

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



TO



TR PILOTS: L to R Dave Fischer, Alex Topunov, Patrick Hempel mix it up at the recent 2019 F2C Team Trials held on September 14-15.

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PRESIDENT - Bill Bischoff

I confess. I've been staring at a blank page for a while now. I could congratulate the entire returning F2C team, but that's been covered inside. I could tell you that AMA is having a NATS planning meeting on October 12. Since that's the DMAA Fall Finale weekend, I won't be attending. Fortunately, Melvin Schuette will be there representing NCLRA.

Since I mentioned the Fall Finale, let's talk about that. Three days of speed, seven racing events over two days, and this year, there's even combat on Saturday. We expect modelers from near and far. Then, a week later, there's the Virgil Wilbur contest in Los Angeles. Rumor has it that some of the Dallas attendees will be making appearances. Why not see for yourself? That's Dallas Oct 11-13, then Whittier Narrows Oct 19-20.

I am looking for volunteers to write an article about F2C. I don't mean a how to get started article, but more like a "show and tell" article. Explain the event to people with no familiarity with it. A similar article about diesel engines would be good, too. What does the compression adjustment do? How do you juggle the compression and needle settings? What's in the fuel? These types of questions. What do you say, ether sniffers? Anybody want to take this on?

North Central – Paul Gibeault

Greetings fellow racers!

9th Lassogeier Luftzirkus report - Part 1

I just got back from attending der 9th Lassogeier Luftzirkus (Air Circus) in Niederkassel-Reidt, Germany.

It truly was an epic adventure that started off with denied entrance into the first class airport lounge, a near missed flight, my model box not arriving in Frankfurt with me *und* going downhill from there... (ALL of course being "*first world order*" problems...) But it was still **GREAT!**

What attracted me to this event was the fact that first (& most important) this is a **non FAI** event contest, and features all their non FAI racing events. The field belongs to an r/c club, but lone C/L flier Axel Junghertz obtained permission to have this 9th Lassogeier Luftzirkus event (held every other year). The field was all prepared & marked by Thursday. It was a four ring Circus as combat, racing, stunt & scale were all going on at the same time. (Shades of the NW Regionals!) They unfortunately didn't have Navy Carrier as was hoped. All circles were flown off the cut grass. This grass caused for a fair bit of grief for nose heavy models and models with aft (pavement positioned) L/G placement.

They have 2 classes of G/Y. One being the Limes (pronounced Lim-ess) event which is based on the (unofficial) Canadian Sport G/Y rules as flown by the Balsa Beavers Club in the Toronto area in Ontario. This class only allows the Sig Buster and Shoestring models with an O.S .15LA motor. I didn't enter that event. Their other "Indy" G/Y event allows for the use of inexpensive BB motors. Peter Grabenstein offered me his very nice Bill Bischoff designed 'Knotty Girl' model for my use. Thank you Peter!



Pitman Gabriel Honnert (from Belgium) and Pilot Paul Gibeault with their rented Knotty Girl G/Y built by Peter Grabenstein.

One problem is that (unlike us in North America) they are required to use mufflers. The muffler itself is not the big problem. I have proven in AMA competition previously that mufflers can be used successfully in Northwest Sport Race (NWSR) to work very well while offering reduced noise levels. The BIG problem I discovered with a muffler is that the C/G is now forward of the wing L/E! This condition caused the model to fly like a nose heavy *schweinhund*. Any attempt at landing caused a dive to the ground with a subsequent **nose over & cartwheel** on the grass. I found that we had to add an ounce of tail weight & really needed to add even more for the model to balance properly. This caused me to really put Peter's Knotty Girl through the Timex torture test. In the end, my last flight flew with no rudder as it had broken off on the previous cartwheel landing! Still... I soldiered on for *3rd Platz* with my trusty pitman Gabriel (Gabby) Honnert, in spite of my aerobatic pit landings,

It was interesting to see that Peter had an uncommanded shutoff problem with his Bill Bischoff shutoff on one of his models. Only having metric tools did not allow Peter to fix it initially. To the rescue was Paul G. with his North American 4-40 driver. I quickly disassembled it, rebent the spring trip wire & we were back in business. I was also able to show Peter the patented Paul G 'wrap a rubber band from the shutoff to the NVA trick', for premature shutoff trip insurance. It then worked perfectly. *Das ist gut!*

They also have their 5cc (.29) class they call Club 30. It uses models like the Goldberg Shoestring & such with sport .29's. It resembles our NW Sport Race, but they can use electric starters if they want. Contestant Willi Schmitz was short a pilot so I flew for him. It was quickly realized that the model just would not ROG without nosing over. So after the 2nd nose over, Willi just hand launched his Cassutt and away we went. We ended up in *2nd platz*, but of course would have done much better without the nose overs! Willi had a hard

time using his electric starter as his plastic spinner had broken earlier and with no spinner cone well, you just know the rest...

