

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



TO



A low-speed Carrier run or... Richard Kucejko releases his Sport Goodyear entry on a pit stop, which promptly entertained everyone with a Vertical Take Off. See the 2023 Nats Summary for details.

NATS Issue

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Torque Roll Issue #169
August 2023

PRESIDENT – Bill Bischoff

Some noteworthy things have happened since our last issue. I will address the Nats specifically elsewhere, so let's look at other topics.

First, congratulations to our new District Representatives, Leighton Mengels from the Northwest District, and Tom Schaefer from the Northeast District. They will join our returning District Rep's Doug Mayer, Paul Gibeault, Bob Whitney, T.J. Vieira, and myself as a *full set* of Rep's, something we haven't had in a while. As you may recall, neither Leighton nor Tom were on the ballot, and both won thanks to write-in votes. Welcome aboard, guys!

At the NCLRA meeting, it was voted to not pursue the supplied fuel for Mouse Race rule change proposal. Although the supplied fuel blend seemed to work fine for those who tried it, some people were still in favor of being able to use their own blend. Furthermore, it was felt that a simple gentleman's agreement not to use fuel containing propylene oxide should be sufficient. So, this should cover it: *"In the interest of health, safety, and convenience, the NCLRA requests that competitors in Mouse I, AMA event #313, refrain from using propylene oxide in their fuel."*

SUMMER OF 2024

The summer of 2024 will be a busy time for control liners in Muncie, with the Nats, a World Cup, and the 2024 CL World Championships occurring in succession. To accommodate the always-full schedule in Muncie the CL Nats will start around the beginning of August. F2A, F2C, and F2D will not be included in the Nats, and the speed, racing and combat schedules will be shortened by a day.

Following the NATS, a two day World Cup contest featuring these three events will be held. The events will have a limited number of entrants and will require pre-entry. However, entry is open to anyone with an FAI license. The World Cup will provide several benefits. It will allow World Champs competitors the opportunity to tune and compete in Muncie atmospheric conditions. It will provide contest organizers with a "dress rehearsal" to identify and correct potential problems *before* the World Champs. And frankly, it will generate additional revenue.

After the World Cup, we will host the 2024 CL World Championships. Coincidentally, this continues the "once every twenty years cycle" of American World Champs, established by the 1984 and 2004 events. Bill Lee will be the overall contest director, and I will be the Racing Event Director. There will certainly be much more info to follow on this, so stay tuned!

NORTH CENTRAL – Paul Gibeault

Dallas Sport GY project - Part 2

As you loyal readers may recall, that lovely shiny Endura Y2K aerosol topcoat never did cure! So, I had to wash off the whole sticky mess with acetone and Scotchbrite.



My first try admiring in the bright sunlight the final Y2K Endura clear coat that just went on...



Sticky clear coat all washed off with acetone & block sanded back down with many hours & lots of 230 grit sandpaper!

Given the base substrate was less than perfect first time around, I sanded as much of the black Endura off as I could. This was a terrible job as sanding Endura is like trying to sand a rock, it's really hard stuff! Quick drying 1K White High Build Primer/Filler followed, then nitrate dope to give a nice clean base. (Not allowing sufficient dry time of the nitrate dope was probably a mistake in hindsight). This new paint scheme was completed in a less than a week.





With all the imperfections now addressed, the fillets were redone with Aeropoxy Light to give a better presentation of one part flowing into the next.



My adjustable wingtip was cut from a sheet of carbon & then bonded into the wing.

Corel Draw was used to look at various layouts, and this one looked good. A *Great Cut 24"* vinyl cutter was used to cut out the paint masks. A day & night difference over the old masking tape method! 3M translucent masking vinyl was used which leaves very crisp edges. PPG quick drying base colors were used with a Candy Tangerine metallic topcoat by House of Kolor. The only drawback is such a paint scheme is difficult to repair successfully should I need to.



The silver canopy was sprayed on first.



