

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



TO



The Sport Goodyear lineup at the 2021 Nat's. This has become one of the most popular events.

INSIDE:
District Reports
Contest results
Suppliers/Equipment
Updated Contest Calendar

Torque Roll Issue #157
August 2021

PRESIDENT - Bill Bischoff

Another NATS has come and gone. Do you realize the NATS have been in Muncie for 25 years? I hope all the participants had a good time. I wore the event director hat again this year, so I limited my own entries to just SSR and Sport Goodyear. I did still fly for Mike Greb, and I flew Mouse 1 for Melvin, so I managed to avoid withdrawal symptoms. When I was flying, obviously someone else had to run the races. I would like to thank Ron Duly for leaving his planes in his truck for most of the week and running the lion's share of the races. For this, he was our Sportsmanship award winner.

The Other annual NCLRA award, the High Point award, was won by Mike Greb.

Staying with the topic of the NATS, I would like to thank these sponsors. Thanks to Pat King and PDKLLC for sponsoring Super Slow Rat. Pat kits a variety of race plane kits, including a Mouse, several Goodyears, and the NATS winning Mockingbird Super Slow Rat. Tim Stone sponsored the Quickie Rat event, Bob Heywood sponsored the awards for the Gold, Silver, and Bronze Finals in Sportsman Goodyear, and T.J.Vieira sponsored Vintage B team race, and concours awards for both Vintage BTR and Sportsman Goodyear. T.J. took home his own award in BTR, and I got the crown and sash in Sport Goodyear. Thanks again to all of our sponsors. I am assuming that Tim Stone has provided us with his report from the NATS. Tim was AMA's NATS News CL racing reporter and gave a good account of the week's action.

At the NCLRA meeting/ dinner, the idea of re-combining CL racing and CL speed at a single location was again discussed. Prior to 2003, racing and speed both flew at the current speed site. The current racing site was built in preparation for the 2004 CL World Champ's and has become the permanent racing location. Combining speed and racing would undoubtedly make it easier for contestants entered in both disciplines to go back and forth and would give the contest a little more of a communal feeling. It would also mean that both groups would lose their (mostly unused) practice circles. A vote was taken, and a majority of attendees were in favor of pursuing this. Bill Lee and I will take on this project. First, we will need agreement from the speed flyers. If they concur, we will approach AMA.

In other news, you may remember that we just had district representative elections. Voting was disappointingly light. Four of the incumbents each received one vote. I will assume that all the incumbents voted for themselves by virtue of the fact that they didn't ask to step down. Thus, we're all still here. Please, send your district rep SOMETHING. It could be a photo of a new project, or an old project, or a couple sentences about a helpful or interesting product you've found. Ask a question. Make a comment. Anything would be appreciated. The Dayton Buzzin' Buzzards club will be hosting a racing contest Sunday, August 1, featuring Vintage B TR, Sportsman Goodyear, and Super Slow Rat/Fox Race. Several of us from Dallas are going. Several racers from the Chicago area will also be there. There is potential for about a dozen entries in Sport Goodyear! I don't know if the report will be in this newsletter or the next one, but it should be a good time. Speaking of Chicago, the "Treetown Modelaires" have added Sportsman Goodyear to their Labor Day contest. The event

will be held Saturday, Sept. 4. If you're anywhere close(ish), consider going to support their event. If you're closer to Texas, come to our Dallas contest that same weekend. There's also the Northwest Regionals in Oregon, so there's no excuse for staying home on Labor Day weekend!

NORTH CENTRAL – Paul Gibeault

** Correction from my April report photo of Peter Grabenstein

Photo from Lassogeier 2019 Comp. shows my Pitman **Willi Schmitz** from Heinsberg-Karken.

My Pitmen are: **Willi Schmitz**, F2B Frank Wadle and Gabriel Honnert from Luxembourg.

Axel Jungherz never was my Pitman but was the Contest Director.

Sorry Peter & Willie! I'm not sure how I managed to mix up all you fine people. I owe you a Swartzbier next time. :)



Peter Grabenstein (L) with his trusty pitman Willie Schmitz on the right holding Peter's "Bandit" G/Y racer.

Rescuing the O.S. Max 25 LA

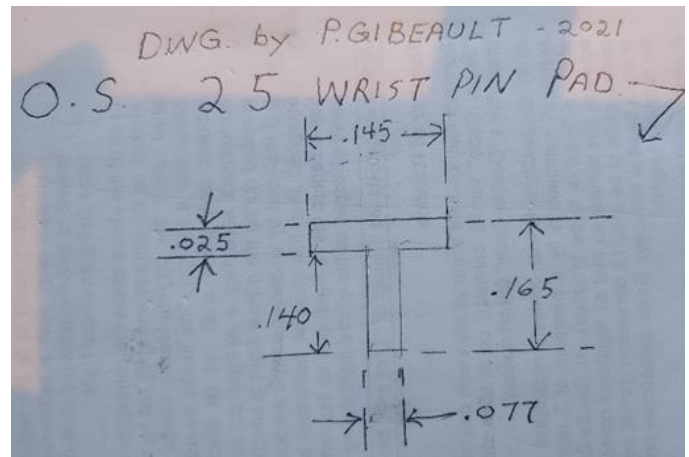
This month's engine selection arose from a phone call from our aerobatics champion flier Peter Hanson. Peter flies other events too including racing. One evening while his engine was apart, Peter noticed that the wristpin pad on one end had split into fractions and was no longer doing the job. Failure of the wrist pin pad(s) leads to very rapid scoring of the cylinder & loss of compression. This condition is often first noticed when the engine becomes hard to start. Most manufacturers use wrist pin retainer clips made from spring steel wire. For the most part they work well & do the job of keeping the wristpin in its proper place in the piston. Sometimes however (usually on very high-performance engines) the circlip or circlip tang falls out resulting in damage to the piston and cylinder. So an alternate method is to keep the wristpin centered in the piston by use of wrist pin pads. I'm quite familiar with these Teflon wrist pin pads

as that's what my high-performance K&B 6.5 cc Formula 40 speed engines had in them. I was disappointed to see that I had to keep a close eye on them as well as they frequently started breaking up & needed replacement. Now, a tiny piece of Teflon plastic is easier going through an engine than a steel circlip, but both scenarios are obviously very undesirable in terms of engine performance and longevity.

Normally, the fix is to order new parts and await their arrival. I did a quick google search & the O.S. 25 LA instructions were easily found and also the engine parts list. Absent was a part number for the wristpin pads. Possibly a new wristpin might contain the pads with it, but that's just speculation. But what if you can't find these parts or the manufacturer no longer makes them?

Well, that's when you have to get creative and **make them yourself!** (Or talk to a buddy who can do this kind of work) I decided to take apart my own O.S. 25 so that I could measure the dimensions of this part. To my amazement, one of the two pads on my own engine was just getting ready to fail! Had it been run much longer, it surely would have failed. Fortunately, since caught at this early stage, no internal damage was done just yet. It looked like I now HAD to attempt making some replacement pads for both of us.

