

**From: National Control Line Racing Association
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TO



John McCollum is all smiles posing with his Mouse 1 at the Dallas Fall Finale this past Oct. 12,13. John decided to try his luck on the “Flippin” end of the airplane and was rewarded with a First-Place finish!

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**Torque Roll Issue #147
December 2019**

PRESIDENT - Bill Bischoff

Season's greetings, and welcome to the contest report issue. In case you've been in a coma, Dallas had their big end of the year racing contest, and a week later, they held a very revitalized Virgil Wilbur Memorial contest in Los Angeles. Since Doug Mayer and a group from California attended the Dallas contest last fall, I decided in the spring that I would attend their contest this year. This gave Doug plenty of time to rouse the locals and try to restore the Virgil Wilbur Memorial to a full two-day race-a-thon like it used to be. Was he successful? If you don't already know, be sure to keep reading! There may be multiple reports in this issue.

The **2020 NATS CL** events are set for the week of July 12-18. Mark your calendar if you're so inclined. Compared to last year, I have requested that Sport Goodyear be on Wednesday and Super Slow Rat be on Thursday. This will ease some of the conflicts for those who also fly carrier and/or speed.

F2CN RULES REVISION

The Virgil Wilbur contest has created some renewed interest in F2CN profile Team Race, and as such it is time to tidy up an item in the rules. F2C has required an exhaust shield for some time, but it has been largely understood that the requirement does not extend to F2CN models due to the profile fuselage. F2C has recently added a more stringent exhaust cover restriction, that is again impossible to implement on a profile fuselage. I am going to ask the district reps to vote on a proposal to add wording "F2C rules pertaining to exhaust shields or covers shall not apply to F2CN" to the F2CN rules. This is really just a formality, but feel free to discuss it with your, or any other, district rep. Votes will be due by New Year's Eve. The new rule becomes effective Jan 1 (if passed).

North Central – Paul Gibeault

It was a very active racing season for this writer. So I'll continue on with my 9th Lassogeier Luftzirkus report.

Part 2: How to lose at Mause Racing.

As I've come to realize even more now, dirt or rather ingested dirt REALLY plays havoc with these tiny Cox engines. After returning from Germany I did a strip down inspection of my engines & look what I found! Lo & behold, reed valves don't work well at all when ingested grass is interfering with the reed function!



They also don't work well at all with an ingested rock in the venturi!

And of course, they really run quite well up until the time the piston separates! This situation was caused by my negligence in not checking the ball-socket joint play prior to racing. I lulled myself into thinking that using their lower 30% nitro fuel, a loose ball-socket was not likely to be a problem.

OH CONTRAIRE, mon ami! A loose enough ball-socket will let go at any time you're revving at elevated mouse race RPM's. Now most racers know about re-setting the Cox ball socket joint, so the question now becomes: "So what do the winners do to prevent the grass & dirt ingestion?" Master Mouser John McCollum was well aware of this phenomena many years ago & designed his Mouse racer to have the venturi hole through the backplate exiting through the engine nacelle on top of the model which is a much cleaner air source than through the bottom of the engine as is traditional. I've found that a single piece of sand can dent a steel reed causing the engine to run alright, BUT at 1,000 RPM loss! Believe it, dirt is BAD for these tiny engines!



Above: This is what happens when one neglects the resetting of the ball-socket joint of a Cox .049. Ingested grass is bad too.

The next photo is of one of John McCollum's latest models that gives you an idea of what I mean. His model no longer sucks in venturi air from the bottom. A standard Cox backplate needs to be sealed up on the bottom so that the sole air source is no longer from the bottom, but through a hole(s) through the engine firewall then through the top nacelle. This

is not a great photo of John McCollum's model. John makes his own backplate, but the whole idea is to suck in air from a location other than the BOTTOM of the model. It's not so bad on clean pavement, but it's poor over grass with no landing gear.



Note venturi air hole in fuselage just ahead of the bellcrank slot.

Mind you the German Mause race fliers are way ahead of us in this area as their rules do not require the use of an integral tank. So naturally, they use Killer Bee type backplates with the venturi on top, way out of the grass & dirt. I often wish AMA would change their rules to allow for this.



Above is the winning "Midge" mouse racer from the team of the Oden-Selic with their Killer Bee engine which is much better suited for grass flying.



Here's a Streaker with Killer Bee conversion also from Germany.

Also... what's up with my engines **QUITTING** at the most inopportune time, and short on laps with no apparent rhyme nor reason??

Fast forward to the Fall DMAA race in Texas, I had plenty of speed, but **STRANGE** running engines. After a poor showing there it was back to my shop for yet another teardown inspection. Initially, all looked completely normal. But wait a minute, what's this...?? My **attach tubing** that I used for my hard point pick up had expanded & was very loose! **AHA!!** This British neoprene tubing when exposed to glow fuel, expanded, became loose & was **leaking air** internally! Our North American neoprene tubing usually just gets harder over time which is no problem.