Then there was *Mause race*. The less said the better, but that wouldn't be fair to you readers now, would it? Like all catastrophic disasters it's never just one thing, it's all a bunch of little things that culminate into the "*Grosse Katistrophe*". I guess I was a bit lazy in preparing. I had tested one good model/motor the previous weekend in Regina, Saskatchewan at the Moiskus C/L Fellowship event.



Race winners at The 1st Cox International Mouse Race (sorry, don't have all the names but Nice (Cox International) shirts though, right?)

There I learned the grass landing technique I would use in Germany. And, my motor ran fine on the 30% nitro fuel we would be using with my Grish Tornado black nylon prop. So I lazed back home until the day I had to leave and only then decided to test 2 more motors 2 hours before I had to leave for the airport. (Cutting her pretty fine there Gibeault...) Of which, one ran well, but the 3rd motor was down in power. No time for troubleshooting at this point. But I really only need one model right? (I fooled myself into thinking). I was smart to bring my own .012" X 35' braided lines even though Peter made me up a set of Spiderwire fishing lines for my #2 model. They worked well enough in flight, but I still prefer steel lines & Peter ended up breaking a set during the contest.

So Friday evening we went out & tested my 2 models. Model #1 worked right out of the gate with 50+ laps range & I smugly put it away. Model #2 ran fine also on the Spiderwire but only flew 28-29 laps. So this engine would need a whipped lap or two, if I ended up using it in the 120 lap final. "*Alles ist suhr gut*" I thought, as I put everything away.



Master pitman Sebastien with his 3D printed *Mause* racer. Believe it!

Then came the first official heats on Saturday. How was I to know what was in store for me?? No need of a test flight as everything had been worked out yesterday **AND** the test run in the pit was excellent. On cue, Gabby started & hand launched me. I was smugly clipping along at high speed dreaming of a heat record when the engine suddenly quit after 7 laps! **WTH** I murmured (or something close, but not printable). Of course Gabby had to run & retrieve the model & attempt a restart after which was a blur in my memory. It didn't restart well, hold a setting or much anything else... I think we broke the Grish nylon prop too. "**THIS IS MADNESS!**", I clearly recall my pitman Gabby saying.... and he was right! Nothing of mine was making sense today.



German/Canadian/Belgium Racing Team with their prize winnings L-R Peter Grabenstein (Ger) Paul Gibeault (Can) Gabriel Honnert (Bel)

Ah well I though no problem, I still have Killer model #2. In heat #2 I never had a chance. It started out with a hand launch into the dirt & culminated in a hole in my piston with a resulting DNF.

ZOooo, *das AMA record holder* ended up in 4th platz, just out of the final. (Not knowing this, I mounted engine #3 on Model #1 & it test flew perfectly....of course!)

During one of the heats there was A LOT of commotion in a nearby pit. Lots of German words I didn't understand except for " **Propellor!** " I was holding a Cox nylon prop in my hand & gave it to

Jan who bolted it on & won the final! (Well....at least my Cox nylon prop made it to the final as a consolation). It would be safe to say that " I came, I saw, I was conquered ". It was just not my day.

In the final it was Jan Odeyn with his very nice but tiny Midge model, Sebastien & Klaus with his 3D printed mause , and Peter & Willi Schmitz with his fast Venom powered Streaker.

The lonely Canadian, watched on as his butt had just been handed to him on a schnitzel platter... (No my friends, truly the 'racing gods' were angry at me today...)

Did I mention it was still FUN?? More details next issue...

Here's a video of the 2019

Luftzirkus. <https://youtu.be/RMWgSNdfXZM>

photo legend - All photos by Paul Gibeault



To the victors the spoils... I still made out pretty well this time out (which included a nice gift basket from the organizer, Axel Junghertz) .