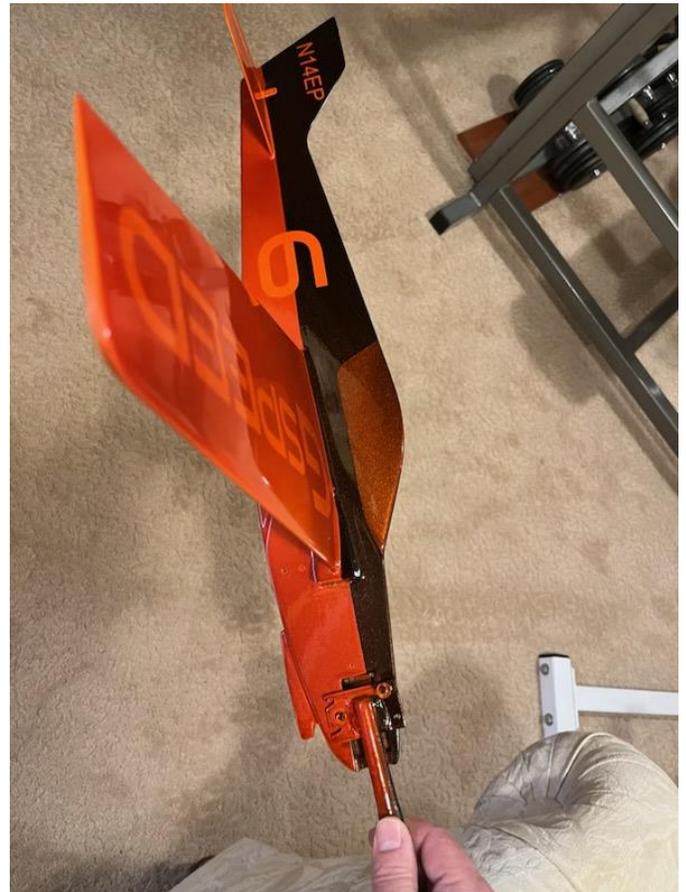
Then the *HOT burn your eyeballs orange*.



Followed by the black



Then the Cream checkerboarding, & numbers.



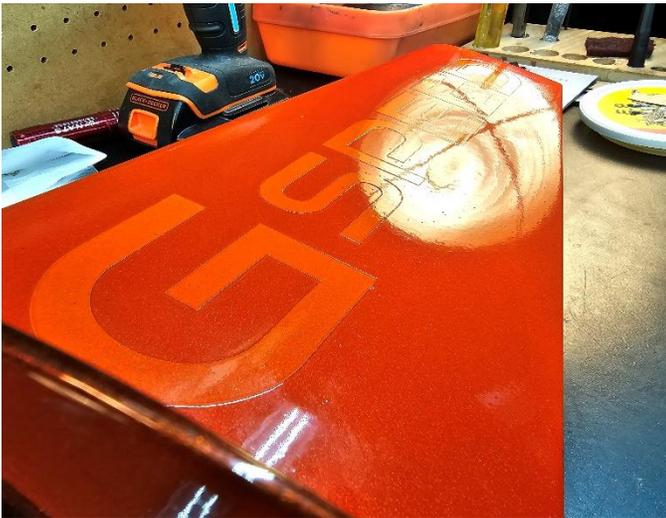
Finally, the Tangerine Metallic topcoat is applied.



Followed by the cream-colored letters and stab.



The metallic color changes depending on the light.



Oops! Remember that nitrate dope applied earlier? It came back to haunt me with a bit of solvent popping, but only on the top outboard wing of course! Blisters would only appear when the model was out in bright sunlight. Careful pin pricking seems to have stabilized it.

This model came out (in my estimation) a bit heavy at 21.6 oz RTF, but Bill Bischoff tells me that's quite normal for this design.

But is it for all for show... or does it go?

