

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



**TO**



**Paul Gibeault and his new Polecat Scale Race model. Built from a modified Pat King LLC laser cut kit. Magnum XLT .15 motor with Bill Bischoff tank, shut off & landing gear.**

**INSIDE:**

**District Reports  
District Rep ballot  
W.C. Announcement  
Suppliers/Equipment  
Updated Contest Calendar**

**Torque Roll Issue #168  
June 2023**

## PRESIDENT – Bill Bischoff

Greetings, race fans. The NATS control line events will be the week of July 9-14. Racing will be Monday through Thursday. Monday will be F2C, Mouse I, and Vintage B team race. Tuesday will be AMA Slow Rat and AMA Goodyear. Wednesday will be Quickie Rat and Sportsman Goodyear. Sportsman Goodyear will have Gold, Silver and Bronze finals. Thursday will be Super Slow Rat. and Clown race. The F2C team trials will be incorporated into Monday's F2C event. Participants will use the practice circle in the morning, while we fly Mouse and Vintage BTR. The F2C event will be flown in the afternoon. If you're not flying other events Monday afternoon, please stick around to help us time F2C. If you're attending but not flying all the events, considering running an event. It'd sure help me out. All you'll really need to do is run the actual races; I'll do all the preliminary stuff. If you think you might give it a go, just let me know.

The AMA is seeking people to write daily reports and take photos for the daily *NATS NEWS*. Here's what they have to say:

The *NATS NEWS* reporters are expected to cover each day of the event and also submit a final report. Dropbox will be available for uploading and downloading the reports and pictures. They should be available by 8 a.m. the following day. A quick email to let Clarissa Poston know when the material is available would be appreciated!

The material can be whatever the author feels is appropriate—a lot of pictures and minimal text, vice versa, just pictures with captions, or even a short interview with an interesting participant as an extra. Often authors will find something that draws his/her attention (cool paint scheme, new competitor) and include it in the report. The material will be published to the AMA blogs under each category (e.g. RC Pattern). A selection of pictures is preferred in case some are unusable. They won't all be used but we use what we can. Visit <https://nats.modelaircraft.org> and click on *NATS NEWS* for some idea of the expectations.

Pay is based on the amount and especially quality of material provided and final report. The reporter is paid a daily amount each of the days covered. Daily pay is between \$50 and \$100. The pay requests will be issued shortly after the end of the Nats. Sometimes people choose to share the coverage, such as Don covering the first two days, and Jim covers the last four days of Free Flight or a husband/wife tag team. We can generally make it work!"

**Oops, my bad!** Remember how we were going to submit a rule change proposal for contest supplied fuel for Mouse I? Well, yours truly was a year out of synch on the rule changing process. ( I think the schedule was disrupted by Covid, actually.) March 2023 was the cut-off to submit proposals that would go into effect in 2024. Now, we will have to wait until next January to submit a proposal, and if passed, it will go into effect in 2026. However, all is not lost. I would like people to voluntarily try the proposed fuel blend at this NATS (you can try it at local contests, too). The fuel is 35% nitro and 20% oil, in a 1/4 castor, 3/4 synthetic blend. I will have quarts of this fuel for sale at the NATS for \$15 and will have some fuel available to try for those not ready to commit to an entire quart. Mike Greb was the first brave soul to try this fuel at the April contest in Dallas and was perfectly satisfied with it. I would like to see more testing with this blend before actually submitting a rule change proposal next year.

## 2023 DISTRICT REPRESENTATIVE BALLOT

### SOUTHWEST

Doug Mayer       write  
in \_\_\_\_\_

**NORTHWEST**       write  
in \_\_\_\_\_

### SOUTH CENTRAL

Bill Bischoff       write  
in \_\_\_\_\_

### NORTH CENTRAL

Paul Gibeault       write  
in \_\_\_\_\_

### MIDWEST

T.J. Vieira       write  
in \_\_\_\_\_

### NORTHEAST

Fred Quedenfeld       write  
in \_\_\_\_\_

### SOUTHEAST

Bob Whitney       write  
in \_\_\_\_\_

**Email your vote to [billbisch@hotmail.com](mailto:billbisch@hotmail.com). You don't need to use the ballot, just indicate your district and your choice. Vote for your district only. Please get their consent before writing someone in. Votes must be received by Thursday, July 6.**



## 2024 F2 World Championships

*Bill Lee sent this note about the upcoming 2024 F2 World Champs:*

Today, AMA HQs sent in a "pencil-in" bid for the 2024 F2 World Championships. The only thing now needed is an official vote of the AMA Executive Council, which will happen at the EC meeting in late July. In order to get EC support, the AMA CL NATs will be moved to the first week in August with the F2 World Champs following. Attached is a snapshot of the scheduling of the IAC for the NATs and the F2 WCHs.