RESULTS from the 2019 9th Lassogeier Luftzirkus (courtesy of Peter Grabenstein & Axel Junherz)

1st International Cox Mouse Race

- | | | |
|--------------------------|---------|--------------|
| 1. Odeyn – Selic | B/D | Midget Racer |
| 2. Weigl – Rätsch | D/D | Nemesis |
| 3. Grabenstein – Schmitz | D/D | Streaker |
| 4. Thier – Kunzke | D/D | (3D) Hummel |
| 5. Gibeault – Honnert | Can/Lux | Streaker |

Mini – Teamrace

- | | | |
|--|-----|----------|
| 1st. Kunzke – Schmitz | D/D | 12.30.37 |
| Pole Cat/ PAW .09 1 BR 1,5cc / Graupner SN 6x6 prop. | | |
| 2nd. Weigl – Rätsch | D/D | 13.04.40 |
| Nurfl ./ Wak 1,5cc Graupner SN 6x6 prop. | | |

Limes – Pokal – Teamrace (Goodyear PB engines)

- | | | | |
|-----------------------|-----|---------|-----------------------|
| 1. Odeyn – Schmitz | B/D | 7.41.49 | Shoestring / OS 15 FP |
| 2. Weigl – Selic | D/D | 5 laps | Shoestring / OS 15 |
| 3. Fitz – Grabenstein | D/D | 1 lap | Shoestring / OS 15 FP |

Indy 15 (Goodyear w/ BB engines)

- | | | |
|--------------------------|---------|---------|
| 1. Weigl – Kunzke | D/D | 6.17.16 |
| Shoestring/Magnum XL15 | | |
| 2. Grabenstein – Schmitz | D/D | 7.20.31 |
| La Jollita / PH 15 CL | | |
| 3. Gibeault – Honnert | Can/Lux | 8.22 |
| KnottyGirl/Magnum15 XLS | | |
| 4. Kühschelm – Schmidt | D/D | No Time |
| Buster/OS Max 15 | | |

Club 30 (5cc G/Y design Sport Race)

- | | | |
|-------------------------------|-------|----------|
| 1. Grabenstein – Honnert | D/Lux | 8.12.56 |
| Shoestring / Thunder Tiger 28 | | |
| 2. Gibeault – Schmitz | Can/D | 14.52.08 |
| Cassutt / Thunder Tiger 28 | | |
| 3. Kunzke – Schmidt | D/D | 15.21.50 |
| Cassutt/ OS Enya SS30 | | |

Midwest racing report - Tim Stone September 2019

I recently rejoined my old club, Treetown Modelaires. In their heyday in the '70's when I was just a wee lad, they were one of the most formidable speed & racing clubs in the USA control line scene. To drop a few new names, I grew up flying with Thornton Jones, John Tulach, Bob Phillips, Jerry Meyer, Bob Oge, Glen Lee, Tom Lauerman, Al Kelly, Ron Waldron, Bill Hughes, Dale Calvert, Ed Niemic, Mike Leone and many others I now fail to name. All were and are my friends & mentors. I learned a lifetime of modeling & life skills from these fine men.

The club is still pretty solid with about 20? members and run several racing events annually. In memory of Jerry Meyer, at their Labor day contest, Treetown runs a 100 lap, 2 pit Fox race event. Phyllis and Greg Meyer always turn out for this event. When Jerry was running the event, the race consisted

of 350 lap preliminaries with a 500 lap final. Typically, there would be a dozen or more teams entered.

Last year was strong with 13 entries. This year, a series of events led to only 4 entries, but this will definitely increase next year with proper promotion & advance notice. This event is flown over grass, so times are usually higher due to bent landing gear & the 'Pitman dash' to fetch a plane out of a divot. Its a fun event with lots of bumbles.

Short on entries, I pitted my entry & Stoo Willoughby flew for me. Greg Meyer/Bob Oge pitting took the win.

- 1st- Greg Meyer/Bob Oge 6:45
- 2nd- Stoo Willoughby/Tim Stone 7:08
- 3rd- Bob Oge/ Greg Meyer 7:16
- 4th- Jim Schuette/Skip Spoula 8:59

SKYRAY SPORT RACE



The Pits at Treetown, Skyray Sport racers are among the many airplanes waiting their turn for flights.



Tim Stone's new Skyray Sport Racer. Note the four-legged helper giving his approval to a job well done.

The very next weekend Treetown ran its 1/2 A contest featuring stunt, scale & a Skyray sport race. 100 lap, 35' lines, 8cc tank, no spring starters, reed only general rules. Hand launch & grass flown leads to a fair amount of comedy.

9 teams entered and almost every club member pitched in to pit or fly (with some arm twisting!) Most entries are non-racer types that only get to have this kind of fun once a year.