Due to poor planning, my test flight was on the morning of the contest. With the leadouts swept fully aft, I managed a half lap & a shutdown test flight, only to find out it was *quite tail heavy*. This necessitated adding $\frac{3}{4}$ oz. of lead CA'd to the tank. My aging mind forgot to tell me to use a narrower handle spacing which would've helped a lot! With the added ballast it flew well enough to race, but did handle like a combat ship. I was pleasantly surprised with 2nd place this time out. My initial goal was to just not wreck it. Mission accomplished! This event very much reminded me of the "Granny Goodyear" series I flew back in my youth with SuperTigres & Foxes. The speed is quite OK & as always, the races are won & lost during the start & pit stops. My Magnum .15 XLT was running & starting very well after a $\frac{1}{2}$ hour break-in.

Going forward, I'll try & fill the nose with lead shot and look for a brass spinner. My handle spacing will be shortened which will necessitate re-rigging the shut off cable. Lastly, I'd like to make up another 2 sets of landing gears, one for grass with larger wheels & one with team race wheels for good smooth pavement.

Conclusion

As with all my projects, this model build was filled with highs & lows. The CNC milled wing from Ray Harvey in Australia was certainly worth it. His craftsmanship is exquisite and saves a lot of time. I only needed to apply $\frac{3}{4}$ oz F/G cloth & vacuum bag it along with the stab & rudder. I was apprehensive about vacuum bagging, but once I got down to it found the process was easy.



Getting ready for the Vacuum bagging Process.

If you don't have to paint it twice, I feel your Polecat will certainly come out lighter than mine did.

We had a lot of fun flying this new event at The NW Regionals & I look forward to doing it again.

As always, our president Bill Bischoff was there to answer my numerous questions during the build. Thank you, Bill for all your parts, help & inspiration!

I'd also like to thank my pitman Mike Hazel for always being there for me lately in racing. We seem lately to incur numerous "faux pas" during our racing exploits, but Mike always comes through for me when it counts. I mean what other pitman would say "I hate Foxes!" then pit a flawless final for me in Northwest Sport Race? Thanks for being there for me Mike!



Switching roles, multi talented Mike Hazel piloted my Streaker V to victory in Open Mouse with me at the Nats. Our "Can- Am" team has had a lot of fun!

NORTH EAST – Tom Schaefer

Hello Everyone. Phil Valente has passed the baton to me for the northeast region racing news. Our club, the Middlesex Modelers has long been the hub of racing activity in our area. Unfortunately, we have not had enough people here to run even a two-up race. I still schedule 2 or 3 race/speed meets per year. Al Ferraro and I did race at the Brodak again this year and had fun. There were 3 entries in Foxberg and 3 in Clown. It was encouraging to talk to several flyers who watch the races and expressed interest so, maybe, we will see them out next year.

Phil has also donated his entire model collection to the club so that we can pass it on/sell it for the club's benefit. CL racing was his passion and he amassed quite a bit of cool stuff. A brief run down would include a number of engines such as K&B 5.8, K&B .40 mod. 4011, G21 .35, several sizes of Nova Rossi engines and more. Also some cool racing stuff such as shut offs and a couple of pairs of Glenn Lee landing gear struts. If there is anyone interested in learning more details they can e-mail me at: earthingbrush2@yahoo.com

If you racers in the Northeast district think there is anything more I should report let me know. Thanks, Tom

SOUTH CENTRAL – Bill Bischoff

CONTEST RESULTS DALLAS 6/10/23

Mouse race 100 laps
1)Bill Lee 5:00.91
2)Patrick Hempel 5:16.63
3)Kelly Hite 5:21.88
4)Mike Greb 5:45.25

Quickie Rat 140 laps
1)Bill Lee 6:32.10
2)Bill Bischoff 6:56.00
3)Kelly Hite 7:16.78
4)Mike Greb 7:45.78

The wind picked up as the day went on. We got to the point where people didn't see the need to risk damaging their equipment a month before the Nats, so we didn't. We had a good time hangar flying and talking about the 2024 CL World Champ's coming to Muncie.