From what this aging brain remembers, **Teflon** is a brand name for a synthetic chemical called polytetrafluoroethylene (**PTFE**). **Teflon** is used to coat a variety of products because it's waterproof, cuts down on friction, and creates a non-stick surface. **Teflon** has been used since the 1940s and it's found in everything from heat lamp bulbs to fabric protectors and frying pan coatings. So I chose this material over nylon or Delrin for its high temperature characteristics. I was incredibly lucky to find a 3/8" Teflon rod in my materials stock, so off to the lathe I went. Cutting these tiny wristpin pads is rather delicate work, but the only requirement really is having a sharp tool bit. So I stoned my standard cutting tool and went to work. Before commencing, it's a real good idea to make a drawing of what you intend to do. You can see here my attempt at a simple engineering drawing that contains all the part dimensions. Fortunately, none of the dimensions are really critical and so making them was not as difficult as I had first envisioned. Due to the tiny nature of this part I did end up making two pads for every one that was acceptable. It was a learning process on the first one or two, but once I actually knew what I was doing, it was pretty straight forward. Basically, the first cut after chucking up the Teflon rod is to turn it to the outside diameter. Second cut is the smaller inside diameter. (Make this as close to a press fit as you can) The third cut is a straight 90 degree cut with a parting tool. (Don't forget to round off the sharp edges on the large ID part) That's it. 1-2-3 and we're back in business!



This is a basic part drawing indicating the required dimensions (in thousandths of an inch). * Note: Round off the top edge of the pad.



Start with piece of Teflon rod & a sharp tool bit. First cut on the Teflon rod is to the outside dimension.



Shown is the broken pad, the remade pad and the installation of the new pad in the wristpin. * Note how the edges are rounded on top.

Should you find damaged pads frequently, suspect the connecting rod being out of square.

SOooo...what's my head clearance?

As many racers know, the head clearance of a given motor is one of the few variables that we actually have control over. Generally this is done by adding (or subtracting) head shims of various sizes. Extreme changes in weather conditions often require a slight change in head clearance, for optimal field performance. I used to do this back in the shop with my dial depth gauge, but now I have a dedicated tool that can check the clearance in situ. The important part is to make a fixture that fits my Nelson glow plug type head. Attached to this fixture is my depth gauge. The gauge fixture is zeroed on a flat plate, then screwed into the glow plug hole on the engine. By turning the engine to top dead center I can calculate your head clearance. On my Fora 2.5cc engine, it's really simple because the piston goes right flush to the top of the cylinder liner. My shim thickness then becomes the head clearance. What this tool can do is tell me if my clearance changes over time indicating rod stretch. It can also tell me that what I measured in the shop is not exactly **what I think I have** when the engine is fully assembled. I have to thank speed flier Neil Lickfold from New Zealand for coming up with this device.



The fixture installed on a Nelson head.



What the fixture looks like. Fits most engines that use Nelson taper seat plugs.

MIDWEST – T. J. Vieira

Hello there, fellow racers!

How 'bout dem NATS, eh? I don't know about you, but I had tons of fun! Some racing, some carrier (finally managed my first complete scorable flight!), and even an abysmal attempt at the speed circles! Lessons learned from the NATS: 1) Don't take off into the wind with a tail-heavy plane (VBT/R) 2) double check your shutoff linkage (SGY) 3) Use a starter motor at Speed. But oh well, I still had fun!

During the annual NCLRA meeting, a discussion was held about moving the Speed fellas up to "our" practice circle. The "idea" behind this: we can convince the AMA to resurface the already quite nice but evidently "barely useable" racing circles. I'd like to know what a useable circle is, because they are lightyears better than what we have to fly on in Dayton. While they may have some loose small stones on the surface that are easily dusted away and some faded lines from baking in the hot Indiana summer sun, I say they are quite nice and would gladly trade them for my home circles! If the loose stone is that concerning of an issue, I will volunteer to bring a leaf blower out and dust them off prior to NATS. Personally, I feel consolidating circles like this is a tactical error and just incredibly poor for optics as we are effectively surrendering half of the "high performance" circles. The crew up in the big blue and gray building, looking at a pure usage standpoint suddenly see a massive amount of unused CL space. If I were them, this would quickly lead to a discussion and decision to break out those circles and start leasing out more land for the corn and beans, you aren't going to convince them that they are now just "open practice" circles for everyone. Their answer (I would guess): You have plenty of grass circles to practice on. This idea has been brought up every meeting for the past couple years, and to me seems like a veiled attempt just to make life easier on those who do both speed and racing (I'm one of 'em too!). This, in and of itself is an understandable motive, however the false pretense is what

gets me (in addition to surrendering the space). Then we'd also have to deal with the Stunters complaining about the perceived increased noise, especially when the jets fly. This just seems like an utterly terrible idea and should be avoided at all costs. "Well, let's just try it for a year and see what happens," some may say. Well, to that I answer: if we give up our practice circle to the Speed guys and consolidate, we'll never be able to split up and have them return to their other circles. Some things when set into motion cannot be undone. I feel this would be one of those things. Just my opinion and do not reflect those of anyone else.

Speaking of the meeting whilst simultaneously getting off my soapbox, it was decided to hold VBT/R next year again, so be sure to double check the rules and/or contact me and build one to race! We had 8 entrants, however many grumpy planes that didn't want to run, and terrible weather that day, so a few withdrew. Just Tom Schaefer and myself were left flying, with Al Ferraro and Bob Heywood/Richard Kucejko pitting respectively. I crashed out after my engine behaved oddly 10 laps in and brought it in for a pit, missing my pit, and then taking off straight into the wind. WHACK! Oh well, that's how the dice fall sometimes. Tom and Al had a flawless "race" on their own!

Dayton Buzzin' Buzzards SummerFest

This past weekend (7/31/-8/1) we had a fantastic race event in Dayton! Thus the reason my submission is late, sorry Les! But, it seems like fun was had by all. Some test-n-tune on Saturday along with a cookout at my house (AWESOME corn and tomatoes, Bob O!!!! And FANTASTIC 'slaw Bob H!!!), then racing on Sunday. We had racers from Ohio, Illinois, Alabama, and even Texas! We also managed to get some Speed Royalty to show up! Speaking of, here's a nice stop by Chris

<https://www.facebook.com/groups/906304736107218/permalink/5827758680628441/>

The day started off with Mouse, and it turned in to your typical Mouse debacle. For a "beginner's event", it certainly seems cursed! Richard unfortunately caught the short end of it, with a line snag on the single piece of grass growing out of the circle causing a re-fly of the second heat, just to suffer from a blown engine. Then on to SSR/Fox where everyone was having fun except for Bob and I with his entry, just couldn't get it to run right (Foxes, am I right!?). I managed to actually pass Mike Greb's entry for a split second with my sssllllloooooowwwww LA25 powered "Streakesis" and regained a lap while his engine was sputtering but then it caught up to itself, and the lapping of my entry continued. Then the rain came.... They still work in the rain though! Onward to SGY, in which we had 9 entries, and everyone had a blast, despite some more rain. Nothing too crazy happened in SGY except at the end of the Bronze Cup I managed to get flustered when Mr. Lee signaled, I was done and my plane immediately ran out of fuel half a lap later... I brought it in

way too hot and too deep whacking Bill's pit tray. Sorry Bill! But I was actually passing people and won a race! Hahahahaha! Speaking of Mr. Lee, he managed to break the speed of light as he always does with his entry in the Gold Cup. I hope to see some of you in October for our Fall Festival: Carrier Saturday, Racing Sunday! Tim Stone is also rigging up a race event for September in Aurora Illinois, please contact him for details!