30	31	Thu - Aug 1	2	Sat - 3	Sun - 4	Mon - 5	6	7	Thu - 8	Fri - 9	Sat - 10	Sun - 11	Mon - 12	Tues - 13	Wed - 14	Thu - 15
				CL Start												
				CL Speed												
				Jamboree												
				CONFLICT: Start/Jamboree	CL Corner											
				CL Scale	CL Racing											
				CL Contest												
									Arrival	Pit	Post1	Post2	Post3	Contest	Post4/Barquet	
				Given the schedule above for the RCMA events, the entire CL NATs/F2 WCHs schedule could be shifted +/- a day or two. The only concern is the WCHs Banquet and Availability of a location in Muncie on a Thursday or Friday or Saturday evening.												
				6623 I just spoke with Dan Lyette of RCMA and he said they do NOT use Site 5 for Jamboree. This means there is no conflict there.												

## NORTH CENTRAL – Paul Gibeault

### 50<sup>th</sup> NW Regional's Contest report

Good hot weather allowed the racing to go off well. Sometimes the wind picked up, but no flying incidents resulted from it.

**NW Flying Clown** Now flown on 60' lines only had one entry, that being Leighton Mangels with a score of 32 laps.

**Sportsman Flying Clown Race** (aka *NW Geezer Clown*) flown on 52' lines, initially had three entries but only two flew. Leighton Mangels won with 166 laps followed by Chris Nicholls with 85. Mike Hazel withdrew.

For the first time **Dallas Sport Goodyear** was hosted. It drew seven entries; five flew. Mike Hazel & Bob Kerr withdrew.

### HEATS:

1. Leighton Mangels 4:43
2. Bill Cave 4:59
3. Peter Cunha 5:25
4. Gibeault/Hazel 6:00
5. Doss Porter DNF

Peter Cunha withdrew to allow the Can-Am team of Gibeault / Hazel into the final race. Bill Cave withdrew to pit for Doss Porter.

### FINAL:

1. Leighton Mangels 11:17
2. Gibeault / Hazel 158 laps
3. Porter / Cave 94 laps with a lost wheel during one pitstop.

There were a lot of errors with everything from flooded motors, missed stops and missed landings. It showed most of us were pretty rusty in this new event. I tried to lose with a flooded motor, but it turned out a re-fly was ordered due to a missing timer, so I lucked out yet again. Those Master Airscrew props sure take a beating as mine was ground down twice during our run. My Magnum engine kept sounding better & better though! I was hoping to take the Concours Award, with my Polecat, but they forgot to award it...



**The winning AMA Nat's Can-Am team of Mike Hazel & Paul Gibeault reunited at The Regionals. Photo doesn't do justice to my 2023 metalflake paint finish. It just glows in the sunlight!**



The business end of my Polecat Sport Goodyear Model, first contest for this new airplane.



Doss Porter, Bill Cave & Paul Gibeault models.



Doss Porter with Bob Kerr looking on.



Fast G/Y heat time recipient, Bill Cave of California.

### Northwest Sport Race

We expedited NWSR by going straight to the final. Even with Mike Hazel not liking Foxes in this event & only grinding my prop into the pavement once, we still managed a close win.

#### FINALS:

- 1<sup>st</sup> Gibeault/Hazel 10:06
- 2<sup>nd</sup> Mark Schluter 10:10
- 3<sup>rd</sup> Peter Cunha 12:31
- 4<sup>th</sup> Leighton Mangels 5:52 Heat
- 5<sup>th</sup> Bill Cave
- 5<sup>th</sup> Mike Hazel
- 6<sup>th</sup> Doss Porter