COME ONE, COME ALL, to the DALLAS FALL FINALE The Dallas Fall Finale, October 13-15, is a three day contest for speed and racing. It has drawn contestants from across the US and Canada. This year is shaping up to be a big year, with contestants expected from Oregon, California, Alabama, Georgia, Illinois and Alberta., Canada. Ever been to Dallas? Think about it! This contest will be bigger than the Nats for racing and speed. And by October, it won't be 100 degrees any more. And every contestant gets a souvenir T-shirt. It's not on the flyer, but we will fly AMA Slow Rat on Friday afternoon for those who wish to partake. And Clown Racing will be for

the uncontested Nats plaques, sponsored by DMAA. And if you really can't get enough, make the trip to Los Angeles for the Virgil Wilbur Memorial contest the following weekend. Let's race!

Dallas Model Aircraft Association
PHIL DUNLAP MEMORIAL
Fall Finale
2023
October 13-15, 2023
Dallas Hobby Park
Northwest Highway @ Garland Road, Dallas, TX

<u>All 3 days</u> Sport Jet Speed Perky Speed Record-Ratio Speed	<u>Saturday, Oct. 14</u> Quickie Rat Racing Super Slow Rat Sportsman Goodyear	<u>Sunday, Oct. 15</u> Mouse I Racing Clown Racing AMA Goodyear
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Contest Director/ Racing Director: Bill Bischoff (billbisch@hotmail.com)
Speed Director: Patrick Hempel (ptrckhem@aol.com)

Unofficial racing event rules (nclra.org)
Unofficial speed event rules (clspeed.com)
Map/ site info (dmaa-1902.org)

Entry fee: One event: \$15 Two events: \$20.00 Three+events: \$25.00

Fuel generously provided by : Ritch's Brew, Houston, TX
Speed timing Transitrace provided by: Bill Lee



SOUTH WEST – Doug Mayer

My most important note this month is to announce the Virgil Wilbur contest will be held on October 21 & 22 which is the weekend after the Dallas Fall Finale. We are hoping that we can get some of the Texas guys, and our NorCal brothers, to come and visit us again like they did last year. We had a good turnout last year and had a lot of fun with our out-of-town visitors, so we hope to do the same again. Be sure to mark your calendars.

NATS COVERAGE: I'm sure there will be other NATS coverage in this issue, but my job is to tell you how awesome the SW District is! We had 5 members in attendance this year. Charlie Johnson visited the circles every day in between his other adventures. He took photos and submitted daily reports to the AMA for their daily newsletter. He also helped to time races when he was available. Ron Duly was the most important dude from SoCal because he brought 6 airplanes for me and the boys. That's right! Ron made the long drive across America from LA to Muncie Indiana with a truck full of airplanes. He was nice enough to bring along 6 of our airplanes, which was an absolute blessing. Ron had a full week at the NATS with events in CL Scale and Navy Carrier and of course racing. In between racing events, Ron picked up

the slack and became the self-appointed contest director. It was obvious that we were shorthanded with minimum attendees, so Ron started to herd us like cats and got the races started and kept us on track. I left one day early (skipped Thursday) but I understand that Ron earned the sportsman of the year award again for his generous support. He gets our vote, Thanks Ron!

And last but not least, the return of the BACK-AT-IT Team to the NATS. This was Mason and Tristan's first ever NATS and my first NATS in 21 years. As a member of the BACK-AT-IT Team, I thought it would be appropriate to show our colors. I asked our founding father, Mike MacCarthy if I could use the BACK-AT-IT Team name for my SoCal squad, and he gave me his blessing. I designed custom T-Shirts and got them printed just before the NATS. I didn't tell Bill or any of the guys in advance because I wanted it to be a surprise. Me and the boys wore matching BACK-AT-IT team shirts every day. I also gave T-Shirts to other BACK-AT-IT members, and I'm hoping to see a BACK-AT-IT reunion at the Virgil Wilbur Contest in October. Now back to the NATS.



Mouse-1: The kids don't like Mouse. It was windy. The planes are small and finicky. Tristan had words, "F" Mouse. Well, OK then, I guess that's enough. Mason won by the way.