Contestants at the "Buzzin Buzzards" Summerfest.



(L/R) Tim Stone, Bill Hughes and Bill Bischoff are apparently doing the Dayton rain dance; it worked!



Bob Oge and Tim Stone talk race strategy. Okay Bob got it; If I fly a bunch of laps, and you do your flippy thing, we might win.

We also have a nice tip from Mr. Oge to keep track of your spray hoses that come with brake clean, WD40, etc. Just take a piece of wire, wrap it around the top lip of the can a couple times, then braid it up to the hose and wrap the hose. Voila, no more lost hoses! Good thinking, sir!



Having problems with your hose? Bob Oge's tip-O'-the-week will fix you up. See above text for details.

As always, if you can't be fast, try to look good going slow!

Scores for Dayton Buzzin' Buzzards SummerFest

Mouse (50 laps, best heat times)

- 1) Bob Oge 2:54.35
- 2) Tim Stone 2:59.37
- 3) Kucejko 3:27.70

SSR (100 lap, best heat time)

- 1) Tim Stone 5:14.55
- 2) Bill Lee 5:51.37
- 3) Mike Greb 6:02.69
- 4) Bob Oge 6:07.50
- 5) Bill Bishoff 6:23.94
- 6) T.J. Vieira 7:27.84

Fox (100 lap, best heat time)

- 1) Bob Heywood 5 laps

DMAA Sport Goodyear (Gold, Silver, Bronze Cups, 160 laps)

Gold Cup

- 1) Bill Lee 8:29.40
- 2) Tim Stone 9:10.73
- 3) Bill Hughes 9:32.78

Silver Cup*

- 1) Mike Greb 9:20.28
- 2) Bob Oge 9:36.31
- 3) Chris Montagino 9:43.28

Bronze Cup

- 1) T.J. Vieira 9:20.59
- 2) Richard Kucejko 10:03.87
- 3) Bob Heywood 10:46.18

*There was an issue with writing down scores, I had thought I had shifted a line, and watches were already cleared. It is very possible the finishing order was Oge, Mont., Greb as Mike pointed after announcing final scores he felt that he finished in third. Unfortunately, this is how I wrote down the times. I am very sorry for the possible error!!!!

From the workshop of Tim Stone

"I have been telling myself that I would build a new mouse, so finally I did.

My old original design (red model in first pic) had suffered through many races in 20 years. It never let me down but my engines sure did! The old design had a ugly habit of flying with it's tail down which slowed it down some. So I built a Streaker IV like everybody else.

I think it came out pretty nice at exactly 8 oz."



SOUTHEAST – Bob Whitney

The Nat's from hell. What was good about the Nat's?? It finally ended.

To me the best part of the Nat's was the side trips I got to take to and from the Nat's. Normally we travel in a pack so I can't do side trips. On the way up, I got to stop in South Carolina and see a lady I went all through school with. On the way home, got to spend the weekend with Brian Malin of BMJR models (got him to cut me a couple sets of ribs) Harry Grogan a Free Flighter came over and we had a great cook out and did a lot of reminiscing.

Anyway, back to the Nat's, U/C scale was to be 3 days, one for static judging and 2 for flying. Due to an incoming storm, we did the whole thing in One day, and the storm did come!

The whole week of racing, speed and stunt had WIND and lots of it. No one really wanted to practice which really hurt some of the BTR entries (more on this later). I only remember two races where the wind caused a problem when the plane cut at the wrong time.

As usual, the "Man" Bill Bischoff was doing double duty trying to fly and run the events. This year California sent an Angel by the name of Ron Duly who stepped up to run some of the races for Bill. For his trouble, he earned the NCLRA sportsmanship award, and the accolades (what else) of his fellow modelers. Well done, Ron.

I heard you volunteered for next year also (:

Lastly, BTR. We had at least 7 TRs show up but only one had any flight time on it and with the wind no one wanted to do any practicing. The Jersey boys showed they were ready and put in a full 140 laps. My Redskin was tail heavy with the Johnson in it and because of sentimental value I parked it. My new Rambler flew good, but the motor was not fully broken in and with only one practice flight we parked it until next time. Ron Duly had an old .28 size model refitted with an Enya 29 that showed first time problems. T. J. Vieira's McCoy .29r powered ship got caught in the wind on one pit and finished him. I must say I was impressed with the speed of the McCoy 29r engine.

A vote was taken at the annual Pizza meeting and BTR will be back next year.

Lastly, over the years there has been harsh words written about the racers and speed guys in the Northeast. For the last four or five years I have been going to the Brodak fun fly and our main competition has been Carl Schaefer and Al Ferraro in the Perky and Fox speed events, fairly evenly splitting the trophies.

Well, this year they decided to pull some old ships off the wall and **do** the Nat's, and **do** they did. With a first place in Perky and a few placings in racing and the only BTR to put in a complete flight, I'd say they did pretty well considering a long absence. Well done guys, looks like we will have another go next year as it seems that BTR is on for another year.

Well, it looks like I filled up some space after all.

RAD

SOUTH CENTRAL – Bill Bischoff

June 12-13 Bob Gieseke Memorial

Racing was on Saturday. It was hot. The ground was riddled with puddles and the field had not been mowed. Early in the morning, Bill Lee twisted his ankle and was out of commission for the day. This left Mike Greb as the only "professional" pit man, so teams were assembled on the spot. The Biscuits and Gravy team was unaffected, but the other contestants had some difficulties. In spite of that, the Sportsman Goodyear times were fairly close.

For me, the high point of the day was 14-year-old Sepeid Goudarzi, flying his very first race in Sport Goodyear (and his first time three up as well). Sepeid is already an accomplished combat flyer, being mentored by Lester Haury. At Lester's urging, Sepeid decided to try some racing. There was one afternoon of solo instruction where he learned about the circle markings on the ground, and how to use the shutoff. This was followed by an afternoon of two up instruction to learn the basics of passing and being passed, then the contest.

I let Sepeid borrow a plane, and I can honestly say there was nothing that he should have done differently during either of his races. He had a great time and is anxious to race again. Watch for Sepeid's name in future racing reports, and also watch for him to be the next Junior member of the US F2D team.



Lester Haury pitting for newcomer Sepeid Goudarzi in Sport Goodyear. Airplane courtesy of Bischoffs Goodyear loaners.