1/2A Skyray sport Race Results:

PLACE	HEAT	TEAM	TIME
#3	HEAT 1	Skip Spoula / Jim Schuette -45 Laps	
		Matt Smoors / Rich Schmale DNF	
		Fred Krueger / Klobey	8:13.08
#2	HEAT 2	Tom Crensy	10:01
		Larry Lindberg	10:41
		Jim Denker	8:04.90
#1	HEAT 3	Tim Stone	6:53.53
		Rich Bowmeyer	20 Laps
		Jim Schuette	10:02.8

SOUTH CENTRAL - Bill Bischoff

CONTEST REPORT, DALLAS AUGUST 31

Saturday morning was breezy and overcast, with heavy rains in some areas. The rains visited the flying field for several hours, delaying the start of the contest until about 1:00 PM. In the interest of expediency, we flew back to back finals in all events. We started with mouse race. Mike Greb had the only clean run to win with a 5:19. Gary James flew a brand-new airplane and engine, that had not even been run before contest day. Once he gets some tank issues sorted out, he should be right in the thick of things. Patrick Hempel had engine disassembly and self destruction issues, and Lester Haury's engine was just hateful.



L to R timer Tom Walker, Lester Haury pitting Gary James' Fraed Naught, timer Patrick Hempel.



Kari Jackson's Pink Polecat contest debut. Entered by Bill Bischoff. It won. Checkered bottom surfaces match Kari's Vans shoes.



Bill Lee pits Patrick Hempel's Mirage. Jed Kusik and Lester Haury time.

We had six entries in Sportsman Goodyear, including three fresh faces. Jeff Gitchel has only a few races under his belt, but looked like a seasoned veteran as he flew to second place. Gary James had a new Sport Goodyear design called the Fraed Naught. The real airplane won Reno in 2016. Gary was part of the design team. Gary did well flying his first Sport Goodyear race, and the airplane was interesting to watch. Former DMAA President Tom Walker, who hasn't competed in over 20 years, also debuted a new Sport Goodyear model of the well known Buster. Tom's Model follows the Sig kit outlines, but has been built to more contemporary construction methods and practices. Being a lefty makes pitting a bit of a challenge for Tom, who promises he will learn to pit right handed. I flew Kari's new pink Polecat in its first race as well. It flew, landed, and restarted well enough for it to take the win at 8:40 for 160 laps.



Bill Lee pits Jeff Gitchel's Margaret June. Sandra Lee and Jed Kusik time.

It was late enough in the afternoon when Sport Goodyear finished that most everybody was willing to call it a day. Lester Haury still wanted to fly some more, so he flew Gary James' Quickie Rat solo to record the winning (and only) time in the event. Thanks as always to the CD Dale Gleason, event director Bill Lee, timers Sandra Lee, Linda Gleason, and the contestants who pitched in when they weren't racing. I must say I was encouraged by the new blood in Sport Goodyear. We had fun, and there were no disasters. I guess we all won!

Mouse Race

1)Mike Greb	5:19.08
2)Gary James	6:13.77
3)Patrick Hempel	98 laps
4)Lester Haury	48 laps

SPORTSMAN GOODYEAR

1)Bill Bischoff	8:40.37
2)Jeff Gitchel	9:09.64
3)Patrick Hempel	9:10.17
4)Mike Greb	9:48.01
5)Gary James	10:08.54
6)Tom Walker	13:18.46

QUICKIE RAT

1)Gary James	7:57.66
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SOUTHWEST - Doug Mayer

SW District Report, September 2019

Summer is over and the kids are back in school, and our Autumn Contest Schedule is finally here. We start off September with the Wayne Trivin Memorial. Next, our biggest contest of the year is the Virgil Wilbur Memorial, held on October 19 & 20, and then we end the year with our Toy-for-Tots contest in December.

Wayne Trivin Memorial: Wayne was a creative guy with a twinkle in his eye and a touch of mischief in his blood. He was an amazing machinist and modeler. His early interests were in free flight, but when he shifted interests to Control Line Racing, I had the pleasure to meet him and become his friend. He built his own competition .049 motors from aluminum bar stock. They were a beautiful thing to behold. We raced his motors in Mouse II at the 2001 NATS with good success. He joined the Back-at-it team at the NATS as an honorary member in 2001 and spent the entire week hanging out and racing with our crew. He and I even dappled in some F2C during the 2001 summer season, but neither of us could realistically make a commitment because Wayne lived in Florida and I lived in California. We did however compete in F2C at the NATS in 2001. He and I also teamed up on most of our AMA events that summer. Wayne flipped the props, and I held the handle. Two of the best airplanes that I ever flew was Wayne's AMA scale Goodyear, (Gillott Shoestring below) and his Classic B Team Race plane (top right). We won First Place in B-Team Race, and I think we got 4th in Scale Race. Both of these planes are burned into my memory as absolutely just grooving on rails.