AMA Goodyear: I wanted the kids to have as many events as possible, so I made 60-foot, .014 solid lines for the boy's sport goodyears, and Bill made me some oversized venturis. The kids flew a fantastic race. They looked like veterans out there. Tristan had a slight airspeed advantage, and excellent 1 or 2 flip pits by his awesome dad and won the race. As a result, each kid got a first and second place AMA NATS trophy for Mouse and Goodyear. My own AMA Goodyear event ended in disaster. I dusted off my Dick Ohm and Nelson .15 and had things running well after replacing the backflow preventer on my pressurized fuel system. During our race, the motor mounting bolts became loose, and the motor was not happy. As I tried to land the plane, a strong gust of wind got under my wing, and cartwheeled my plane across the tarmac. Needless to say, I was very upset, and in hindsight, this was the absolute low point of my week at NATS.

Slow Rat: I was really excited to enter Slow Rat after 21 years. I reworked the nose of my old Slow Rat to accept a borrowed .25 GMS from Bill Bischoff. I built a new motor mounting plate and installed a tank and shut-off that Bill made for me. The plane functioned well, and the race went well, except for the fact that the wind was blowing 10-20 MPH. It was just miserable racing in wind like that, but somehow, we managed. I also flew Bob Oge's Slow Rat which handled the wind better than my airplane did. I must say, flying Slow Rats on .25's felt like child's play compared to the old days with Nelson .36's. How times change. On another note, Bill Bischoff said he would attend the Virgil Wilbur, so we're planning to have a Slow Rat race, so bring your Slow Rat to Virgil Wilbur in October. On a final note, I bought an OS .25 FX and some new props, so hopefully I'll be running a little faster.

Quickie Rat: We had 2 adult entries from SoCal out of 6 entries, me and Ron Duly. I think Ron may have had a problem with the wind and grinded his prop on takeoff. I'm sure that's what heat races are for, changing props. Myself? Hell, I just blew my motor up! The bottom of the piston rod sheared off in flight, and I gave it an instant shutoff. Bob Oge was nice enough to loan me a motor so I could finish the event. (Good enough for a 3rd place! Thanks Bob).

Quickie Rat Junior: Mason was complaining that his goodyear was slower than Tristan's, so he wanted a shot at my faster Quickie Rat of my 2 planes. Not so easy, I made the boys flip a coin, well, we flipped a wheel that Richard had in his pocket, and Mason won. He picked my yellow Alley Rat which had a slight speed advantage. We decided to run the two kids in a 70 final. They both flew like champions and had a flawless race. Great piloting, good pitstops. Guess who won? Tristan! Bill Lee pitted Tristan with perfect one flip pits and edged out Bob Oge and Mason by 8 seconds! I told Mason, that's why they call it RACING, and not SPEED.

Sport Goodyear – Junior: This turned out to be a rematch between the 2 boys, similar to AMA Goodyear. We changed the Venturi's and the flying wires to make the planes DMAA

legal. The heat race was really close with just 12 seconds between the boys. The final was a little more lob-sided with Tristan having a speed advantage. I tried to set up both planes equally, but Tristan definitely had an advantage. It doesn't seem fair to Mason, and I don't blame him. Sorry Kid, I'll have to work on that plane for you.



Sport Goodyear – Open: This was my last event of the week. The wind was absolutely miserable, and almost too much to fly safely. Never-the-less, it's the NATS, and the show must go on. Ron Duly made a smart choice, and scratched, but that

freed him up to help run the races. I asked Tristan to fly his plane and be my pilot, and I would do the pitting duties. I'm not a professional prop flipper and didn't do as well as I had hoped. On our second heat, the plane got away from Tristan, and he did a shallow pancake on takeoff and broke the prop. No major body damage, just a little scratched paint, but that was it for us. We were sick of the wind and called it a day.

Closing Thoughts: It has been a long time since I've been to the NATS. I swore that I would never come back, but I really wanted my boys to have the chance to experience a NATS. They really enjoyed themselves and said that they want to come back next year. From my perspective, it's disappointing to see the sport in its fading years. It's no secret that turnout is low due to a lot of our members getting old and retiring, and we're just not replacing the older generation with fresh newcomers. It is what it is. We need to enjoy it while it lasts. I personally thought that I could have performed better, but we all need to practice and prepare if we expect to come to the NATS and take home a trophy.