We took a lunch break after Sport Goodyear and waited for a bit of sketchy weather to pass. By then, a couple of the racers went home, leaving us without enough personnel to continue racing.

Mouse Racing 100 laps

1)Mike Greb 6:45.9

2)Patrick Hempel 10:11.8

Sport Goodyear 80 laps

1)Mike Greb 4:12.0 4:17.62

2)Bill Bischoff 4:24.65 4:25.49

3)Jeff Gitchel 4:54.99 4:24.65

4)Kelly Hite 4:32.56 4:33.03

5)Patrick Hempel 5:02.99 4:35.71

6)Sepeid Goudarzi 4:40.1 4:37.5

SOUTHWEST – Doug Mayer

I didn't have a lot of new material to share, and I know our fellow member Ron Duly made the Looooong trip to Muncie to attend the NATS, so I asked Ron if he could share his story. Ron, thanks for sharing, and you are way too humble. Bill Bischoff told me that Ron won the NCLRA sportsman award for HELPING A LOT! All week long in fact. I'm sure everyone appreciates your help and support. It is always appreciated and makes it easier on everyone else. BTW: Ron is always working hard here at home, and takes care of business, so his winning the sportsman award was no surprise to me. Now, I'll let Ron wrap up this month, and see you in the next issue.

Hi Les – We missed you this year. As requested by Doug, here is my story:

How to not be ready to fly Racing events at the NATS.

How's that for an opener? Yes, I made it to Muncie with a truck-load of racing, scale and Navy Carrier planes. Dave Hull had been helping me for several sessions at the Basin, trying to dial in my recycled B Team Racer and SSR. At the same time I was working on an AMA Profile Carrier plane with a Nelson, trying to get it finished. I didn't. I was finally packed and ready to leave at 2:30 AM Sunday morning, got four hours of sleep (my alarm didn't work....thankfully) and headed out for a glorious three and a half days of driving (2,100 miles one way). Bill Bischoff had put me in touch with a good Pitman so no worries, right?

Scale was first and due to the poor weather predicted for the two scheduled flying days, processing and two rounds of flying were done in one day. Winds were averaging 12 mph with gusts over 20 mph. Scale is not something I usually fly so it is always a learning experience. I placed last in Fun Scale with a P-38 and fourth in 1/2A with my He-111Z. We got all five engines to run this year, too. The good news? I beat fellow racer Bob Whitney this time. He got fifth with his Pond Racer. We both agreed that we need new planes for next year. Mine is only 40+ years old. With that out of the way, it was time for Racing. Well, for some folks it was time for racing... I was not one of them. My BTR entry was one of Don Burke's old planes. I had to make major changes to fit an ENYA 29 where a much smaller WEBRA .28 had once resided. I had reshaped the nose to fit an early ENYA only to find that it had un-parallel (good word, right?) mounting lugs. I switched to a newer ENYA that was larger in all dimensions than the early version. More hacking to the just-repainted nose to get it in. I was able to get in a brief test flight with Dave but ground the tips off the prop due to a very short landing gear. The vibration was so bad that the engine came loose, including the four screws holding the front end. Once fixed, the engine ran fine on the test stand. I swapped the short landing gear for one off my old BTR and gained 1/2" extra clearance. The controls were sloppy so I cut into the belly and fixed the problem.... or so I thought. Monday was BTR day after FAI T/R and Mouse 1. The three FAI teams didn't want to risk their VERY

expensive planes in the high winds so the event was cancelled. Mouse 1 could best be described as splat...splat...splat! The high winds showed no mercy. Finally, it was time to fly the BTR. I started it in the Pits and all seemed to be fine. Entered the circle to put in a test flight (first one since fixing the controls, gear and engine). The engine did not want to fire. Bob Whitney took pity on me and finally got it started. Held "neutral" and signaled for launch. I had neutral but the plane had full up. It was exciting.... not! The controls were so tight that I got control only after it gained speed. I shut it off and decided that flying was not for me this year. I left the TQR, SSR, Clown and Sport GY planes in the truck (along with the Carrier planes) and enjoyed a week of racing without racing. I was humbled by receiving the NCLRA Sportsmanship award for helping from outside the circle. On a more pleasant note, I took a day to drive over to Brodak's hobby shop in PA. Only 6 hours each way and I was already close, right? Had a fine time shopping. Came home via Minnesota to pick up my wife. She had been visiting with two of our daughters. On the way back, we stopped in Greybull, Wyoming where an aerial firefighter museum is located. Got pictures of their C-119 and Privateer fire bombers. Next was South Pass, Wyoming, a very important portion of the Oregon Trail. Yes, I'm old, but not old enough to have used the Trail. Thanks for asking.

Ron Duly

Dallas Model Aircraft Association

Fall Finalé 2021

October 8-10, 2021

Hobby Park, Dallas, TX

for Control Line Speed, Racing and Air-Air Combat

Northwest Highway & Garland Rd, Dallas TX 75238

Friday, Oct 8

Record Ratio Speed
Jet Speed
Perky Speed

Saturday, Oct 9

Record Ratio Speed
Sport Jet Speed
Perky Speed
Texas Quickie Rat
Super Slow Rat/ Fox Race
Sportsman Goodyear

Sunday, Oct 10

Record Ratio Speed
Jet Speed
Perky Speed
Clown Race
AMA Scale Race
Mouse I
Goldberg Race
Air-to-Air Combat

Pilots' meeting 9:30 AM each day

Any speed can be flown on a percent of current record basis. Super Slow Rat and Fox Race flown combined as one event. Rules for non-AMA racing events at nclra.org. Sport Jet and Perky rules at clspeed.com. Contact ED for Combat rules. 10% fuel generously provided by Ritch's Brew.

Contest director: Bill Bischoff (billbisch@hotmail.com)
Speed event director: Patrick Hempel (ptrckhem@aol.com)
Combat Event Director: Lester Haurly (nlhaurly@gmail.com)

First event \$10.00 / additional events \$5.00 ea / maximum \$25.00

Sponsored by: Dallas Model Aircraft Association (dmaa-1902.org)



2021 Nat's Control Line Racing

by **Tim Stone**

The sun shines once again on Muncie! Last year's Nats for Control Line Racing was run, but the turnout was dismal. If I believe the forum vibe that I get, there is a greater sense of enthusiasm for this year's contest than there has been for quite a while! Pre-entries in some events are double from 2020.

Dallas Sport Goodyear, heavily promoted by Bill Bischoff, is rumored to have 20 entries. If so, this will be the largest Nat's event entry in more than a decade. There are some new faces, and some that have not come out to race at the Nat's for several years. It promises to be a fun competition.

The event format has changed just a wee bit from prior years but remains four days. Events will be Monday, F2C & Mouse 1; Tuesday, Slow Rat & SSR/Fox; Wednesday, Goodyear & Dallas Sport Goodyear; and Thursday, Clown Race and Texas Quickie Rat. Event specifications and engine and plane regulations have not changed any from previous years.