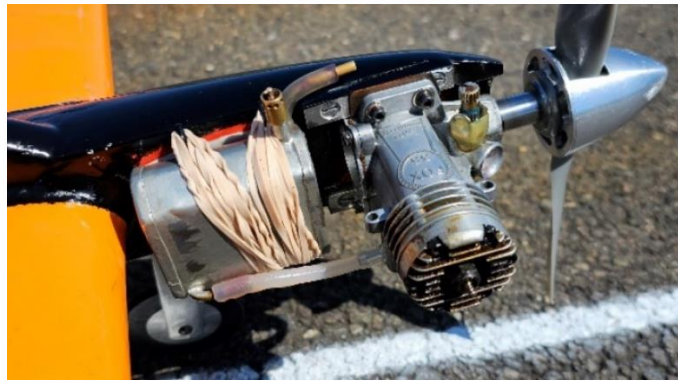
NWSR winners: L- R, 1<sup>st</sup> Paul Gibeault/Mike Hazel, 2<sup>nd</sup> Peter Cunha /Bill Cave, 3<sup>rd</sup> Mark Schluter/Bill Varner.

**Northwest Super Sport Race**  
(K&B 40's on suction, .315" carb)

I had to scramble for a pitman after Scott Newkirk suffered a broken toe in the speed circle & Bill Varner inadvertently put his hand through a running prop.

I was fortunate to have Peter Cunha step up and pit for me for the first time. I just told him my K&B 4011 was a cream puff to start & Pete did the rest! As always, the *Nitroholics* are a formidable race team, but although pitting well, just couldn't match Gibeault's superior speed.

- 1<sup>st</sup> Gibeault/Cunha 8:03
- 2<sup>nd</sup> Hazel/Thompson 8:26
- 3<sup>rd</sup> Leighton Mangels 9:50
- 4<sup>th</sup> Mark Schluter 11:08
- 5<sup>th</sup> Jim Schnieder 12:12
- 6<sup>th</sup> Scott Newkirk –



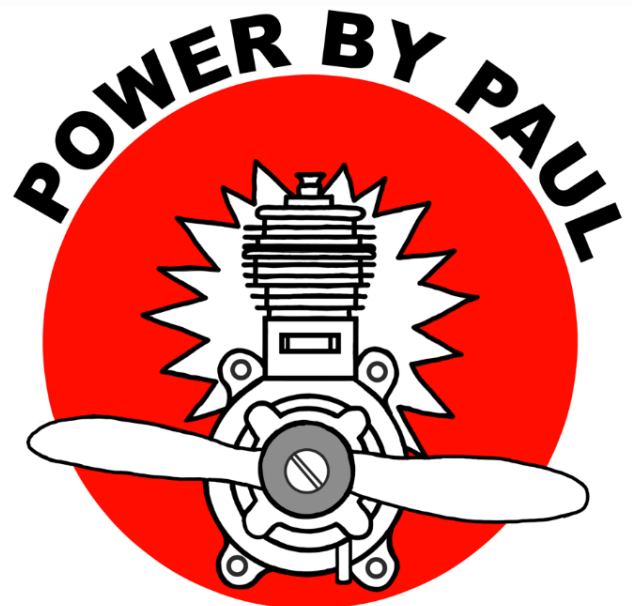
**Two types of Aluminum Mouse motor mounts now available from Tony Huber.**

My winning Fox .35 decided to blow it's crank while I was flying traffic for Marc Schluter in his NWSS final. I had wondered why my Mongoose model vibrated more than normal the last two years. Now I know! Luckily the officials detected no grinding marks at the port windows, just the crank had sheared completely. "Why didn't that happen in the Sport Race final, they asked?" *Timing is everything, I replied!*

As always it was a great contest thanks to the help of many people. I ended up winning the racing Grand Championship trophy. What people don't know is it took me 3 days to recuperate from this gruelling contest. Hopefully, I'll forget by next year. See ya!



**Paul with Racing Grand Champ trophy.**



## **NORTH EAST – Phil Valente**

A quick canvas indicated the local competitors are fine tuning for the Brodak competition. I hope to have more information later on. A few are preparing for the Nationals.

## **SOUTH EAST – Bob Whitney**

With no racing going on locally, everyone down here is getting ready for “Brodaks” with mostly stunt with a little “B” TR and perky thrown in. Looks like my new “B” TR won’t be ready but the Redskin has been rejuvenated with a newer old K&B to replace the old ETA. Of course the first runs will be at “Brodaks”. The new ZALP perky will be ready again with first flights at “Brodaks”. Our little group of sport fliers is still going strong, flying almost every Sunday. We are all too old and decrepid to even try to race ringmasters. I hope everyone is getting ready for the NAT’S, it’s coming fast...