We were all surprised by Wayne's untimely death in 2005. It's fair to say that the good Lord took him way too early, because I'm sure Wayne had a life full of adventures in front of him. A few years later, the organizers of the racing and speed events in Los Angeles reached out to the



members and asked if we wanted to apply any memorials to any of our events. Jim Holland requested that our September Contest would be in honor of Wayne. And so, it has been for many years. I'm sure Wayne would be pleased to know that his memory is still alive on the control line circles. I dug up a couple photos from the NCLRA website of my 2 favorite Trivin planes. Also, Wayne's website is 100% intact in the NCLRA archives. If you have never perused Wayne's website, you should visit it, and look at all the different articles that he has. It's fun to look thru these archives and remember this great man a what an amazing modeler he was. RIP Wayne, visit his website here: <https://www.nclra.org/TechTopics/WayneTrivin/Actualindex.html>

Wayne Trivin Memorial Race – September 8, 2019

We showed up to the race on Sunday morning, and there was a full crew of guys hanging out! That's a good site to behold! Not everybody was a participant, but it's still good to have a few extra guys to hang out and help time our races. There was a collection of planes in the pits, and it looked like we had entries for Sport Goodyear, SSR/Fox Race and TQR. Sport Goodyear is the best attended event, so we usually start with Goodyear first, and then see how the days goes. Lately, we have had just enough people to fly 2-up and have race timers. We used to be able to count on 3-up racing, but that just hasn't been the norm for the last few years. There didn't seem to be any interest in Mouse this morning, so we got started with Goodyear first.

The last several races that I have attended, I have always brought one of my two boys. This time I brought both. I was hoping to get them to fly some 2-up racing for the first time, but Tristan is very hesitant because he's afraid of crashing. My mistake for bringing both boys because it was immediately clear... Before I could get any airplanes set up, they were off in the park somewhere playing. Since they disappeared, I used that as my cue to be selfish, and start setting up my SCAR Goodyear.

I set my lines, and a pull tested all the planes with one of the other guys. Ron Duly set up the heats for Goodyear, and we got down to business. The kids were still MIA, so we jumped into the heats. We are short of pitmen these days (Somehow, we ended up being a bunch of pilots), so we all volunteered to

do some of the pitting duties. I also flew my own airplane, and Charlie pitted for me, I pitted for Ron Duly, Dave Hull pitted for Mike Callas, and Mike Callis pitted for Dave Hull, and I pitted for.....OK, if these seems silly, it might be. The point is that we ALL have been PITTING and PILOTING for ourselves and each other in some weird random fashion. It's almost like,..." Hey, I need some help,...OK,...Do you want me to pit or pilot? I don't care, what do you want to do?" "I'll pit, OK, I'll pilot". And so it goes. I'm not going to give you the rundown of the races, because I don't really remember. I just know we all came out to race and had some good fun. There were no hair-raising events, or spectacular anomalies, so I think it's fair to say everything went smoothly. Ron's and my flight times were just 3 seconds apart for first place, but it happened in different heats, so it wasn't apparent that we had a close race on our hands. Hull and Callas brought multiple entries again to increase their odds of winning, but from the results, it still doesn't seem to help. One noteworthy item to mention is that Mike Callis was running a diesel on an old shoestring. He was working on a compression and needle setting for lots of warm up heats, and even thru the races. He never quite nailed it, but I think near the end of his race heat, he finally had the motor setting dialed in. I talked to Dave Hull about it, and he said they just weren't peaking as well as their previous practice sessions. Oh well, that's racing for ya.

Now.... where are my boys?? Oh, here they come.... with a grocery cart that they found in the park!! They tried to start pushing the cart around on the circle, (giving each other rides of course), but I put an end to that before they even got started. I convinced them that it was their turn to race. My mistake for letting them screw around so long came back to haunt me. Neither kid had their head in the game, and the flying became a weird circus. Tristan was the first to fly, and after one tank he complained that his arm "hurt". I had no mercy because he's flown 100 lap heats many times, so I re-fueled him, and put him back up. What happened next was pure comedy. When the plane ran out of fuel, he whipped the plane and landed it on exactly the opposite side of the circle from me. I said, "What the heck was that?" He said, "My arm hurts", so I pulled the plug and he got 67 laps. Now it was Mason's turn. On his first takeoff, he ran far around the pitting circle and the plane started to catch up to him. After he landed, (in the middle of his heat) I said, "Don't run so far around the circle when you take off." Everything went well. Mason flies super flat and level like a machine. When the plane died, he froze like a statue. The plane ballooned into the wind, and then came down hard on the nose and landing gear. "What happened?" I said. Mason replied, "You told me not to run." This was probably my fault for yelling at him from the pits during the race. Mason knows how to run and whip the plane into the pits, so there was definitely some miscommunication here. Mason got 56 laps. I took time after the race in the center of the circle to revisit fading from the pitting circle to the pilots' circle on take-off and landing. Not the best Junior's racing lately, but it is what it is. Beyond this, I regret to say that the boys got out of hand, so I decided to leave the race early. Ron sent me race results for the day, and there were no SSR or TQR times, so I'm assuming the guys hung out and chilled after the sport race was over. All in all, it was a good day, and fairly typical of our races now-a-days.