This will again be a "DIY" Nationals with no formal event director. Bill Bischoff, as president of the NCLRA, will be the leader of things as last year, with other members stepping up as needed.

Thanks go out to Ritch's Brew for supplying the contest fuel. They have been a sponsor for many years, and their fuel has been flawless. Sponsoring this year's events are:

SSR/Fox—Pat King (pdkllc.com); Dallas Sport GY—Bob Heywood; Vintage BTR & Dallas Sport GY—T.J. Viera; and TQR—Tim and Mary Alice Stone.

Monday, June 22, 2021

Three events were to be run Monday, but Muncie's weather had other plans! Wind gusts of over 25 mph led to the postponement of all of the racing schedules.

F2C is the only international racing event that's run at the US Nationals. Due to the cost, difficulty, and complexity, it has shrunk to even smaller participation than in past years. Three teams were entered, but due to weather conditions, the event was postponed indefinitely.

The Mouse 1 race had 13 pre-entries, making it one of the most popular events. Despite the high wind, all was to be a go for the races! Ron Duly stepped in to act as director for this race. Equipment this year was pretty much the same as past years. Engines used were all Cox with the exception of Bob Whitney/Dave Hallas' entry.

Almost everybody had severe troubles with the wind. Junior Sam Londke was a solo flight, which had engine troubles. Bill

Lee and Patrick Hempel put in some outstanding times for first and second, just 2 seconds apart. Melvin Schuette ran a personal best 2:32 for third. The score sheet is posted here, and savvy readers can imagine the attrition rate by the number of scratched or short lap races!

B Team Race was run for the first time in over a decade. This event was sponsored by T.J. Viera, who has put a lot of effort into reviving it. Competitors spent a considerable amount of time trying to make on-field adjustments before races started. One of Monday's photos shows the guts of T.J.'s plane, and the complexity of its mechanical setup.

Tom Schafer/Alberto Ferraro and TJ Viera/Richard Kucejko were able to make it a race. Duly and Ferraro had to scratch. The wind continued to take its toll and ended T.J.'s run at 13 laps. Tom and Alberto had a good finish and great pits for the win. Tom used a Fox combat .29 that ran well. T.J. Viera won the Concours award for his fine-looking plane.



B Team Racers.



The Mouse 1 heat race.



Mouse 1 winners.



Junior Sam Londke and race director Ron Duly.



The Mouse alley pit area.



The mechanics of T.J. Viera's B Team Racer.



Ron Duly's B Team Race entry is Enya powered.



Tom Schafer's B Team Race winner.

Tuesday, June 23, 2021

Two events were scheduled to be run Tuesday: AMA Slow Rat and AMA Goodyear. The weather was cool and calm at roughly 52° in the morning. It definitely was one of the coolest Muncie Nat's on record. Several teams had blown plug problems, as was rumored to be the same later at the speed circles.

Slow Rat had eight entries, which is nearly double last year's turnout. There were some decent races. The favored plane this year was the Mockingbird, kitted by Pat King. Richard Kucjeko entered a neat Bearcat semi scale racer, also rumored to soon be kitted by Pat King.

The dominant engine was the GO .25, with Mike Greb running a good-running GMS .25 ABC. Oge/Stone both had to scratch because of mechanical problems. The two 2-Up finals were run with the New Jersey team of Alberto Ferraro and Tom Schafer coming up as the winners.

AMA Goodyear also had eight entries, which was larger than last year. The motors were the typical Nelson, Rossi MK 2 and 3, and a Fora run by Richard Kucjeko. There were no outstanding times posted. Four of the eight teams scratched because of mechanical problems. Two 2-Up finals were run, with Bob Oge winning the event.

Bob's airplane had won the Nat's countless times in various incarnations. Its wing was first built by Stewart Willoughby in 1978! Veteran Dave Macdonald was a spectator this year, as was Stewart.



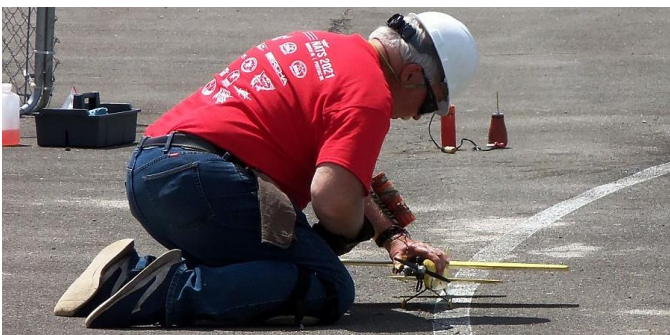
The Goodyear winners circle.



Mike Greb's pretty Cassutt AMA GY.



Alberto Ferraro with his Slow Rat winning entry powered by a GO 25.



David Betz pits his AMA GY.



Mike Greb's Slow Rat aircraft's detail.

Wednesday, June 24, 2021

Two events were run Wednesday, Texas Quickie Rat (TQR) and Dallas Sport Goodyear.

TQR had a decent turnout with eight entries. Motors were all K&B 4011s or 8011s—long out of production but easily found on auction sites. Top finishers had close races, and there was an unusual number of mechanical problems with others. The final race winner was Chuck Barnes Jr.

Dallas Sport Goodyear had the highest turnout of any Racing event. This is partly because of the simple equipment and planes, but mostly due to the dedication and work of Bill Bischoff. He has been a tireless promoter of the event. He has published articles and made airplanes and accessories for a vast number of competitors.

There were a lot of newcomers, and there was a good turnout by some Speed fliers that made the competition much more fun. The preferred engine was the ASP/Magnum 15XLS. A few SH engines also were raced.

This year, the event was sponsored by Bob Heywood. The Concours award was sponsored by T.J.Viera, and won by Bill Bischoff's Cassutt Boo Ray. There were many beautiful airplanes, so it was hard to pick one! It was nice to see some new planes like the Pitts Special and Argander Special, built by Bill Hughes. They are old Chicago-area favorites.

Seventeen entries were divided into five heat races of 80 laps and one pit. Top times of all were tabulated and divided into 3: 60 lap final races; gold, silver, bronze. The Bronze race was rerun due to a line entanglement and a timing issue. Winners of all races and scores are with this article.



Mike Greb's Slow Rat entry.



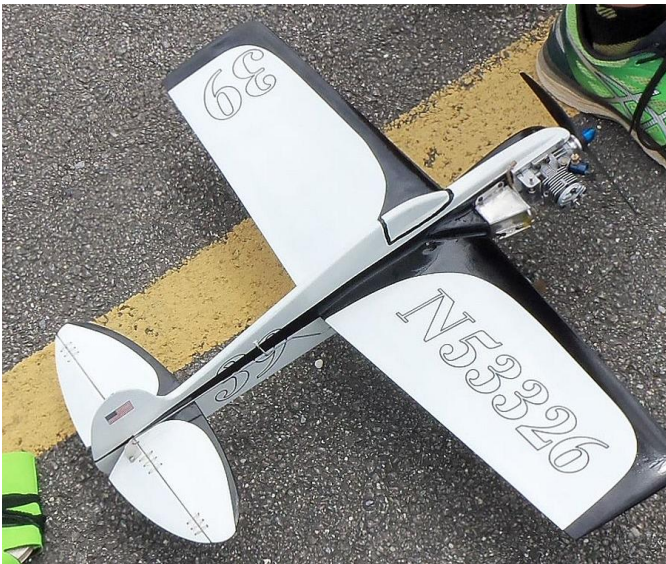
Richard Kucejko's Slow Rat, soon to be a PDK LLC kit.