**My first F2C, it weighed 600 grams, Nelson 2.5 D powered. Today they weigh 320 grams max.**

## **RAD**

## **SOUTH CENTRAL – Bill Bischoff**

### **DMAA 2023 SPRING WARM UP**

This three day speed and racing contest was held the last weekend in April. Friday began with speed only as usual. It was windy but bearable, especially for the fast, heavy jet models.

The forecast for Saturday was for winds in the upper teens to twenties, gusting to over thirty. It was decided to cancel Saturday, and resume Sunday with an abbreviated racing schedule and more speed flying. We figured the most popular events to fly would be Mouse 1, Sport Goodyear, and Super Slow Rat.

Mouse 1 had 4 entries, and each team flew back-to-back 100 lap races. I flew for Mike Greb, and Patrick flew for Scott Newkirk. Mike was brave and tried the proposed contest supplied 35% fuel. He was rewarded with a nice run that held up for first place. Scott's airplane apparently hadn't flown in a while and seems like it could have used a few more runs to clean out the cobwebs and congealed oil. Bill Lee and Patrick Hempel are usually a team, but the next race was Biscuits and Lee against Hempel and Gravy. Bill Lee had the airspeed advantage, but a "torque tumble" during a takeoff broke the drive washer off the crank, putting Bill out of commission. Patrick cruised to an easy second place and elected to forego his second race solo shot.

We had eight entries in Sportsman Goodyear, so we had two three up's, and one two up. Everyone flew two heats, and we planned to take three to a final. Jeff Gitchel was also busy at the speed circle, so I put him in the last two up race with me. If Jeff dropped out, I would drop my own entry as well. (This will be significant later.)



**Sepeid Goudarzi and Lester Haurey.**



**(L-R) Patrick Hempel, Bill Bischoff and Kelly Hite ready for the start of their Sport Goodyear heat.**

The first group was Sepeid Goudarzi, Mike Greb, and Patrick Hempel. Sepeid and Patrick used their first heat to get things sorted out, but the second heat was a good race with all fliers logging improved times.

The next heat was the clash of the titans, with Bill Lee, Lester Haury, and Kelly Hite. Except for a bit of a slow pit by Lester in the first heat, these were two excellent races.

Jeff Gitchel got away from speed long enough to fly his heats. Jeff had a run in in his first heat, slowing him down considerably. In his second heat, Jeff's shutoff kept mysteriously tripping. By the time it was traced to his engine being loose, he was already out of the running and withdrew. This left me with about a half the race as a solo, allowing me to sneak ahead of Bill Lee for the top qualifying spot. Since Kelly Hite had to leave early and couldn't stay to fly the final, and Patrick wanted to get back to speed, we decided not to fly the final. Regardless of the order of finish, we had some terrific, close racing.

With Kelly's early departure, Mike and I were the only two entries in Super Slow Rat, so it was not flown. Thanks as always to our timers Sandra Lee, Tom Walker, and Linda and Dale Gleason.

<b>MOUSE</b>	<b>100 laps</b>	
1)Mike Greb	5:34.58	6:02.15
2)Patrick Hempel	5:56.63	no fly
3)Scott Newkirk	6:28.01	6:45.53
4)Bill Lee	41 laps	no fly

<b>SPORT GOODYEAR</b>	<b>80 laps</b>	
1)Bill Bischoff	3:56.82	4:11.49
2)Bill Lee	3:59.97	4:02.26
3)Kelly Hite	4:02.17	4:05.11
4)Lester Haury	4:04.13	4:17.79
5)Mike Greb	4:04.93	4:08.65
6)Patrick Hempel	4:08.39	4:54.80
7)Sepeid Goudarzi	4:15.66	4:59.38
8)Jeff Gitchel	5:11.91	35 laps

#### **NATIONAL DMAA SPORT GOODYEAR TOP 20**

<b>80 Laps</b>		
1)Bill Bischoff	3:56.82	
2)Bill Lee	3:59.97	
3)Kelly Hite	4:02.17	
4)Bill Lee	4:02.26	
5)Lester Haury	4:04.13	
6)Mike Greb	4:04.93	
7)Kelly Hite	4:05.11	
8)Patrick Hempel	4:08.39	
9)Mike Greb	4:08.65	
10)Bill Bischoff	4:11.49	
11)Sepeid Goudarzi	4:15.66	
12)Lester Haury	4:17.79	
13)Patrick Hempel	4:54.80	
14)Sepeid Goudarzi	4:59.38	
15)Jeff Gitchel	5:11.91	

