

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



TO



A young Bob Whitney looks smitten with the Trophy Girl as he accepts his award at the King Orange Internats.

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

Torque Roll Issue #183
February 2026

PRESIDENT – Bill Bischoff

2026 NATS

The schedule for racing at the 2026 Nats is as follows. Monday, July 6 will be Mouse 1 and Vintage B Team Race. Tuesday, July 7 is AMA Slow Rat, AMA Goodyear, and Super Sport Goodyear. Like 2025, the Super Sport Goodyears will be racing along with the AMA Goodyears, but there will be separate awards for each event. Yes, you can enter both! Wednesday, July 8 is Quickie Rat and DMAA Sport Goodyear. Do we want to run Gold, Silver, and Bronze in Sport Goodyear? What does anybody think? So far, nobody has expressed an opinion. Thursday, July 9 will be Clown and Super Slow Rat, and our meeting and pizza party will be Thursday evening.

Beginning this year, speed is moving next to racing, which should be more convenient for everyone. Perhaps this will boost entries for both groups.

Paul Gibeault has volunteered to be our Nats News reporter, but we will need timers/ lap counters all week. If you have a day, or even a half-day, when you aren't flying anything, we sure could use your help. The contestants usually pitch in an we get it covered, but it would help them out by giving them time to prepare for their race or catch their breath from their last race.

FORA Junior .15 NEWS

The NCLRA still has six Fora Junior 15 engines for Sportsman Goodyear available. They are \$160 shipped in the US. Please contact me for international shipping costs.

By Paypal, please send payment to billbischoff@hotmail.com, and select the "send money to friends and family" option to save NCLRA the fees. By check, make payable to NCLRA, and send to Bill Bischoff, 1809 Melody Ln, Garland TX 75042.

These Foras come with 1/8" venturis, whereas all the others that I have seen have venturis with a nominal 4mm bore. We have been conducting most of our tests with a 4mm venturi, and at the NATS, we told people they could drill their venturis out to 4mm (5/32") diameter if they were smaller. This will be the rule for 2026. I will drill the venturi for you if you request it.

For experimenters, we also have 4 Nelson head buttons available for \$5 each. They will not be legal for Sport Goodyear.

2026 CONTEST CALENDAR

Hopefully, Les has received contest schedules from many of you already. If your club or area hasn't worked out your schedule, then GET TO IT! We will already be into April when the next newsletter comes out, and your fellow racers would like to get their personal schedules figured out. I've submitted the Dallas schedule, and there are some changes.

Please check it out. We're hoping that the changes don't interfere with anybody's plans. Face it folks, we need all the participation we can muster up.

NORTH WEST – Leighton Mangels

As one might expect there aren't any contests going on in the Northwest at this time but we've been able to at least do some flying from time to time. Our club, the Northwest Fireballs, traditionally has the initial contest of the season in Portland and this year the dates are April 18 and 19. There will be some racing but at this time the actual classes are yet to be determined. The details will be posted on Flyinglines.org as soon as they are available. The biggest contest of the year will again be the Northwest Regionals over Memorial Day weekend, this year May 22, 23, and 24. Plenty of racing so make plans to join us in Roseburg Oregon. Again, the details are available on Flyinglines.org. It would be great to see some out of the area faces join us this year. Hopefully everyone is staying warm and healthy.

Leighton Mangels

NORTH CENTRAL – Paul Gibeault

From Gerry Van Dyk

Here's my latest Dallas Sport Goodyear model. Still much work to do, but the wing and stab are sanded into shape, still everything to do on the fuselage before the fibreglass goes down. This model will sport a Fora 2.5 up front. I drew the plans a couple of months ago, they're now posted on the NCLRA website, along with a few others adding to all the Doug Mayer drawings already there.



Gerry van Dyk's New Alley Cat Sport Goodyear.

With this model and Paul's new Nemesis, we're doing a little experiment with symmetrical airfoils to see if we like them. Paul liked Les A's symmetrical wing Stinger several years ago, so we're giving it a try as well.



It's tough to beat Paul when he brings his special High test "Contest fuel".