It was indeed an "AHA!" moment. I had **inadvertently** introduced two leakage points in my fuel pick up. So I then replaced that *pseudo* neoprene tubing with tight fitting silicone tubing & re-assembled my engine for the next race in California. As extra insurance against tank leaks, I also wrapped the tank & backplate joint with 3M clear tape (sticks to everything!). I also put a bead of silicone glue around the c/case to tank joint. The days of leakage were about to come to an end I was hoping. I don't even recall if I bothered with a test flight as the engine tached strongly & shut down properly when plugging the tank vents during its run up in the pits. In the end, my engine was up to full power & ran steady like it used to do. The proof of the pudding was in the flying as I turned the fast qualifying heat time of 2:18 with Bob Kerr flying for me. THANKS Bob! –



Incorrect fuel attach tubing allows for leakage at the backplate nipple as well as where it attaches to the aluminum pick up tube.

Racing American Style: Texas & California

No doubt there will be good write-ups on these events elsewhere. I just have a few notes that I want to share with you.

Texas DMAA Fall race:

While the rest of the mouse racing world sleeps, John McCollum keeps improving on his already excellent fast & reliable models. This year John campaigned a new semi scale

racer (in addition to his regular model) that demonstrated extraordinary performance. (4:40 for the 100 lap final)
Below are pics of John's latest gorgeous semi-scale mouse racer.



Note in the middle photo, John's faired in bellcrank assembly & very clean landing gear installation. Bottom pic is a view of John's tank which features a fine thread locking collet NVA, mechanical overflow valve, & uniflow vent pipe for very stable inflight running. Note that John runs the original Cox TeeDee glowhead & his own prop.



Below: "Los Tres Amigo's" There's easily a dozen AMA Nat's wins in Open Mouse Race between the three of us. Long-time racing friends Paul Gibeault (Canada), John McCollum & Bill Lee (Texas) have been at this racing game a looong time. (With some success even...) Just look at that gorgeous Texas weather!

It's always a real treat to see John's latest & always fabulously built & well thought out creations. In addition to a master engine man, John's building skills are second to none. If I knew half of what John knows I'd know twice what I now know. I'm always hoping some of John's vast knowledge will rub off on me by Osmosis... Bill Lee is also an excellent modeller & pitman in his own right. He often helps John extract the most performance from his racing models.



The business end of The Gibeault "Streaker V" entry. *Note the Doug Galbraith head fitted with a Nelson glow plug that costs half the price of a Cox glow head. This Cox Venom uses a stock Cox 5-40 stud screw & Cox spinner to avoid crankshaft shearing & sheet L.G for improved drag reduction.

It seems a number of us have lost races in Dallas by not being fully aware of the circle conditions. Small protruding rocks sealed to the asphalt surface have caused a number of line snags. Often when snagged, the model would take a left turn in on the circle out of the reach of the pitman & then it was game over. The local fliers have learned that holding ones handle high during landings is required to ensure one stays clear of these nasty line catching rocks. I'll have to remember this for next time!



To the victor the spoils & to the unfortunates... the trash bin. Les Akre's Gillott Rossi powered L'il Mike G/Y model hit the pavement hard when his up line broke in level flight. OUCH!!

California Virgil Wilbur race:



The newly formed Northwest team of Paul Gibeault & Mike Hazel ('The Freezeaholics') had a great time in California. We traded flying & pitting duties as the events required.



A real "Highlight" for me was visiting with the Cox Venom .049 engine designer Larry Renger. Larry enjoyed watching the hot mouse racing action in the beautiful weather.



The QR finalists in Whittier. L--R. Doug Mayer/ Les Akre team 2nd place & Paul Gibeault / Mike Hazel ('The Freezeaholics') Team in 1st place.



The remnants of Ron Duly's SSR, see next page for details.



Mike Hazel shows the result of the Gibeault SSR model when Ron Duly's model quit & descended right in front of Mike after a pass. Mike having nowhere to go ended up flying right through Ron's Model.

The moral of the story is that by fitting shutoffs, there are less accidents of this type as well as spending **way less time** on those "Needling flights". We ought to know this by now...



Smiling Southwest Rep Doug Mayer brought his whole fleet out! Formula Unlimited, QR, Goodyears, Clown racer & Mouse racers.



Doug Mayer must be congratulated for having brought a very nice lunch to the Whittier Field, and Kari Jackson for supplying the cookies. YUM!

Well that's all from this long-winded scribe folks. Now that winter has set in here, I guess we'll see what events next year has to offer.

I look **VERY** forward to seeing some of you fellows again at The NW Regionals in May! AND by the way, don't be shy about sending the Editor anything else that you may be up to. He mentioned all submissions are welcomed!

SOUTH CENTRAL - Bill Bischoff

2019 Dallas Fall Finale Oct 12,13

Once again Dallas ended its contest season in fine style. We were joined by Les Akre and Paul Gibeault from Canada, Bob Oge and Tim Stone from Illinois, first time attendees Bob Heywood and T.J. Vieira from Ohio, plus a bunch of Texans. Conspicuously absent were Tom Walker, Jed Kusik, ground chuck and upchuck Barnes, and speed flyer Steve Perkins. We had no choice but to forge ahead without them.