Results of the SCAR Race 9/8/2019:

SCAR Goodyear

1	Duly/Johnson	5:42.21	Lil Rebel/Magnum
2	Mayer/Johnson	5:45.15	Deerfly/Ukraine F2D engine
3	Duly/Mayer	6:22.63	Lil Quickie/Magnum
4	Hull/Callas	7:27.40	Shoestring/Fora Jr. diesel
5	Callas/Hull	9:26.32	Shoestring/OS CVA
6	Hull/Callas	95 laps	Buster/ ?
7	Callas/Hull	91 laps	?

SCAR Goodyear-Juniors

1	T. Mayer / D. Mayer	67 laps	el Bandito/Fox 15 BB
2	M. Mayer / D. Mayer	56 laps	el Bandito/Fox 15 BB

**Upcoming event – Virgil Wilbur Memorial
October 19 & 20, 2019**

If you read this in time, and you're motivated, please join us for the 2019 Virgil Wilbur Memorial Race in October. This is historically our biggest event of the year. The weather is always perfect in October, and we have a 100% chance of sunshine, so come to Los Angeles! It used to be a big 2-day race, but over the years it has faded to a one-day race due to lack of events and entries.

BUT WAIT !.....Drumroll please.....This year we're gonna run a 2-day super-duper, spectacular, extraordinary, mind blowing, mega-grinding, unbelievable, unprecedented 2-day event!!!! Wow!! Now how is that for hype? I'm blaming all this on my good friend Bill Bischoff. Last year a few of us Californians made the trip to Dallas to race with the Texas Boyz, so Bill decided to return the favor and come to California to race with the Cali Boyz. We have both been hyping the event to see if we can get more participation. The Dallas club is holding their Fall Finale the weekend before, so for some of the guys, it's going to be a 2 weekend October Blowout! YOW!! So far, we have confirmations from Bill and his better half, Kari the firecracker, and Paul Gibeault and Les Akre, so that team Canada Boyz are also represented. With all this hype, and all these friends, we just had to hold a 2-day event. Join us!

We might have to brush off our SCAR So-Cali-Casual-Ness approach and run this event like a serious contest. Imagine that?? (I hope we remember how?) Here's the event details, as best as I can muster.

- ENTRY FEE: All events - \$20.00 flat fee for entire weekend
- REGISTRATION: Flexible both days, but you must enter before you fly. AMA # required
- RACE START: Saturday, Mouse starts at 9:00, Sunday SCAR Goodyear starts at 9:00.
- CASH PRIZES: NO, ha ha ha ha...nope
- REAL PRIZES: Bragging Rights, NCLRA media coverage and fun.
- SATURDAY: AMA Mouse-1
NCLRA Clown – 60' lines
SCAR Formula Unlimited (I have one, somebody else need to bring one too!)
AMA Goodyear (just in case)
- SUNDAY: SCAR Goodyear
NCLRA SSR/Fox Race combined
NCLRA Quickie Rat

2019 F2C TEAM SELECTION CONTEST

The 2019 F2C Team Selection contest was held in Dallas on September 14-15. Four teams showed up to compete for three spots. Spoiler alert! We have the same team as two years ago. The fourth-place team of Hempel/ Lee did just what they set out to do. Patrick got more racing experience, and the other teams didn't get a free spot on the team just for showing up. Don't worry about Patrick, though. He's already got himself a spot on the F2A team!

As per usual, each team flew three times Saturday, and three times on Sunday. Each team's three fastest times of the weekend get totalled for the team's score, and the 3 lowest totals earn a spot on the team. Perhaps not so usual, there were no crashes, no DQ's, no refly's, and everyone flew all six of their races. There were no problems or complaints that I can think of.