FOR SALE: \$100+ post. Bob Fogg Class II mouse racer. Fitted for a Shuriken motor, comes with mechanical fastfill, fueler & lines. Engine is extra.



I found the lost photo! At the 2018 world champs in France the Team Managers were invited to a special social with the town mayor. That's Bill Lee holding a mascot accompanied by (First Lady) Sandra Lee.



A smiling Doug Mayer at the beginning of The Muncie Nats with his SSR..



Quote: "I haven't run it for awhile, but it ran great last time." Nobody knows the trouble I see...



Doug Mayer at the end of The Nats. "This racing in Muncie is killing me!"



I won Jr rat race my last 2 years as a Jr. the first was with a normal upright copied from a Guillows trainer #2 with a K&B Green head 35. It also won the EBRY RIDDLE design for the best Jr model that year.



My last Jr year I won combat and rat race. The plane I used for rat (above) was a Midwest rat kit that I inverted and had a McCoy 29r on pressure with the land gear on the head.



My first year AT KOI as a Sr I got 2nd in combat and 2nd in rat race. the rat was again inverted with gear on the head. I had up sized to a Super Tigre .40 with my own piston and head. After that I went full time in the speed classes and missed out on all of the 160 mph stuff.

SOUTH EAST – Bob Whitney

A Floridian's Remembrance of Rat Race

My first contest was the first king Orange. I flew BTR with a K&B .23 and my dad as my pit man. That was pretty much the last big BTR race in Florida. Shortly after that Rat Race had started up. Florida, TEXAS and California were the hotbeds of activity.

Florida started with guy's flying repurposed combat ships, using K&B's and fox 35s with two wheels. Within a year planes started getting smaller. The Guillow's trainer # 2 became the go to plane, then after awhile flyers started experimenting with different designs. Fuel tanks were a big problem as we didn't really understand them, and uni-Flo versions were way down the road. Then a fellow named BILL BENNET mounted a motor inverted and mounted a Veco 3 oz. tank vertical behind the motor and was getting much better motor runs. RILEY WOOTEN and a couple others started playing with simple profile models with side mounted motors and these were used for awhile and eventually became the basis later on for the Quickie Rat event.

California was doing their own thing using Veco and Johnson .35's.

I don't remember when the first year for Rat Race at the Nats was, but Midwest had come out with their full body airplane and the hot motor was the Fox Combat Special. Later came the Harter's magnesium engine mount pan and from then on Rat Race was a completely new ballgame. K&B, FOX and SUPER TIGRE came out with good .40 size ball bearing engines and guys started going with one wheel landing gears. Hirtenberger HP .40's came on the Shenandoah, ruled for awhile along with the O.S. 40 sr's and some of the early K&B .40 schneurle model rear valves. There were some other motors in the mix and then the Mini Piped Super Tigre X-40's and K&B 6.5's took over and what started as a fun 3 or 4-up 80 MPH event was a now a 2-up 160 MPH Work out. I know I have left a lot of information out but this should give you an over view of the progress and how that progress eventually killed RAT RACE as we knew it. I have added a few pictures of some of my JR and SR KING ORANGE RACERS. Everything from a McCoy .29R to a Super Tigre .40.

MIDWEST – T.J. Vieira

Hello Racers!

Work continues on my second attempt at a Dick Ealy Firecracker. I have been slowly adding videos to my Youtube channel, there's a playlist there for the work I've completed so far

<https://youtube.com/@t.j.v4695?si=obUCNy7XkwJyp6vV>

There's more and more Clown's coming out of the Cleveland area! Dave Rigotti has been busy cutting out wing ribs! Take a look at their handiwork.



Dave Rigotti is off to a good start.



Ken Smith is on his way.



Greg Nelson is going the Hi-tech route.



Tim Semenc's fine looking model is almost ready.



These two Pictures show the result of Chuck Cline's Clown Racer efforts, LA.15 for power.

SOUTH CENTRAL – Bill Bischoff

WHAT'S HAPPENING?