This time, Friday took the hit from bad weather in the form of morning cold, wind, and rain. Eventually the rain stopped, and it warmed up, but the wind persisted.

Things were much better by Saturday. It was cool and overcast in the morning, but the sun came out and it warmed into a beautiful day with low winds. Quickie Rat was the first. As per usual, both Paul and Les qualified for the final, necessitating Les to "borrow" Patrick Hempel as a pilot. Oge and Stone ran a clean, uneventful race for the win.

Super Slow Rat was next, with seven entries. I elected to drop out to make the heat pairings come out better. Les Akre managed to sneak by Tim Stone for the win with my green and white rent-a-rat.

After a lunch break, Sportsman Goodyear was flown. With 13 entries, it was our most heavily entered event. Bob Heywood and T.J. Vieira both flew their races and also flew traffic. In doing so they filled out heats and got more flying in at the same time. Heat times were fast as well as close. For the first time under the new rules, we had a sub-four-minute heat time...then another. John McCollum followed up his fast qualifier time with the victory. John's airplane is called "Dillusion". It has noticeably more wing area than a typical model, but obviously that didn't slow it down. The workmanship on it is first class. Tim Stone's brand-new Chico Puro was very pretty and also displayed excellent workmanship.

Sunday began with Clown race, with the Les Paul team facing off against the Biscuits and Gravy team. Bill's OS .18TZ had the advantage in airspeed, but their total lack of practice means Mike is constantly re-learning how to pit it. The Canadians cruised their way to 140 laps, while the Texans struggled to 138.

True to form, AMA Goodyear was a race of attrition. Les Akre had his Little Mike repaired and running very fast but suffered an up-line failure resulting in a spectacular crash.



NCLRA Midwest Rep. Bob Heywood, pitting T.J. Vieira's Sport Goodyear entry.

Bob Oge's Li'l Quickie seemed to be suffering from either a quick fill leak or a tank leak, leaving the door wide open for Biscuits and Gravy to win with tortoise-like 7-minute time.

Mouse was next up. We started with 12 entries, then a couple dropped out with problems. Then I dropped so that there would be nine entries, for three races three up. Then someone else dropped... John McCollum was the top of the field, turning a 2:27 with a slow pit stop. The other three finalists were not far behind. The bottom half of the pack was a full minute behind the top four, all having sour runs or other problems. In the end, Bill Lee pitted the Texans to a one-two finish, leaving Les and Paul to settle for three and four respectively.

Fox-Goldberg was the last event scheduled, but both contestants elected not to fly.

As always, thanks to all our contestants, some of who travel great distances to come and race with us each October. It's a pleasure to have you join us. A big thanks as well to all our club members who timed, counted laps, set up equipment, brought drinks and snacks, etc. It's these selfless acts that reflect so well on our club and keep the contestants coming back. Now if we could just get some of the stunt flyers to stick around and help or even just watch...

DALLAS 2020 CONTEST SCHEDULE

The Dallas Model Aircraft Association will set their 2020 contest schedule at their meeting on January 2. As in years past, there will be four contests featuring multiple racing events. The spring warm up should be the last weekend in April. The Bob Gieseke Memorial should be either the week before or the week after Fathers' Day. The Charles Ash Memorial should be on Labor Day weekend. The Fall Finale should be the second weekend of October. Be aware that we have dropped AMA Goodyear in April and October and replaced it with F2CN. Also be aware that these dates are subject to change but will be firm as of the February newsletter.



The post contest briefing, here's where all the *real* stories are told...

2019 Fall Finale Results

QUICKIE RAT	70laps	140 laps
1)Bob Oge	3:16.67	7:12.97
2)Paul Gibeault	3:07.25	7:34.92
3)Les Akre	3:12.02	9:27.65
4)Bill Bischoff	3:19.01	
5)Tim Stone	3:25.45	
6)Mike Greb	3:29.43	
7)Gary James	3:52.78	

SUPER SLOW RAT	100 laps
1)Les Akre	5:19.90
2)Tim Stone	5:28.47
3)Mike Greb	5:32.20
4)Bob Oge	5:52.37
5)Gary James	6:00.87
6)Paul Gibeault	6:18.40

SPORTSMAN GOODYEAR	80 laps	160 laps
1)John McCollum	3:54.96	8:07.86
2)Bill Lee	3:59.47	8:19.26
3)Les Akre	4:01.91	8:32.35
4)Bill Bischoff	4:06.27	8:41.80
5)Jeff Gitchel	4:10.38	9:19.81
6)Tim Stone	4:03.31	10:30.80
7)Patrick Hempel	4:12.40	
8)Paul Gibeault	4:13.25	
9)Mike Greb	4:22.14	
10)Bob Heywood	4:25.33	
11)T.J. Vieira	4:26.53	
12)Bob Oge	4:26.54	
13)Gary James	4:40.64	