Listing includes the following contests:  
Dallas, April 30

## **SOUTH WEST – Doug Mayer**

I have a lot to report this month. First of all, we have decided to run the Virgil Wilbur contest in October. I canvassed everybody via email and received overwhelming support to hold the contest. We will be holding it on **October 21 & 22** which is the weekend after the Dallas Fall Finale. We are hoping that we can get some of the Texas guys, and our NorCal brothers, to come and visit us again like they did last year. We had a good turnout last year and had a lot of fun with our out-of-town visitors, so we hope to do the same again. Be sure to mark your calendars.

New Juniors! You may remember from one of my reports a year or two ago that we brought out a new junior named David. David is our next-door neighbor and has been flying with us for a while. This last weekend, Tristan also brought out his friend Julian. We've had him out for two weekends now and he's learning to fly on a baby Skyray trainer. Once he becomes airborne, he's very good at finding the groove with a nice stable flight. He just needs to work on those take-offs! He keeps giving the plane full up on take-off and skyrockets into a wingover and top loops the circle. Fortunately, he pulls up and manages not to hit the ground. I spoke to him after his last flight and he said, "Well, I didn't want to crash, so I had a chance to fly again" Ha! There's an approach we could all take!



**Julian flying the baby Skyray trainer, with Tristan's help.**

I have two sport Goodyear planes set up as trainers with Fox 15 motors for Julian and David to take the next step to Goodyear flying. David has already flown my Deerfly several times, and he's already doing quite well. Now we need to get Julian on the handle and get him up to speed with a Goodyear. Our goal is to have four Juniors here in Los Angeles, which of course would include my two boys and Julian and David. With all these new pilots we may need to start recruiting some more mechanics!



**The Rat Pack, Junior style! David, Julian and Tristan.**

NATS! It has been 20 years since I attended my last NATS. After that event, my interests changed, and I went on to other things in my life. Somewhere along the line, I had a family and two little boys. I got back into control line when the boys were little, and now they have been flying for years. I never anticipated returning to Muncie, but my boys are growing up and doing very well with racing. I wanted to give them a chance to experience their first Nationals while they are still Juniors. Mason is 17 now, so this may be his last chance to compete as a Junior. This year we will be attending for three days of racing, Mon, Tues, Weds. After that, we will be taking a road trip to Pennsylvania to visit my mom and my sisters. Ron Duly will also be attending the NATS and representing California. I met with Ron, and he was gracious enough to give us a few old airplanes that he was not using. He said that we could put them to good use. I am working on a Little Quickie that he gave us, and it will be ready for the Nationals. I have also been working behind the scenes with Bill Bischoff to get some other planes ready for entries. Ron agreed to help transport some of our airplanes to Nationals so, I told Ron that he's really living up to that "Sportsman of the year award". Maybe he's running for a second term! Thanks in advance to both Ron and Bill for your support. BTW, that's one of the best things about our hobby. The camaraderie and friendships are what hold us all together as a group.



**Ron Duly and his Profile Scale P-38 Lightning "Yippe".**

One last item of interest is Ron Duly's latest scale plane. He brought out his P-38 "YIPPEE" for some show & tell, and some practice. The model is set up with a pair of 25's (I think) double throttle linked to a 3-line bellcrank system. Ron flew through his practice routine, and it was quite impressive. The kids were amazed by the throttle control and the touch and go landings with a nice long taxi roll. I just loved the harmonic sound of the twin motors in flight, and the large size of the plane was quite impressive. The detailing was also very nice with detailed landing gear, and smoke stains on the nacelles behind the superchargers. Nice job Ron! Good luck at the scale event, bring home the GOLD to California (where it belongs!) We are the "Golden State" after all.

Until next time, wear your sunblock and keep your lines tight.....and good luck at the NATS!

### "NEW" VINTAGE B TEAM RACER

**Bill Bischoff**

There will be at least one new Vintage BTR at this year's Nats. Mine is an original design, based on the Knotty Girl Formula One racer. The cowling is from a Top Flite Nobler ARF, and power is a McCoy .29 series 21. This engine was chosen because it is ringed and should start well. I guess we'll see soon enough.