Lap counting and timing duties were ably performed by the members of the Dallas Model Aircraft Association. We had enough manpower to have three timers on each team for every race. Bill Hughes served as our FAI Jurist. As a world class F2A competitor AND former racer, he was perfectly qualified to make sure we followed all the rules. Tom Fluker (the dad) headed our panel of judges, that also included myself and multi-time F2C competitor Jed Kusik. Lest anyone worry about nepotism, I think Tom gave his son the most penalties of any of the pilots, but even at that there were very few penalties.

I would like to thank everyone associated with this event, both the officials and participants. It was my distinct pleasure to be contest director.

Thanks to the weekend's timers:

Sandra Lee
Linda Gleason
Dale Gleason
Dave Ek
Mike Scott
Mike Greb
Phil Dunlap
David Russum
Tom Walker
Allen DeVeuve
Lester Haury



TR TEAMS: L to R Patrick Hempel, Bill Lee, Steve Wilk, Dave Fischer, Piotr Sobala, Alex Topunov, Dick Lambert, Tom Fluker.



TR OFFICIALS: CD/judge Bill Bischoff, head judge Tom Fluker, judge Jed Kusik, FAI jurist Bill Hughes.

2019 F2C team Trials Results

TEAM	1	2	3	4	5	6	3 BEST TOTAL
FISCHER / WILK	3:34.86	3:28.87	3:36.02	3:36.72	3:32.39	3:30.56	10:31.82
FLUKER / LAMBERT	3:37.18	4:15.58	3:35.66	3:32.96	4:05.02	3:42.55	10:45.90
HEMPEL / LEE	56 laps	4:10.48	4:43.51	3:48.93	3:46.85	3:44.87	11:14.65
TOPUNOV / SOBALA	3:26.00	3:24.14	3:30.81	26 laps	3:38.39	3:34.91	10:26.95

BUTTON BELLCRANKS REVISITED

Bill Bischoff

It seems that there are people who don't quite understand all the details of my flying line and bellcrank button system as used in Sportsman Goodyear. They think the line eyelet is part of the bellcrank assembly, and the line slips over the eyelet. While this would be the typical setup for solid lines, it is not the technique I use. Hopefully, this will clear it up for everybody.

First, build the lines just as you normally would, using the large eyelets. The eyelets are a permanent part of the lines. Although not strictly necessary, I recommend using the large eyelets on both ends of the lines. This allows swapping the lines end for end should you ever want to. The large eyelets are available from MBS Model Supply or Brodak. I also color code my lines by using two different colors of wrapping wire on the end terminations. Dabs of different colors of paint will work just as well.

Second, the actual button is removeable. The 4-40 mounting screws are threaded and Loctited into the bellcrank from the back side, and the button tightens down on top of it. This allows the lines to be easily removed as desired. Simply use a nut driver to loosen and tighten the buttons.

Third, the lines freely swivel around the buttons when installed. If they don't, then either the hole in the eyelet is too small, or the eyelet is too thick. You shouldn't have either of these problems. If necessary, you can enlarge the hole with a small round file. Don't use a power drill. If it grabs, your line will be ruined before you even get a chance to curse! If the eyelet is too thick, gently squeeze it in a vise, or tighten it between two 6-32 hex nuts on a bolt. Don't overdo it or you run the risk of crimping the line.
OK, everybody got it?

CONTEST CALENDAR

NOTE! Confirm all contest details with Contest Director!

NCLRA cannot be held responsible for errors or omissions!

This calendar is compiled from data collected at the NCLRA website nclra.org, and other published sources.

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

NORTHEAST DISTRICT

Middlesex Modelers Of New Jersey 2019 Schedule

October 13

Sportsman Clown Racing, Foxberg, Perky, Fox Speed
(CD Al Ferraro)

South Jersey Aeromodelers 2019 Schedule

November 3

Sportsman Clown Racing, Foxberg, Perky, Fox Speed (CD Phil Valente)

November 17

Sportsman Clown Racing, Foxberg, Perky, Fox Speed (CD Phil Valente)

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

Oct. 5-6

Fall Follies, Bill Riegel Model Airpark, Salem, Ore. Aerobatics, Racing and Combat. Sponsored by [Western Oregon Control-line Flyers](#). Details tentative. [Email for information](#).

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

2019 DALLAS RACING CONTEST SCHEDULE

UPCOMING EVENTS: contact billbisch@hotmail.com

All events are at Dallas Hobby Park.