CLOWN RACE	7 1/2 min.
1)Les Akre	140 laps
2)Bill Bischoff	138 laps

AMA GOODYEAR	140 laps
1)Bill Bischoff	7:00.98
2)Bob Oge	12:26.72
3)Les Akre	78 laps

MOUSE I	50 laps	100 laps
1)John McCollum	2:27.22	4:40.59
2)Patrick Hempel	2:43.39	5:13.44
3)Les Akre	2:38.03	84 laps
4)Paul Gibeault	2:41.24	58 laps
5)Bob Oge	3:34.47	
6)Gary James	3:37.44	
7)Mike Greb	3:52.22	
8)T.J. Vieira	47 laps	

2019 SOUTH CENTRAL FINAL TOP 20 (includes NATS)

SPORT GOODYEAR	80 laps
1)John McCollum	3:54.96
2)Bill Lee	3:59.47
3)Bill Lee	4:00.69
4)Bill Lee	4:01.28
5)Les Akre	4:01.91
6)Tim Stone	4:03.31
7)Bill Lee	4:03.81
8)Bill Bischoff	4:04.29
9)Mike Greb	4:05.99
10)Bill Bischoff	4:06.27
11)Tim Stone	4:09.52
12)Jeff Gitchel	4:10.38
13)Mike Greb	4:10.65
14)Les Akre	4:10.91
15)Patrick Hempel	4:12.40
16)Bill Lee	4:13.18

17)Patrick Hempel	4:13.24
18)Paul Gibeault	4:13.25
19)Patrick Hempel	4:17.00
20)Jeff Gitchel	4:17.01

SPORT GOODYEAR 160 laps

1)John McCollum	8:07.86
2)Bill Bischoff	8:12.50
3)Bill Lee	8:14.16
4)Bill Lee	8:19.26
5)Bill Lee	8:27.53
6)Les Akre	8:32.35
7)Bill Bischoff	8:36.38
8)Mike Greb	8:37.68
9)Bill Bischoff	8:40.37
10)Mike Greb	8:41.61
11)Bill Bischoff	8:41.80
12)Bill Bischoff	8:42.65
13)Patrick Hempel	8:48.73
14)Patrick Hempel	8:52.42
15)Patrick Hempel	8:58.78
16)Bill Lee	9:02.85
17)up Chuck Barnes	9:04.94
18)Bob Oge	9:09.35
19)Jeff Gitchel	9:09.94
20)Patrick Hempel	9:10.17

QUICKIE RAT 70 laps

1)Paul Gibeault	3:07.25
1)Bill Lee	3:10.15
3)Les Akre	3:12.02
4)Bob Oge	3:16.67
5)Bill Lee	3:17.18
6)Bill Bischoff	3:19.01
7)Paul Gibeault	3:20.17
8)Bill Bischoff	3:20.46
9)Bob Oge	3:21.69
10)Bob Oge	3:21.82
11)Bob Oge	3:22.22
12)Tim Stone	3:24.39
13)Tim Stone	3:25.45
14)Mike Greb	3:29.43
15)Les Akre	3:29.72
16)Mike Greb	3:37.82
17)ground Chuck Barnes	3:39.73
18)Mike Greb	3:51.41
19)Gary James	3:52.78
20)ground Chuck Barnes	3:53.99

QUICKIE RAT 140 laps

1)Bill Lee	6:36.72
2)Bill Lee	6:38.34
3)Bill Bischoff	6:58.20
4)Bill Bischoff	7:01.65
5)Bob Oge	7:12.97
6)Bob Oge	7:14.86
7)Paul Gibeault	7:34.92
8)up Chuck Barnes	7:38.23
9)Gary James	7:57.66
10)Les Akre	9:27.65

MOUSE RACE 50 laps

1)John McCollum	2:27.22
2)Mike Greb	2:32.30

3)Patrick Hempel	2:33.30
4)Melvin Schuette	2:34.87
5)Bill Lee	2:35.66
6)Les Akre	2:38.03
7)Patrick Hempel	2:40.75
8)Paul Gibeault	2:41.24
9)Patrick Hempel	2:43.39
10)Patrick Hempel	2:44.57
11)Bill Lee	2:45.30
12)John McCollum	2:45.62
13)ground Chuck Barnes	2:52.57
14)Mike Greb	2:57.18
15)ground Chuck Barnes	3:00.98
16)Tim Stone	3:25.50
17)Tim Stone	3:30.57
18)Bob Oge	3:31.47
19)Gary James	3:37.44
20)Sam Londke (JR)	3:45.29

MOUSE RACE 100 laps

1)John McCollum	4:40.59
2)Bill Lee	4:58.13
3)Patrick Hempel	5:13.44
4)Melvin Schuette	5:14.16
5)Mike Greb	5:19.08
6)Patrick Hempel	5:21.18
7)Mike Greb	5:26.97
8)Mike Greb	6:09.93
9)Gary James	6:13.77
10)Patrick Hempel	6:40.62
11)Tim Stone	6:58.74