It seems that people are actually building some new airplanes! Lately I have heard from several people who are working on Sport Goodyears. In the Washington/ Oregon, Will Naemura and Alan Stewart have teamed up, and Alan is building them a Shoestring and a pair of Little Quickies. The workmanship in the photo (below) is top notch. They have Foras, ASPs, and an SH in their arsenal, so watch out for these guys at the Northwest regionals!



All the way from Australia, Dave Shackelford was looking for some parts for a "27 Goodyear" he is working on. He was kind enough to send a picture of the Little Quickie he is building (below). "27 Goodyear" is a sport Goodyear racing event in Australia and New Zealand, with an upper speed limit of 27 seconds for 10 laps. That's about as fast as our sport GY's go. Dave already knows his next model will be "Outrageous" from the Doug Mayer plans.



The guys in Cleveland are building a passle of clown racers to Brodak rules. Chuck Cline seems to be the ring leader. T.J. Vieira had a couple of photos in his last column.

Besides providing them with advice and recommendations, I have sold them ten fuel tanks (so far). I'm hoping we'll be

hearing good things from these guys once flying season comes around.

2025 SPORTSMAN GOODYEAR FINAL TOP 20 (80 laps)

1)Bill Lee	3:55.68
2)Kelly Hite	3:57.60
3)Bill Bischoff	4:01.04
4)Bill Bischoff	4:04.34
5)Mike Greb	4:05.40
6)Lester Haury	4:05.53
7)Kelly Hite	4:06.18
8)Patrick Hempel	4:06.54
9)Mike Greb	4:06.92
10)Mike Greb	4:07.26
11)Patrick Hempel	4:09.34
12)Mike Greb	4:09.65
13)Doug Mayer	4:09.72
14)Richard Kucejko	4:12.66
15)Bob Harness	4:13.93
16)Bill Lee	4:15.34
17)Patrick Hempel	4:16.23
18)Bill Bischoff	4:16.71
19)Bill Bischoff	4:17.46
20)Alex Elbert	4:19.12

FROM THE ARCHIVES

Bill Bischoff

Here are a few photos from your President's album. The first picture is from the 2002 Muncie NATS. The Biscuits and Gravy team took first and second in AMA Slow Rat. Mike Greb, in the middle, took second place with his Nelson 36 front intake model. Bill Bischoff, on the right, took first with his Nelson 36 conversion of the Supertigre X-40. Jim Holland, on the left, was the airplane holder/ refueller for both entries. Coincidentally, Bill's model got mid-aired during a heat race at the 2004 NATS. The other pilot? Jim Holland!



The third picture is a pair of my sportsman Goodyears circa 1993, at least 20 years before the Magnum/ ASP 15 created renewed interest in the event. The blue model is the Cassutt



SPORT GOODYEAR HARDWARE SALE



- | | |
|---|-----------------|
| #1) Perfect brand 2" aluminum bellcrank (each) | \$5.00 |
| w/ brass bushing and installed button set, .050 thk. | |
| #2) Sport GY fuel tank per Margaret June plans | \$12.00 |
| dual vent style instead of overflow pincher (each) | |
| #3) complete Sport GY landing gear | \$12.00 |
| .090 aluminum struts, Williams 1 1/4" wheels, used | |
| #4) Williams Bro's 1 1/4" wheels and axles (pair) | \$5.00 |
| wheels drilled 1/4" for included axles | |
| #5) SGY fuel shutoff fits Magnum/ASP/SH | \$10.00 |
| backplates, also includes fuselage mounting bracket, used | |
| #6) RSM needle valve assembly (each) | sold out |
| needles have been cut shorter and rebent, new | |
| #7) aluminum engine plate | \$2.00 |
| per Margaret June plans, undrilled, .090 thick | |

"Mother Holliday". The real airplane had a clear finish over mahogany plywood wing skins, so the model's color scheme is appropriate. The model was built for an MVVS 15 diesel, just for fun. It was later retrofitted with the then standard Fox 15 BB. The red and yellow model is a Plum Crazy. The wing and tail are transparent yellow Monokote, and the fuselage is Superpoxy. It was powered by an OS 15 FP. After some re-timing courtesy of a Dremel tool, this engine was competitive against the Foxes, for a while at least. "92" indicates the model was built in 1992. It wasn't until years later that I realized "Rivets" was also red, yellow, and #92. Coincidence, or unconscious plagiarism?