### SIMPLE HOT FINGERS

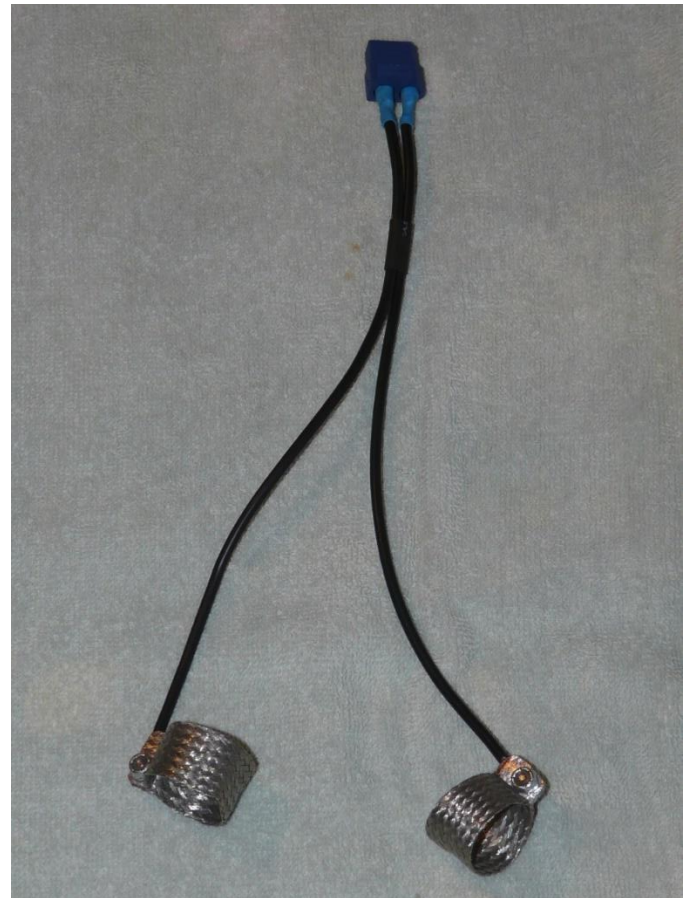
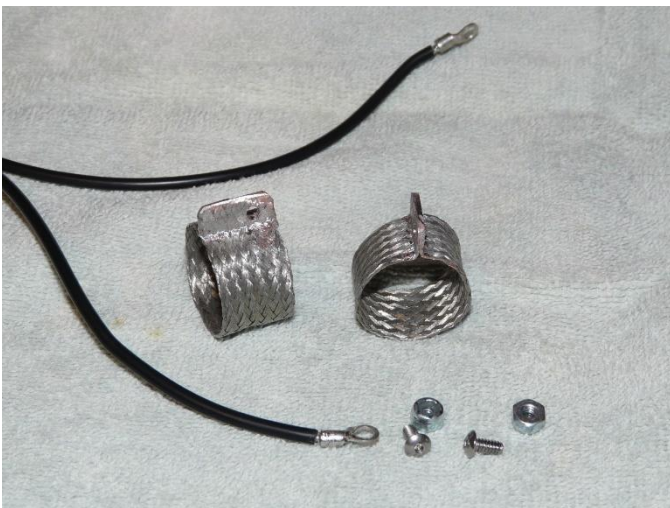
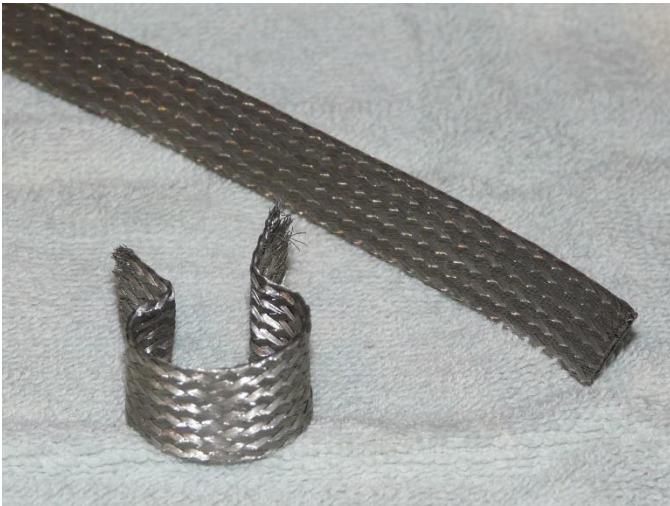
**Bill Bischoff**

As my new B Team Racer nears completion, I realized I was going to need a hot glove or a set of hot fingers. I came up with this simple design, which is a perfect companion for my *Juice Box Racer* starting battery. (Thank you to all of you have purchased one.)