SUPER SLOW RAT 100 laps

1)Les Akre	5:19.90
2)Bill Bischoff	5:24.18
3)Mike Greb	5:27.90
4)Tim Stone	5:28.47
5)Mike Greb	5:32.20
6)Les Akre	5:35.11
7)Bill Bischoff	5:40.46
8)Mike Greb	5:43.56
9)Mike Greb	5:46.20
10)Bob Oge	5:51.04
11)Bob Oge	5:52.37
12)Bill Lee	5:57.45
13)Bob Oge	5:58.80
14)Gary James	6:00.87
15)Mike Greb	6:02.62
16)Bob Oge	6:02.46
17)ground Chuck Barnes	6:13.73
18)Paul Gibeault	6:18.40
19)up Chuck Barnes	6:21.51
20)Bill Lee	6:31.69

SOUTHWEST - Doug Mayer

The Virgil Wilbur Memorial Race in October is historically our biggest event of the year. The weather is always perfect in October, and we have a 100% chance of sunshine. 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. How can we get back to the old glory days, and a big 2-day contest?

What can possibly save control line racing, and our favorite contests of the year? What about social media? What? Really?? I know there are Facebook groups out there dedicated to CL airplanes (stunt hanger) and we all have email. Yes, good communication and networking can work wonders. This year we got lucky because the Dallas club held their Fall Finale the weekend before the Virgil Wilbur. My buddy Bill Bischoff told me that coming to a race at Whittier Narrows had always been on his bucket list, and he decided that he would race his contest in Dallas, and then join us the next weekend in Los Angeles. He and his better half, Kari would come to spend the weekend racing in California. Bill got the word out, and convinced Paul Gibeault to come and Les Akre also joined us after leaving Dallas for a short layover in Arizona. Les makes a long drive from Alberta, Canada, so it made sense for him to hit Dallas and Los Angeles in one road trip. I'm not sure who networked with Mike Hazel from Oregon, but he joined us as well. Here in California, we had a strong showing of all the locals, and a few friends from Northern California, Bob Kerr, and Pete Cunhas. With all this hype, and all these friends, we had a very successful 2-day event.

I decided to host drinks and lunch, with help from the club. Both days, I brought a full cooler of water and Gatorade for everyone to share. It was an "open lid policy", drink as much as you want and stay hydrated. We wiped out a full cooler each day. This was a great idea, as nobody plopped on the ground from heat-exhaustion. On Sunday, I brought 2 platters of sandwiches, potato salad and snack bags of chips, and Kari brought cookies. The speed guys joined us during lunch, and we had enough leftovers to give to the combat guys. They had not prepared for lunch, so they were very stoked to see a platter of sandwiches show up on their circle. The lunch break was a nice time to chat and hang out and build on the wonderful comradery that we all share. Spend all day racing, and then hang out and chat with your friends, what a great sport we share. Having out of towners and people from all over the racing community was especially rewarding. Now, what about the racing?

Mouse-1: was well attended with 7 entries. The first heat was good with 3 entries under 3:00 minutes. The second heat was ever better with 4 entries under 2:45. It might have been 5 entries if my mouse hadn't blown a crank in the middle of the race. When it was time for the Final, Hull/Akre forfeited one of their entries so they could race their fastest entry. This worked out well, so we could have 3 teams in the final. Les & Dave won handily, but you can see from the results that there was just 3 seconds between 2nd and 3rd place.

Junior Mouse-1: Unfortunately, my younger son Tristan was sick and laying in the car, so we only had my other son Mason to fly in Mouse-1. Mason normally flies a sport goodyear, and its been a long time since he flew a mouse. Recently, he has been good at whipping the sport goodyear back to the pits.....Mouse,.....not so much. Its funny how your kid can land a plane on exactly the opposite side of the circle when they don't know how to whip. Anyway, Mason flew a 50-lap heat and then called it quits. Unfortunately, Tristan and

Mason only came out Saturday, so we didn't get any Junior entries in Sport Goodyear on Sunday.

<u>Mouse-1</u>	<u>HEAT-1</u>	<u>HEAT-2</u>	<u>FINAL</u>
1 Akre/Hull	2:30.97	2:28.43	4:56.93
2 Kerr/Gibeault	2:37.80	2:18.38	5:32.91 (Hazel pilot)
3 Mayer/Bischoff	4:03.52	2:44.54	5:36.04
4 Hull/Akre	3:18.65	2:35.77	Forfeit
5 Bischoff/Mayer	2:52.04	16 laps – blown crank	
6 Callas/Hull	3:50.97	-	
7 Gibeault/Kerr	N/T	27 laps	

<u>Mouse-1 Junior</u>	<u>HEAT-1</u>
1 Mason Mayer/Doug Mayer	4:19.06

Formula Unlimited: Also, short name known by some folks as FU. The spec plane is a Carl Goldberg Stunter with a 400 sq. in. wing, or similar. Typically, a Buster, Shoestring, or Cosmic Wind. Other planes are allowed if they fit the criteria, but other airplanes are uncommon in this event. These planes are big and heavy, and they pull hard, so this is not a popular event anymore. I think it has been 3 years since we last raced FU, so I wasn't sure how our planes would perform. I own a Buster with a K&B .40, and Dave Hull owns a Shoestring with a HB .40. The HB has a bit of a performance edge over the K&B and was the motor of choice for this event for many years. We dusted off our planes, and fired them up, and they both performed well. We decided to just run a 140 final because we only had 2 entries. I pitted my entry, with Bill Bischoff doing pilot duties. Dave Hull pitted his entry, with Paul Gibeault on the handle end. The race went off without a hitch, and both airplanes performed well. I'm not an experienced pitman, and I'm sure my pitting did not help my cause. In the end, Hull/Gibeault beat me and Bill handily with an 80 second margin.