Slow Rat winners.



Bill Bischoff, Bill Hughes, and Chuck Barnes during Sport GY preliminaries.



Bill Hughes' sport GY Argander Special, an old Midwest favorite.



Bill Hughes' Sport GY Pitts Little Monster.



Bill Hughes, Jeff Gitchel, and Chuck Barnes in Sport GY preliminaries.



Bronze Sport GY winners.



David Betz' and Mike Greb's TQRs.



Patrick Hempel and Chuck Barnes in the TQR Race.



Silver race Sport GY winners.



The Sport GY pits.



The Sport GY beauty contest was won by Bill Bischoff's Cassutt Boo Ray.



Sport GY gold race winners.



Sport GY group.



TQ winners.

Thursday, June 25, 2021

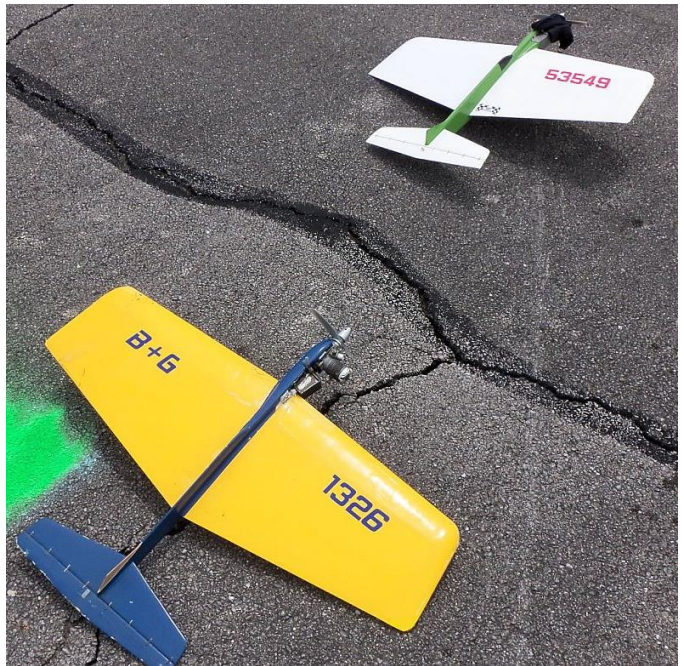
Two events were run Thursday, NCLRA Clown Race & Super Slow Rat/Fox Race (SSR) combined. Weather was again an issue as gusts up around 30 mph made racing very difficult. SSR is a “no shutoff” event, so it became a real chore for pilots to get planes landed, and in a good pitting position.

Clown Race, once popular in the East and West Coast enclaves, has never really taken off at the national level. Some are questioning if this should be part of the Nat’s. Only three entrants showed up and 2 or 3 other pre-entries scratched before the race. Chuck Barnes Sr. and Jr. entered, as well as Richard Kujeko after fixing a broken pushrod connection. Engines used were O.S. .18 TZ and O.S. 18 VX. Seven-and-a-half-minute heats were run. Results to follow.

Pat King (PDK LLC.com) sponsored SSR again. His kit of Bill Bischoff’s excellent Mockingbird design was a favorite, with about half of the entries using this kit.

SSR had 10 entries and it was decided to run 2-up heats because of the extreme wind conditions. Each contestant was allowed two 100-lap races with no final race run. Quite a few competitors declined to post a second time due to the wind. This allowed for a number of solo races (“bunny runs”), which really skewed the results and took away from the excitement of what Control Line Racing really should be.

There were a number of wind casualties. Excellent times were posted by the top three finishers: Bill Bischoff, Mike Greb, and Tim Stone.



Bischoff’s and Greb’s SSR Mockingbirds.



Chuck Barnes Jr.’s Clown racer.



Bill Bischoff and Tim Stone in SSR heat race.



Pre-race warmup.

SOME THOUGHTS ON THE 2021 NAT'S Bill Bischoff

If I had to name two things we had lots of at the NATS, one would be wind, and the other would be contestants. Gusty winds every day made flying a challenge for sure. I personally banged up several airplanes over four days of flying, and the F2C entrants decided not to even try to fly.

On the other hand, entries were up in most events, with the highlight being 17 entries in Sportsman Goodyear. I don't know how long it's been since we've had 17 entries in any racing event. This event used a Gold/ Silver/ Bronze format per full scale racing. Only the best three heat times qualify for the Gold final. The next three fastest heat times qualify for the Silver final. The next three qualify for the Bronze final. This year there were no team conflicts requiring shuffling of the contestants, so all the Gold finalists ran in the same race, as did the Silver and Bronze finalists. To heighten the suspense even more, the Bronze final was reflown due to a line snagging incident. While this finals format may not mean much to some people, I think it adds to the overall appeal of the event, and as I told Bob Heywood last year, "First place in the Bronze sounds better than seventh place." I also need to extend a big thank you to Ron Duly for running most of the week's races for me. Ron drove from southern California with a truck full of planes, but decided he was not adequately prepared for the week and withdrew. He then volunteered to run the races, freeing me up to fly when needed. I still took care of the clerical details, but having Ron to run the actual races sure took a load off of me. Thank you, Ron.



Ron Duly accepting the NCLRA Sportsman's Award.



The 2021 NCLRA High Point Trophy Winner, Mike Greb.



The Barnes', Charles Jr. and Senior, accepting the Clown Race Award.

