb	5:12.94
2) Patrick Hempel	5:30.62
3)Bill Lee	5:50.33



Mouse 1 Winners.

F2C Team Race 100 laps

1)Fischer/Wilk	3:23.78
2)Hempel/ Lee	3:48.27
3)Bischoff/Greb	3:58.21



F2C winners.

AMA Slow Rat 70 laps

1)Tim Stone	3:27.12
2)Dave Betz	5:06.71



AMA Slow Rat Winners

AMA Goodyear 70 laps

1)Dave Betz	3:45.66
2)Richard Kucejko	6:23.28
3)Tim Stone	39 laps



AMA Scale race Winners

Quickie Rat qualifying 70 laps

1)Bill Lee	3:12.02
2)Mike Greb	3:28.86
3)Dave Betz	3:45.48
4)Tim Stone	3:53.97

Quickie Rat finals 140 laps

1)Bill Lee	6:45.62
2)Mike Greb	8:49.24



NCLRA Quickie Rat Winners

Sportsman Goodyear 80 laps

1)Mike Greb	4:10.75
2)Bill Lee	4:11.03
3)Patrick Hempel	4:17.16
4)Bill Bischoff	4:18.87
5)Tim Stone	4:24.87
6)T.J. Vieira	4:34.84
7)Bob Heywood	5:17.90
8)Dave Betz	6:01.38
9)Richard Kucejko	39 laps

Gold Final 160 laps

1)Patrick Hempel	8:43.11
2)Mike Greb	118 laps
3)Bill Lee	withdrew

Silver Final 160 laps

1)Bill Bischoff	8:47.07
2)Tim Stone	9:32.93
3)T.J. Vieira	9:56.78

Bronze Final 160 laps

1)Bob Heywood	11:19.68
2)Dave Betz	144 laps
3)Richard Kucejko	withdrew

Super Slow Rat 100 laps

1)Mike Greb	5:39.53
2)Bill Lee	5:54.60
3)Tim Stone	6:09.51
4)Bill Bischoff	6:13.20
5)Dave Betz	7:53.70



T.J. Vieira, Tim Stone, and Bill Bischoff in Sport Goodyear action.

Clown Race

two entries/ one pilot/ not flown

Dallas racers at the 2020 NATS**Bill Bischoff**

The Dallas racing group, consisting of Bill Lee, Patrick Hempel, Mike Greb, and myself, flew a variety of racing events at the 2020 NATS. Racing began on Monday with Mouse. Patrick flew for himself and Bill Lee, and I flew for Mike Greb. Out of 9 entries, we qualified 1,2,3. This resulted in some team rearranging for the finals. Tim Stone flew the Lee entry, Melvin Schuette pitted for Patrick, and I flew the Greb entry as usual. The final was quite a race, with Mike prevailing with a personal best time of 5:13. Neither of the other teams had enough mileage to complete the race without a third pit stop, and this contributed to Mike's victory (although I must say we brought our "A" game, too). F2C was flown on Monday afternoon. With three teams entered, the results were exactly as expected. The Fischer/Wilk team won, the Lee/Hempel team was second, and the Bischoff/Greb team was third. Everyone had a clean race, and the results were indicative of the airspeed differences.

After Monday's events were through, the Biscuits and Gravy team prepared for the next day's events, AMA Goodyear and AMA Slow Rat. The slow rat spit the guts out of its mechanical quick fill in flight, putting it out of commission. Then the Goodyear engine made it clear that it was indeed past its prime, refusing to start or act right when hot. With no spare engine, it was another scratch for Tuesday.

After that, Mike and I helped Richard Kucejko get his AMA Goodyear functioning. His airplane was brand new and needed some sorting out. Two pressure check valves, a different prop, a different fuel bottle, and a different battery later, Mike and Richard had it working and I was able to get some test flights on it. With some coaching from Mike, Richard was able to pit the model successfully. We all packed up with high hopes for his success the next day.

Tuesday began with slow rat. The two entries were actually teammates, so Mike Greb ended up pitting for Tim Stone, and I flew for Dave Betz. Tim won.

The situation in Goodyear was similar. Tim flew his own entry, I flew for Richard Kucejko, and we took turns flying for Dave Betz. Richard had a slack takeoff in one race (I almost saved it) but still won both of his heats. The winning heat had me flying for Dave Betz.

Wednesday saw 4 entries in Quickie Rat, with the Texans facing off against the Midwesterners. The Texans prevailed, with Bill Lee taking first and Mike Greb taking second.

The highly anticipated Sportsman Goodyear event had nine entries. This provided the opportunity to have a Gold, Silver, and Bronze final race, as they do in full scale Formula 1 air racing. It would have been preferable to run all the Gold racers in the same final, but that would have once again required some team shuffling. Instead, races were arranged so that no teams had to be divided, and the Gold, Silver, and Bronze results were sorted out at the end.