<u>Formula Unlimited</u>	<u>140 lap FINAL</u>
1 Hull/Gibeault	8:02.86
2 Mayer/Bischoff	9:18.25



Formula Unlimited Race, Bill Bischoff looks relaxed while Paul Gibeault has his hands full. These things pull hard!

Clown: What can you say about clown? Go around and around as many times as you can in 15 minutes and see who wins. We only had 3 entries, so we went straight to the 15-minute final. May the best man win.....and that was Les Akre with 249 laps. Yet another stellar performance by Les and his venerable Moki 15, with another close run by Duly and Mayer for second and third respectively.

Flying Clown 15-minute race 60' lines

1 Akre/Hull	249 laps
2 Duly/Johnson	212 laps
3 Mayer/Bischoff	208 laps

F2CN: We rarely fly F2CN in our club, again, I think it may have been 3 years ago. We have some new interest by Mike Callas and Dave Hull, and Les Akre brought an entry, so it was a good choice to fly F2CN. We had absolutely NO Entries for AMA Goodyear, so that makes this choice a no-brainer. We flew round robin heats due to the make-up of the teams, (only a few pilots and pit men involved). The best time wins. I want to give Mike Callas credit for his win in this event because he has been working very hard on the diesels. His hard work paid off with a well-deserved win. Congratulations Mike.

F2CN Best 100 lap heat

Callas/Bischoff	4:40.61
Akre/Bischoff	5:10.06
Callas/Hull	5:17.15
Hull/Callas	6:42.22
Akre/Bischoff	8:06.63
Hull/Akre	9:42.38

Sport Goodyear: Sunday morning started with Sport Goodyear. It was fun to see a pit full of airplanes, 14 in all!!! This contest had a bit of a division in the ranks. Our local SCAR sport goodyear allows any motor up to \$150.00 (new), which of course excludes Nelsons and Rossi's, but does allow for a variety of lower priced combat motors. Several years ago, Moki .15's were readily available, and both Les Akre and I own a few. There are also a couple of "Go Fast" Ukrainian motors out there. These motors outclass the ASP and Magnum engines used in the DMAA rules. Since some entrants had models set up for DMAA rules, we decided to run two separate Sport Goodyear events by matching up the heats and having the DMAA legal planes run together, and SCAR goodyear planes in separate heats with both using the 100 lap heat 200 lap final format and no required pit stop rule. This seemed to be a good approach, as it classed the airspeed of similar airplanes together. There were so many planes and pilots and pitmen and heats that I can't even begin to give you the point by point rundown. Let's just say, we raced for a long time, and ran a lot of races. That's why we all showed up, right? One notable entry is Mike Callas opting to use a diesel on an old Shoestring. Oddly enough, our SCAR goodyear rules allow for Diesels, and back in the day, Jed Kusik and Dave Braun were known to run a diesel. Mike's performance wasn't quite on par with the rest of the field, but it certainly did give Mike some more diesel practice time, which I'm sure helps his F2CN efforts.



The Sport Goodyear Lineup at the Virgil Wilbur Memorial, Fourteen entries in all!

Beginners Goodyear: One of the most exciting events of our contest was watching Kari Jackson fly her first sport Goodyear race ever! Kari has been practicing with Bill in Dallas for quite a while and there was a lot of anticipation waiting for Kari to fly her first race. Kari sported a beautiful Polecat airplane with a pink fuselage and pink daisies and black and white checkered board that she named Daisy Mae. She also had matching checkerboard vans and a matching pink and checkerboard jacket. She was more professional looking than anybody who's ever come to our circle. Eat your heart out NASCAR!



Kari and her matching race attire made it easy to figure out which entry was hers.



Kari Shows her form during her Sport Goodyear heat.

Kari's race was rather exciting with a few ups and downs, and even a full speed touch and go which gave her extra scale points, and lots of OOOOh's and AAAAh's from the crowd. In typical beginner's fashion, Kari didn't whip the plane into the pits, so it was fun to watch Bill run around the circle to chase after the plane. (I enjoyed it because my kids are always making me chase after airplanes too!) Bill pitted the plane a few times to get to the 100-lap mark, and then there was a huge cheer from the crowd as Kari finished her first race! HooRay!