2021 Control Line Nat's Racing results

MOUSE I

50 laps

1)Patrick Hempel	2:24.80
2)Bill Lee	2:26.60
3)Melvin Schuette	2:32.50
4)Tim Stone	3:00.39
5)Mike Greb	32 laps
5)Sam Londke (jr)	32 laps
7)Dave Betz	18 laps
8)Richard Kucejko	0 laps
8)Bob Oge	0 laps

VINTAGE B TEAM RACE 70 laps

1)C.T. Schaefer	8:35.03
2)T.J. Vieira	11 laps
3)Ron Duly	0 laps

AMA SLOW RAT 70 laps 140 laps

1)Al Ferraro	3:18.16	7:03.29
2)Chuck Barnes Sr	3:18.09	7:46
3)Mike Greb	3:31.17	10:52
4)Charles Barnes Jr	3:20.30	85 laps
5)Dave Betz	4:12.63	
6)Richard Kucejko	6:23.02	
7)Bob Oge	DNF	
7)Tim Stone	DNF	

AMA GOODYEAR 70 laps 140 laps

1)Bob Oge	3:25.95	7:15.26
2)Mike Greb	3:22.43	7:37.05
3)Tim Stone	4:51.56	8:06.78
4)Charles Barnes Sr	5:05	12:40.50
5)Richard Kucejko	5:08.90	
6)Bob Heywood	6:02.65	
7)Dave Betz	6:48.04	
8)Charles Barnes Jr	65 laps	

QUICKIE RAT 70 laps 140 laps

1)Charles Barnes Jr	3:10.90	6:59.49
2)Mike Greb	3:37.52	7:35.21
3)Bill Lee	3:06.75	DNF
4)Richard Kucejko	3:56.43	
5)Charles Barnes Sr	4:00.30	
6)Tim Stone	4:13.60	
7)Bob Oge	29 laps	
8)Dave Betz	4 laps	

SPORT GOODYEAR 80 laps

1)Bill Lee	4:04.70
2)Tim Stone	4:06.99
3)Mike Greb	4:08.56
4)Bill Bischoff	4:09.75
5)Patrick hempel	4:12.10
6)Chris Montagino	4:22.75
7)Charles Barnes Jr	4:25.03
8)Bob Oge	4:26.04
9)C.T. Schaefer	4:30.34
10)Jeff Gitchel	4:32.69
11)T.J. Vieira	4:36.85

12)Alex Valishev	4:46.93
13)Richard Kucejko	4:57.14
14)Bill Hughes	5:04.85
15)Charles Barnes Sr	5:08.64
16)Bob Heywood	5:18.21
17)Dave Betz	5:36.04

GOLD FINAL 160 laps

1)Bill Lee	8:25.62
2)Tim Stone	8:53.06
3)Mike Greb	78 laps

SILVER FINAL 160 laps

1)Bill Bischoff	8:46.84
2)Patrick Hempel	9:20.01
3)Chris Montagino	12:10.34

BRONZE FINAL 160 laps

1)C.T. Schaefer	9:18.01
2)Bob Oge	9:40.61
3)Charles Barnes Jr	9:47.76

CLOWN RACING 7 1/2 min.

1)Charles Barnes Sr	120 laps
2)Richard Kucejko	105 laps
3)Charles Barnes Jr	0 laps

SUPER SLOW RAT 100 laps

1)Bill Bischoff	5:21.40
2)Mike Greb	5:39.35
3)Tim Stone	5:40.21
4)Bob Oge	5:54.68
5)Charles Barnes Sr	6:21.89
6)Charles Barnes Jr	6:47.85
7)Richard Kucejko	9:53.28
8)Dave Betz	10:00.19
9)Mike Hazel	27 laps



Two Soaked Souls, President Bill Bischoff and Midwest Rep T.J. Vieira at the Dayton "Buzzin Buzzards" Summerfest. T.J. appears rather happy about flying in the rain.

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

10/24 Middlesex Speed/Racing @ Mountainview park Middlesex NJ 40.583603, -74.497955

11/14 Middlesex Speed/Racing @ Mountainview park Middlesex NJ 40.583603, -74.497955

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

Sept. 3-4-5

New date! Northwest Control-Line Regionals, Roseburg Regional Airport, Roseburg, Ore. Aerobatics, Combat, Navy Carrier, Racing, Scale, Speed.

Friday: 80mph Combat, Vintage Combat, Old-Time Stunt, Navy Carrier, Speed.

Saturday: High-Performance 1/2-A Combat, 15 Fast Combat, Classic Stunt, Nostalgia 30 Stunt, Profile Stunt. Navy Carrier, Scale, Speed.

Sunday: Precision Aerobatics, AMA Fast Combat, Navy Carrier, Racing.

[Download a flyer](#) with all the details or [email for information](#).

Discount advance entry forms will be posted shortly.

Sponsored by the [Northwest Regionals Management Association](#) in conjunction with other Northwest clubs and individuals.

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT

October 2-3 Buzzin' Buzzards Fall Festival

Wegerzyn Gardens Metropark 1301 E. Siebenthaler Ave.

Dayton, Ohio 45414

Sunday: Racing

Sportsman Goodyear (DMAA) rules.

Vintage "B" Team Race (Buzzin' Buzzards Rules)

NCLRA Fox Race/SSR Combined.

CD: Bob Heywood Ph: 937-890-7555

E-mail: rheywood@woh.rr.com

SOUTH CENTRAL DISTRICT

September 4-5 Charles Ash Memorial

Racing on Saturday only. Mouse, Quickie Rat, Super Slow Rat, Sport Goodyear and Fox/Goldberg race.

October 8-9-10 Fall Finale

Racing on both Saturday and Sunday.

Saturday, Quickie Rat, Super Slow Rat, and Sport Goodyear. Sunday will be Mouse, Clown race, AMA Goodyear, and Fox/Goldberg Race.

At all contests, NCLRA legal Fox racers may enter Super Slow Rat. Fox 35 appropriate fuel will be provided.

SOUTHWEST DISTRICT

None

NATIONAL RECORDS

SLOW RAT (.25 engine)

Op (70 laps) 3:01.52 Jim Gall/ Les Akre 7/04/11

(140 laps) 6:17.59 Russ Green/ Bill Lee 7/07/09

(no Jr or Sr record)

½ A MOUSE 1

Jr (50 Laps) 2:37.57 Scott Matson 7/15/99

(100 Laps) 5:17.68 Scott Matson 7/17/99

Sr (50 Laps) 2:44.68 Dave Rolley Jr 7/15/99

(100 Laps) 5:20.11 D.J. Parr 7/16/98

Op (50 Laps) 2:12.3 Jim Holland 7/16/04

(100 Laps) 4:22 T. Ryan / P. 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



BUZZIN' BUZZARDS FALL FESTIVAL

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

AMA SANCTION (Pending)

OCTOBER 2 - 3, 2021

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 ~ SPORTSMAN GOODYEAR (DMAA Rules)

VINTAGE B TEAM RACE (Buzzin' Buzzards Rules)

FOX / SSR COMBINED (NCLRA Rules)

\$ 10 PER PILOT

9:00 AM – 5:00 PM

 [@daytonmodelairplanes](https://www.facebook.com/daytonmodelairplanes)

www.buzzinbuzzards.weebly.com/



The Tree Town Modelaires
55nd Annual
Midwest Regional C/L Championships
AMA Sanction #9927

September 4-5, 2021

Location: Aurora Municipal Airport, Rt. 30, Sugar Grove, IL 60554

Events:

Navy Carrier – AMA glow and electric classes are combined for Profile, Class1, Class 2, Skyray and Sportsman. (see special carrier rules)

Class 1 (319,340)(JSO); Class 2 (320,341)(JSO); Profile (321,342)(JSO); Skyray Carrier; (JSO); Sportsman Profile Carrier (JSO)

Note: you may only fly Profile or Sportsman, not both.