Texans Hempel, Lee, and Greb qualified for the Gold. Bill Lee noticed some structural damage on his airplane and withdrew from the final. Mike Greb's entry suffered an unusual crash when his controls didn't neutralize after Bill hit the shutoff. This cleared

the way for Patrick to win his first Sportsman Goodyear crown with an 8:43. Bill Bischoff easily won the Silver final with an 8:47.

Thursday's big shootout was Super Slow Rat. Again, it was Texas vs. Midwest, with Bischoff, Greb, and Lee plus Stone and Betz. It was cool, windy, and overcast, with occasional rain. Mike entered the first kit-built Mockingbird, and Bill entered the first Mockingbird II. Mike won with a 5:39, Bill Lee followed with a 5:54. I had mileage problems and had to make an extra pit. This allowed Tim Stone to sneak in ahead of me for third, preventing another Texas sweep.

Clown Racing was the last event. There were only two entries, both from Texas. I was supposed to fly them both. Being damp and tired, we decided to just settle it in Dallas instead.

I look forward to seeing everyone again next year and doing it all again.



Kelly Hite's Invictus, built from Doug Mayer's plans. Will have SH 15 power.

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

CONTEST CALENDAR

Due to Covid-19 virus, many contests listed may be cancelled or re-scheduled, check and make sure before travel.

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

September 12 -13 Rouge Park, Detroit, Michigan State Meet, combat, carrier & racing
September 19-20 Centennial Park, Toronto, stunt, racing & combat

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

49th Northwest Control-Line Regionals on Memorial Day
Cancelled

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT



BUZZIN' BUZZARDS FALL FESTIVAL

CD: Bob Heywood Ph: 937-890-7555 E-Mail: rheywood@woh.rr.com

AMA SANCTION 9912

OCTOBER 3 - 4, 2020

WEGERZYN GARDENS METROPARK

1301 E. SIEBENTHALER AVE

DAYTON, OHIO 45414

SATURDAY: NAVY CARRIER OPEN DECK – UNLIMITED LAUNCH ATTEMPTS

AMA – NCS – NWS40 SCORES QUALIFY FOR NCS TOP TWENTY RANKINGS

SUNDAY: RACING MOUSE 1 – SPORTSMAN GOODYEAR – FOX / SSR COMBINED

\$ 10 PER PILOT

9:00 AM – 5:00 PM



@daytonmodelairplanes

www.buzzinbuzzards.weebly.com/



SOUTH CENTRAL DISTRICT

DALLAS 2020 RACING CONTEST SCHEDULE

(contests typically also feature other events)

September 5-6: Saturday-Quickie Rat, Super Slow Rat, Sport GY, Mouse I, Fox Goldberg.

October 9-11: Saturday- Quickie Rat, Super Slow Rat/ Fox Race (combined), Sport Goodyear /Sunday F2CN, Clown, Mouse I, Fox-Goldberg.

All events held at Dallas Hobby Park. Contact Bill Bischoff for details (billbisch@hotmail.com)

SOUTHWEST DISTRICT

2020 Whittier Narrows Speed, Combat, & Racing Contest Calendar

1511 Loma Av, Whittier Narrows Park, S. El Monte, Ca, 91733

Speed Circle Coordinates are DEC:+34.042737, RA:-118.070392

TENTATIVE

Sept 12-13 Wayne Trivin Memorial Speed and Racing, sanction

Racing Sunday only: mouse 1, SCAR Goodyear, NCLRA Clown, Super Slow Rat/Fox Race and Quickie Rat

Speed CD: Howard Doering h.714-638-4937 c.714-394-5304

Racing ED:

Oct 24-25 Virgil Wilbur Memorial Speed, Combat, and Racing, sanction

Racing Sunday only: mouse 1, 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:

Dec 5-6 TOYS FOR TOTS Speed, Combat and Racing, sanction

Racing Sunday only: mouse 1, 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.

Speed CD: Howard Doering h.714-638-4937 c.714-394-5304

Racing ED:

Combat ED: Don Jensen flyjensen56@verizon.net Cell 909-576-

3430NOTES:

1. Contact CD or ED to confirm contest dates before traveling long distances.
2. All speed events included for AMA, NASS, and Northwest rules.
3. All Racing events Sunday only, 313, Quicky rat, NCLRA, super slow rat, NCLRA clown
4. Same Racing events each contest
5. Clown will be flown on 60' lines per NCLRA NATS rules
6. Other Racing events may be flown if two entrants show up ready to race.



Bill Lee pitting his SSR entry at the 2020 Nat's.

SUPPLIERS

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includes hex buttons, eyelets, screws	
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Paypal: billbisch@hotmail.com/ Mail checks to: William Bischoff,
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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.

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