SCAR Goodyear 100 lap heat

1 Akre/Gibeault	4:17.07
2 Hull/Akre	4:50.36
3 Mayer/Bischoff	5:48.91
4 Callas/Hull	6:29.44

DMAA Rule Goodyear Flown with SCAR Goodyear rules/SCAR Final

	100 Lap Heat	200 Lap Final
1 Akre/Gibeault	4:57.43	10:26.12
2 Duly/Johnson	5:50.75	12:01.93
3 Hull/Callas	5:38.71	12:03.93
4 Gibeault/Hazel	6:02.63	
5 Callas/Hull	78 laps	
6 Bischoff/Mayer	5 laps	

Beginner Sport Goodyear 100 Laps

1 Kari Jackson	11:17.31
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Super Slow Rat & Fox Race: SSR and Fox race was run together. I'm the only one still running a Fox .35 anyway, so I just race with all the SSR's. I must say, that this event may have been the second most exciting thing after watching Kari run her race. I was piloting in the middle of a heat all and of a sudden a heard a loud "KAPOW"! As I flew around the circle, I went past the biggest pile of carnage that I have ever seen. I had no idea what happened, but I just kept going and finished the heat. After the heat, oddly enough, nobody knew what happened except for Ron Duly and Mike Hazel. Apparently, nobody else saw it. Ron was passing Mike when suddenly, he ran out of fuel, and his motor died, and the airplane took a slight dip. Unfortunately, Mike was right behind Ron and had no time to react, and he simply flew right thru him. Sure enough, the carnage looked like something you would see in the combat circle, not the racing circle. There were no hard feelings because it was an unexpected event, but it's still a bummer to lose a perfectly good airplane. As we went into the final, Bill had to start packing it up, so my team added Charlie Johnson, and dropped Bill. My final with the Fox was a disaster. I have a broken shutoff (Shame on me, just because you can't use it in the race, its dumb not to have it). I think the wind died down, and the circle heated up a few degrees. You can see from all the final times, that everyone's airspeed went down. Well, the change in temperature was just enough to push that old Fox over the edge. It started to go lean and cook itself, and without a shutoff, it just baked itself into a turkey dinner. Charlie opened the needle a bunch and was able to resurrect it to finish the race.....but what was all that vibrating?? I limped across the finish line and found that the fuel tank lost one of its lugs, and it was flopping around on the fuselage. Well, at least the other guys finished a good race, and didn't have to join me in the Hall of Shame.

<u>Super Slow Rat & Fox Race</u>	<u>100 lap heat</u>	<u>100 lap final</u>
1 Akre/Hull	5:26.28	5:51.38
2 Gibeault/Hazel	5:55.19	6:21.12
3 Mayer/Bischoff/Johnson	6:35.16	10:34.15
4 Callas/Hull	6:52.78	
5 Bischoff/Mayer	7:04.16	
6 Duly/Johnson	95 laps	
7 Hazel/Gibeault	94 laps	
8 Mayer/Bischoff	N/T	

Quickie Rat: it was near the end of a long weekend, and people were dropping off and going home. Bill and Kari had to catch a flight, and there were just a few of us left. Ron asked if anyone wanted to fly Quickie Rat (READ: please let's quit and go home). But of course, Les and Paul were game, (Heck they came all the way from Canada), and I still had some energy, so we made 2 teams, and decided to go straight to a 140 final. It just wasn't my day. Paul was zipping around the circle, (like you are supposed to do) and my plane was running sporadically. Les was getting frustrated pitting every couple of laps for an engine that wouldn't stay running, and finally realized that I had some sort of junk in my fuel tank. We never finished, and Paul ran a perfect race, so he took home the bacon, and the Quickie Rat Trophy. I later found bits and pieces of the rubber fast fill in my tank which was the culprit.

Trophies: Oh yeah, I must tell you about the trophies. We all own a bunch of those big clunky trophies from the trophy shop, and after a few dozen, you just don't care. Well, I thought it would be cool to make some custom trophies. I collected a few little hot wheels airplanes, made a few wooden placards, and went to a trophy shop and had a few plates engraved. I only had 4 planes, so I decided to award the popular events flown on Sunday and add in a grand champion as well. Well guess what??? Les and Paul took all the trophies back to Canada with them! Les won Sport Goodyear, SSR and Grand champion, and Paul won Quickie Rat. Oh well, I guess we better race a little better next time and be ready for our brothers from the Great white north. Congratulations Les and Paul, and thanks for joining us.



A couple of "Frostbacks", Paul Gibeault and Les Akre happily accept the fine Trophies supplied by Doug Mayer at the 2019 Virgil Wilbur Contest.

Final Thoughts: I want to thank Ron Duly for being contest director. I also want to thank Dave Braun, Greg Kovach and Dale Long for timing races all weekend long. We could never have a successful event like this without everybody's help. On a final note, everyone expressed that they had a good time, and I heard a lot of talk like, "Hey, lets do it again." Before we even packed the gear and left the field we were talking about the 2020 Fall Championship Series, Dallas Fall Finale and Southern California Virgil Wilbur next October.

Oh yeah, my good friend Bill Bischoff didn't realize that his name was "Bro", but after a long weekend in SoCal I think he figured it out. Until next time.....wear your sunblock and keep hydrated.