Precision Aerobatics - PAMPA

323 - Beginner Aerobatics (JSO)

324 - Intermediate Aerobatics (JSO)

325 - Advanced Aerobatics (JSO)

326 - Expert Aerobatics (JSO)

- Profile (engines up to .92) (JSO)

Notes: Beginner, Intermediate and Profile stunt events will be flown over grass

Racing (see special racing rules)

Saturday: Dallas sport Goodyear, Jerry Who Fox race.

C/L Scale 509 - Sport Scale (JSO); 521 - Profile Scale (JSO); 526 - Fun Scale (JSO); 529 - 1/2A Scale (JSO)

Speed: No speed. Speed only contest held on this site August 28-29.

Contact William Hughes: williamhughes4@att.net

Awards through 3rd Place. Awards for best Junior/Senior in all events.

Entry Fees:

Open, \$10.00 per Event

Junior / Senior, \$5.00 per Event

No Un-Muffled Engine Runs before 9:00 AM and **No Un-Muffled Flying** before 10:00 AM

Competition Begins at 10:00 AM

Registration Closes at 12:00 PM

** Food, Porta-john and Raffle Available on Site **

Lodging:

Comfort Inn, Aurora (630) 820-3400

Sugar Grove Motel (630) 466-2089

Fox Valley Inn, Aurora (630) 851-2000

Hampton Inn, Aurora (630) 907-2600

Holiday Inn, Aurora (630) 806-7400

Motel 6, Aurora (630) 851-3600

Sunset Motel, Yorkville (630) 553-7353

Super 8 Motel, Yorkville (630) 553-1634

Contest Director:

Patrick King, AMA 168941

5133 Jason Drive,

Monee, IL. 60449

Phone: (708) 921-6322

E-Mail: patdk@aol.com

ATTENTION

No Alcoholic Beverages are allowed at the Airport. Violators will be escorted off site by irate club members and / or the **Sugar Grove Police**.

There will be **No Refunds**, regardless of Weather or other circumstances.

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://elimatorprops.com/store/>

STEVE EICHENBERGER

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

GOODYEAR PLANS- DOUG MAYER

Douglas Mayer 5010 W. 123rd Place
Hawthorne, CA 90250
310-463-0525 cell
douglasmayer58@gmail.com

JUST ENGINES LTD

Newby Cross Farm, Newby Cross
Carlisle, CUMBRIA CA5 6JP England
Popular engines plus spares and Pipes. Irvine, Moki, Mvvs
(<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

LEE MACHINE SHOP

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

RITCH'S BREW

Fuel ready mixed top quality finest ingredients.
4104 Lark Lane, Houston, TX 77025 713-661-5458

MBS MODEL SUPPLY

Solid Wire Sets and other C/L needs
Contact Melvin Schuette, P.O. Box 240 Auburn KS 66402
1-785-221-7042. mbsmodelsupply.com

ZZ Props

Full line of quality Glass & Carbon Fiber props for Control Line
Speed & Racing.
Contact Mike Hazel at: 503-859-2905 Day Phone or 503-871-
1057 24 Hour Phone. Email: zzclspeed@aol.com

NELSON COMPETITION ENGINES

121 Pebble Creek Lane, Zelenople, PA 16063
Manufacturer of NELSON Racing Engines and parts, FAI Pans
for F2A & FIC Custom Button Heads, Nelson Glow Plugs, many
other specialty engine items. (Henry Nelson) Phone: (724) 538-
5282 e-mail: nelcomp101@gmail.com

MARC WARWASHANA

Rubber fastfills, vintage Dons' racing wheels.
11577 North Shore Dr.
Whitmore Lake, MI 48189-9124
Phone: 734-449-7355 E-Mail: whellieman@gmail.com

OLD MAGAZINE PLANS & MORE ON CD

Tom Wilk, 301 W. Redwing St., Duluth, MN 55803
Phone: 218-724-0928(hm) E-Mail: tawilk36@cpinternet.com

ZALP ENGINES

Zalp F2C&F2D engines- Bob Whitney
456 Garvey rd sw, Palm Bay FL 32908 f2cracer@aol.com

BISCHOFF'S RACING PARTS

Sport Goodyear FUEL SHUTOFF	\$20.00
Mounts to the back of ASP/ Magnum/ SH engine Includes longer backplate screws.	
fuselage mounted FUEL SHUTOFF	\$20.00
specify top or bottom pull, specify Goodyear (1 1/4") or Quickie Rat (1 1/2")	
FUEL SHUTOFF short kit	\$6.00
incl. frame, spring, plunger specify 1 1/4" or 1 1/2"	
ASP/ Magnum/ SH 15 VENTURI	\$10.00
1/4" ID, 4mm spraybar, fits 10mm hole	
RSM Supertigre style needle assembly	\$11.00
Aluminum landing gear struts	\$12.00
.090" 2024-T3, drilled & tapped, with screws Edges pre-rounded.	
aluminum landing gear blanks	\$5.00
Cut to size, not drilled or bent. One pair.	
1 oz fuel tank	\$20.00
Per Margaret June plans, or with pinch-off overflow-your choice.	
Bellcrank button kit	\$2.00
includes hex buttons, eyelets, screws	
8 oz. fuel bottle with fitting	\$10.00
Racing handle, 3" spacing	\$25.00
metal frame, wooden grip, stainless cable (other spacing available by request)	
Clothespin type glowplug clip	\$7.00
Clip only, no wires	

Shipping: \$10.00 per order including fuel tanks, bottles, or handles.
\$5.00 per order without fuel tanks, bottles, handles. 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
972-475-5569
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

Secty/Treas

Tim Stone

4919 Country Oaks dr.
Johnsburg, Illinois 60051
815-861-5357
Stone-tim@sbcglobal.net

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 (Open)

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

Phil Valente

1523 Ulster Way
West Chester, PA 19380
Home: 610-692-6469
E-Mail: philv5@comcast.net

Midwest Representative

T.J. Vieira

1909 Amelia Ct.
Miamisburg OH 45342
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.com

South Central Representative

Bill Bischoff

1809 Melody Ln
Garland, TX 75042
Phone Numbers:
972-840-2135
972-245-8379
Email: billbisch@hotmail.com

South East Representative

Robert L Whitney

56 Garvey Road S.W.
Palm Bay, FL 32908
Phone Numbers:
321-676-0554
321-726-2017
Email: f2cracer@aol.com

Torque Roll is the official publication of the NCLRA. Published bi-monthly. All submissions are valuable & will be considered for publication subject to editing. Preferred format for publication is as a MS Word document using 10-point Times New Roman font. Any photos should be sent as a separate jpeg file, medium res. Email all as an attachment to Les Akre at the address given on this page.

NCLRA membership information

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

A paper copy subscription is \$10.00 for US and non-US residents. Send payment to the Secretary/Treasurer listed above.

USING PAYPAL-To pay with Paypal, first log in to your Paypal account, then send the paper subscription fee to; Treasurer@NCLRA.org Note that a \$.90 (\$1.10 for foreign membership) surcharge is added for the PayPal charges.