Should we make this a regular feature? Vote yes by sending an old photo and a paragraph or two to our newsletter editor Les Akre. Otherwise, you will see more of *my* old pictures.

CHECK OUT THESE VIDEOS! Bill Bischoff

If you like to geek out on full scale Goodyear racing history (and who doesn't?), go to Youtube and search "*Tom Cassutt Chronicles*". This 28 minute video contains many well known racers from the 1950s, as well as some that were popular as models but relatively obscure in full scale. There are several opportunities to see the Leighnor Mirage, Scoville Stardust, and the elusive Ohm Special. Spend a half hour of your life and check it out! If you prefer your racers a bit more modern, search "*IF1 Air Racing Promo Video*", also on Youtube. This one shows a little bit of history, with 1980s era racing as the main focus. See how many racers you can name in this 10 minute video.



SH 15 engine, set up for Dallas Sport Goodyear. \$100.00

It has the legal venturi and needle assembly, and the head clamp has been turned down as allowed by the rules. It has only a couple of minutes of bench running. Also included are the stock muffler, carb, and blue anodized spinner nut, as well as some extra head shims, still in their packages. Comes in original box with SH stickers, but no instructions. Ready to install.



ASP 15 engine, set up for Dallas Sport Goodyear. \$125.00
Includes the correct venturi and needle assembly It only has a few minutes of bench time. Includes stock RC carb, but no muffler, box, or instructions. Ready to install.

Prices do not include shipping. Please contact me for a total. Paypal is the easiest way to pay. I will provide account info when I provide the total. Contact Bill Bischoff, billbischoff@hotmail.com.

***Numbers next to the descriptions refer to the photo.**

CONTEST CALENDAR

NCLRA cannot be held responsible for errors or omissions! This calendar is compiled from data collected at the NCLRA website nclra.org. and other published sources. Members can log in to NCLRA.org and submit contest details.

NORTHWEST DISTRICT

None

NORTH CENTRAL DISTRICT

None

NORTHEAST DISTRICT

None

MIDWEST DISTRICT

None

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

NEW FOR 2026: Due to the 2026 CL World Championships in Australia, The Spring Warm Up contest has been moved to May 30-31, the weekend after Memorial Day. The contest format for the Spring Warm Up and Fall Finale has been changed also. Speed will be Friday and Saturday, and racing will be scheduled on Sunday only. Events will be Mouse I, Super Slow Rat, Sport Goodyear and Quickie Rat. Other racing events can be held on Saturday if there is interest. Please ask well in advance! We will have these same racing events in June and September. Contact Bill Bischoff for more information. billbischoff@hotmail.com

May 29-31 Spring Warm Up: Speed Friday/ Saturday, Racing Sunday

June 13-14 Bob Gieseke Memorial: Racing and stunt Saturday, Carrier and Stunt Sunday

September 5-6 Southwestern CL Championships: Racing and Stunt Saturday, Carrier and Stunt Sunday

October 2-4 Fall Finale: Speed Friday/ Saturday, Racing Sunday

SOUTHWEST DISTRICT

None

NATIONAL RECORDS

SLOW RAT (.25 engine)

Op (70 laps) 3:01.52 Jim Gall/ Les Akre 7/04/11
(140 laps) 6:17.59 Russ Green/ Bill Lee 7/07/09
(no Jr or Sr record)

½ A MOUSE 1

Jr (50 Laps) 2:37.57 Scott Matson 7/15/99
(100 Laps) 5:17.68 Scott Matson 7/17/99
Sr (50 Laps) 2:44.68 Dave Rolley Jr 7/15/99
(100 Laps) 5:20.11 D.J. Parr 7/16/98
Op (50 Laps) 2:12.3 Jim Holland 7/16/04
(100 Laps) 4:22 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 7/05/0

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