WHAT A LONG STRANGE TRIP IT'S BEEN

Bill Bischoff

After wrapping up another great contest in Dallas, it was time to start preparing for the upcoming Virgil Wilbur contest in California. The flight was booked for Friday evening, the rental car was reserved, Les Akre was taking my model box in his van so I knew my planes would get there. Doug Mayer had graciously invited Kari and I to stay at his house for the weekend and had enough spare airplanes to share. It was going to be good...

Friday evening, we got to DFW in plenty of time, especially in light of the fact our flight was going to be delayed for about 30 minutes. No problem. We waited, eventually we boarded, we flew, we arrived. But hold on... "Sorry folks, we don't have an arrival gate. We're going to have to park out on the overflow ramp. But don't worry, we'll get the air stair and the shuttle busses out to you as soon as we can."

With the extra delays, we start to worry about the rental car office closing at 9:00. Once we were actually inside the airport, we called the rental car people and explained our situation. Surprisingly they were quite helpful. They waited for us, we got our car, and made the short trip to Doug's house. Doug fixes some food and tasty beverages, and we can relax... finally.

On tap for Saturday are Mouse 1, Clown, Formula Unlimited, and F2CN. We arrive at the field after a relatively civilized drive (it IS Los Angeles) and unload the equipment. We say hello to old friends and meet new friends.

I end up doing all the flying for myself and Doug. Honestly, I don't remember many of the details of the day. We were somewhere north of pitiful and south of awesome. It didn't really matter, though. It was a fun day of racing and hanging out. I did enjoy winning the F2CN 3-way invitational round robin Championship with my new friend Mike Callas, though, and generating some renewed interest in the event. Then it was back to Doug's house for grilled steak, more tasty beverages, and too many hours trying to get Sunday's entries ready.

Sunday started with Sport Goodyear. Kari flew first, making her contest debut. She looked cute in her airplane-matching outfit and enjoyed all the attention. I was her pitman, and as far as pitmen go, I'm a pretty decent pilot! I had some problems, and her airplane suffered minor abrasions, but I don't think she could have been happier.

To prove my lame pitting wasn't just a fluke, I did only slightly better with Doug's Argander. When I flew Kari's Polecat for my entry, Doug pitted and proved the problems I was having earlier hadn't fixed themselves. At least the Hazel/Gibeault entry didn't have any problems with my rent-a-racer.

Doug and I continued our less than winning ways in Super Slow Rat. My entry was Doug's converted AMA slow rat, powered by my Brodak 25. The tank I had provided was too wide, causing the engine to go too lean in the air. We even swapped places and Doug flew it, but I couldn't get it to run right either. Doug's Fox 35 entry ran OK for a while, then got really hot and uncooperative. About that time I decided we needed to start packing up the model box for our departure, and left Charlie Johnson to take over the Fox pitting chores.

We said our goodbyes and promised to be back next year. We made our way back to LAX, returned the rental car, and got a chilly reception when we checked my model box. Eventually we boarded a very full flight and headed east for Dallas. (Here comes the foreshadowing) We knew that back home they were predicting storms for Sunday night, and hoped we'd miss them.

After we'd been in the air for a while, the Captain came on the PA and said that we had been in a holding pattern over west Texas waiting for a break in the Dallas weather. Now we were diverting to San Antonio for fuel and to wait for DFW airport to lift their temporary closure at 2:30 AM. Did I mention we were originally supposed to land at DFW at about 11:00 PM?

They parked us out on the ramp somewhere and we refueled. If you got off the plane you couldn't get back on, and they weren't going to unload any luggage, yet several people did in fact get off. The rest of us waited...and waited...and waited.

When hell finally did freeze over, we took off again for Dallas. Since we were so late, we had to go to a different gate at a different terminal than planned. After another nice wait for our luggage, we went outside to catch a shuttle bus to take us to the terminal where we had parked. Of course, this was happening at 5:00 AM, which is shift change time for the shuttle bus drivers. After about 20 minutes, a bus came along and took us to the correct terminal. We arrived back at our neighborhood at 6:10 AM.

When we got home, the power was out in the neighborhood, and most of the streets were barricaded due to downed trees and power lines. Thankfully, our house had been spared damage. Later that day we toured the neighborhood surveying the roof and tree damage, and the cars damaged by falling trees (not just limbs, entire trees!). A mile down the street, a new tilt wall concrete building that was under construction was flattened. Yes folks, we had a real life EF3 tornado that for whatever reason stopped less than a half mile from our house. Somehow, sitting on the ramp in San Antonio didn't seem that bad any more. As I write this a month after the fact, the frustrations and anxieties of the weekend have already faded, but the good memories have not. We had a great time, and we WILL be

back. Kari will always have the memory of her first contest experience, and I thoroughly enjoyed a weekend of flying that had nothing to do with winning, but everything to do with just participating. Special thanks to Doug Mayer and his family for putting us up (or is it putting up with us?) for the weekend. And thanks to all my fellow competitors who came from near and far to make this such a fun contest!

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

None

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

None

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

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.

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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.

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