The finger rings are made from flexible, 1/2" wide, tin-plated copper braid. I bought 5 feet on Ebay for \$10.00, including free shipping. Cut about a 3" piece of braid and form a ring around your thumb. Bend the ends of the braid so that when they are held together, the ring is snug enough not to fall off the thumb, but is not tight. Hold the ring closed with a clothes pin or hemostats and solder the



ends of the ring together. When the solder cools, trim off the excess, leaving a flange about 1/4" to 5/16" tall. Make another ring to fit your middle finger. This allows you to still use your thumb and index finger without shorting out. I prefer the ring to fit up past the first knuckle, as this aligns the ring better with the contact on the airplane. Solder and trim as above.



Cut two pieces of wire for attaching the rings to the battery connection. For the *Juice Box Racer*, I used an 8" wire for the thumb ring, an 8 1/2" wire for the finger ring, and an XT connector. Use whatever length is appropriate for your particular setup. I use the ultra flexible 16 ga. silicone wire as commonly found on smallish electric airplanes. Decide if you want to solder the wire directly to the finger rings, or make a screw together connection. The screw together connection makes it easier to change the finger ring size, otherwise it doesn't matter. The screw together connections will require 4-40x1/4" screws, nuts, and appropriate size ring terminals. Otherwise, just strip 1/2" of wire and solder it to the rings. This should complete the assembly. Now, you have the power in your hand!



# CONTEST CALENDAR

NCLRA cannot be held responsible for errors or omissions!

This calendar is compiled from data collected at the NCLRA website [nclra.org](http://nclra.org), and other published sources.

Members can log in to NCLRA.org and submit contest details.

## NORTHEAST DISTRICT

None

## NORTH CENTRAL DISTRICT

None

## NORTHWEST DISTRICT

None

## SOUTHEAST DISTRICT

None

## MIDWEST DISTRICT

### July 10-13

100<sup>th</sup> Anniversary AMA National Aeromodeling Championships, 5161 E. Memorial Dr. Muncie IN 47302

Monday: F2C team selection, Mouse 1, Vintage B Tr.

Tuesday: AMA Slow Rat, AMA Goodyear.

Wednesday: Quickie Rat, Sport Goodyear

Thursday: Super Slow Rat, Clown Race

## SOUTH CENTRAL DISTRICT

### June 10-11 Bob Gieseke Memorial

Saturday only: Mouse 1, Quickie Rat, Super Slow Rat, and Sport Goodyear.

### September 2-3 Charles Ash Memorial

Saturday only: Mouse 1, Quickie Rat, Super Slow Rat, and Sport Goodyear.

### October 13-14-15 Fall Finale

Saturday: Quickie Rat, Super Slow Rat, and Sport Goodyear

Sunday: Mouse 1, Clown race, and AMA Goodyear.

All contests held at Samuell Garland Park, Northwest Hwy, and Garland Rd. Dallas, TX. 75238. GPS 32.866867, -96.671400

At all contests, NCLRA legal Fox racers may enter Super Slow Rat. Fox 35 appropriate fuel will be provided. I hope to see many of you this year.

## SOUTHWEST DISTRICT

### October 21-22

Virgil Wilbur Memorial

Events, (tentative) Mouse 1, Scar Goodyear, DMAA Goodyear, Clown, Quickie Rat, Fox/SSR combined, F2CN, Form Unlimited.

Email: [Douglasmayer58@gmail.com](mailto:Douglasmayer58@gmail.com)



Top View of Paul Gibeault's stunning Polecat Sport Goodyear model.

## 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

## SUPPLIERS

### **BRODAK MANUFACTURING**

Everything c/! 100 Park Ave, Carmichaels PA,15320  
724-966-2726 email [flyin@brodak.com](mailto: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](mailto:williamhughes4@comcast.net) 630-736-6036

### **ELIMINATOR PROPS**

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

### **STEVE EICHENBERGER**

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