Oct 12, 13 FALL FINALE

Quickie Rat, Super Slow Rat/Fox race, Sportsman Goodyear Saturday Clown, AMA GY, Mouse I, Fox-Goldberg racing Sunday
All events at Dallas Hobby Park. Contact Bill Bischoff for more information (billbisch@hotmail.com)

SOUTHWEST DISTRICT

2019 Whittier Narrows Speed, Combat, & Racing Contest Calendar

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

Coordinates are DEC:+34.042737, RA:-118.070392

2019 Virgil Wilbur Memorial – October 19 & 20 – Racing / Speed / Combat – 2 Days

Schedule: Race the odd-ball events on Saturday, the popular events on Sunday.

Both days: registration from 8:30-9:00 A.M. for first heats (registration does not close)

Pilots meeting and heats set up: 9:00 A.M

Check line lengths, pull test, warm ups.

Racing starts at 9:15 A.M.

All races (2 heats permitted) – top 3 go to final, except clown.

Clown (7-1/2 minute heats) – Top 3 go to 15 minute final.

SCAR Sport Goodyear will be flown per SCAR Rules. Note; our rules are slightly different than DMAA Goodyear, but a DMAA plane is 100% compliant with no modifications. See rules for clarification.

Saturday:

Mouse-1

Clown – 60 foot lines

Slow rat or AMA Goodyear (for diehards)

Formula Unlimited for fun (If anyone owns one, beside me!)

Sunday:

SCAR Sport Goodyear (rules published below)

SSR/Fox race, combined

Quickie Rat

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

Racing ED:

Combat ED: Don Jensen flyjensen56@verizon.net Cell 909-576-3430

Dec 7-8 TOYS FOR TOTS Speed, Combat and Racing, sanction

#All speed events including electric, 301-310 & 334,335 + all NW &

NASS Speed classes., Torquette Speed, Hollow Log Speed. Top 20

score MACA Combat: Saturday 80 mph combat, double elimination

and HP 1/2a 42 foot lines, single elimination. Sunday F2D fast

combat, double elimination, and f2d for cuts, single elimination.

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. CD &

Racing ED: Speed ED:

Combat ED:

Don Jensen flyjensen56@verizon.net Cell 909-576-3430

NOTES: Contact CD or ED to confirm contest dates before traveling

long distances. All speed events included for AMA, NASS, and Northwest

rules. All Racing events Sunday only except for Virgil Wilbur which is

Sat., Sun., 313, Quicky rat, NCLRA, super slow rat, NCLRA clown.

Same Racing events each contest, except 2019 Virgil Wilbur which has

added events (see above). Clown will be flown on 60' lines per NCLRA

NATS rules. Other Racing events may be flown if two entrants show up

ready to race. All combat is top 20 MACA score eligible. Sat: 80 mph dbl

elim & HP 1/2a 42 foot, snl elim. Sunday F2D fast double elim & f2d

cuts, single elim.

SUPPLIERS

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f2cracer@aol.com

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Bellcrank button kit	\$2.00
includes hex buttons, eyelets, screws	
Fuel shutoff trigger wire	\$1.00
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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)	

Shipping: \$7.00 per order including fuel tanks or bottles / \$4.00 per order
without fuel tanks, bottles. I accept paypal or personal checks.
Paypal: billbisch@hotmail.com/ Mail checks to: William Bischoff, 1809
Melody Ln, Garland TX 75042. For questions, call (972) 840-2135 or email
billbisch@hotmail.com

Officer's Addresses

President

Bill Bischoff

1809 Melody Ln
Garland, TX 75042
Phone Numbers:
972-840-2135
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

Melvin Schuette

P. O Box 240
Auburn, KS 66402
Home: 785-256-2583
Work: 785-221-7042
Cell (or other): 785-221-7042
E-Mail: mbschuette@cox.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: phil_valente@millipore.com

Midwest Representative

Robert Heywood

1267 Old Country Drive
Dayton, OH 45414-1918
Phone Numbers:
937-890-7555
937-286-8202
Email: rheywood@woh.rr.com

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 (Open)

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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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Dallas Model Aircraft Association

Fall Finalé 2019

for Control Line Speed and Racing

October 11-13, 2019

Hobby Park, Dallas, TX

Northwest Highway & Garland Rd, Dallas TX 75238

Friday, Oct 11

Record Ratio Speed
Sport Jet Speed
Perky Speed

Saturday, Oct 12

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

Sunday, Oct 13

Record Ratio Speed
Sport Jet Speed
Perky Speed
Clown Race
AMA Goodyear
Mouse I
Goldberg Race

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. 10% fuel generously provided by Ritch's Brew.

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

Contest director: Bill Bischoff (billbisch@hotmail.com)

Speed event director: Patrick Hempel

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