Until next time, wear your sunblock and keep your lines tight!

Virgil Wilbur update: There has been a lot of concern regarding the Pylon Racing Guys having a race the same weekend as the Virgil Wilbur. I have received several emails. I must say, we have raced on the South Circle numerous times when the Pylon guys were racing, and it was not a problem. Mike Callis reached out to the CD and offered this email to everyone:

*From Mike Callis, Gentlemen,
SCAR annual Virgil Wilber race will be held 10/21 and 10/22 at the Whittier Narrows.
We will be sharing the park with the NMPRA pylon racers. Their CD assured me we will not be in the way as long as we stay in the South East corner circle next to the tether car area. This is an unofficial event with no sanction. Doug and I will act as host/CDs.
I suggest the same schedule as last year, but always open to suggestions.
If you would like to bring a diesel and need fuel, I can mix a batch up per your recipe.
Lunch will be provided.
Saturday evening Doug will host a party at his house.*

No entry fee however, the park charges \$7 per day to come into the park.

Sat Oct 21- We will run JR events for all JR entries.
Mouse 1
SCAR GY
TQR
F2CN + Vintage FAI (Harness)

Sunday
Clown
Dallas GY
SSR/Fox
AMA Slow Rat

2023 NATIONALS SUMMARY

Bill Bischoff

I will avoid the politics but let me begin by saying I sure missed having Brenda Schuette taking care of all the behind the scenes stuff like she used to. Thanks for all you've done, Brenda. It's certainly true, you don't know what you've got until it's gone. Tremendous thanks must also go to Ron Duly, who stepped up to run the majority of the races. With the passing of Tim Stone, and the absence of Charles Barnes, Doug Mayer and I flew most all of the races. That may not have been possible without Ron. No wonder he won the Sportsmanship award. Charlie Johnson did us a big favor by taking it upon himself to be our Nats News columnist and photographer. Without him, there would not have been any CL racing coverage. Not to be overlooked, Sandra Lee was a constant presence on the edge of the circle, stopwatch and lap counter in hand. She was essential to our getting through the week. I must also thank the contestants, who all pitched in to help as necessary. Thanks, everyone. We did it again.

For those who don't know him, Southwest District Representative Doug Mayer was a member of California's "Back-At-It" racing team in the late '90's-early 2000's. (Some of you may remember it as the "Back-A-Tit" team.) Doug's last Nats was 2002. Since that time, he has been developing the next generation of race pilots, in the form of his sons Mason and Tristan. These young men made their Nats debut this year, and the consensus was "gee, those kids can fly!" They flew Mouse, Sport Goodyear, AMA Goodyear and Quickie Rat. Both Mason and Tristan won an official event, so they both got to go home with an AMA "Nats Champion" T-shirt.



L-R, Doug, Tristan, Richard Kucejko and Mason.

Mouse was our first event of the week, and Doug's sons showed everybody that they knew what they were doing. Richard Kucejko proved that it does indeed take a village. He had borrowed an engine from Patrick Hempel. Then we discovered his lines had suffered too many ground attacks from landing planes and were binding too badly to be safe. With borrowed lines attached, we flew his first race. During the race, the engine came loose from the plane due to a stripped mounting hole, resulting in a DNF. Ron Duly came to the rescue by offering a spare airplane. Ron had been given a pair of mice, along with a couple of other airplanes, by Steve Wilk. The particular mouse had last been flown by Steve's daughter Ashley about 20 years ago. Richard used the model with Patrick's loaner engine and was able to

get a complete time. Steve got a good story and a photo, and Ron got his first halo of the week.

The open Mouse final required some team shuffling, since Bill Lee and Patrick Hempel both made it into the final. I flew for Bill Lee, Doug Mayer pitted for Patrick Hempel, and since Doug was originally Melvin's pilot, F2C pilot Tom Fluker stepped in to fly for Melvin. It was a good thing Tommy warmed up with some gentle Mouse racing, because the next event F2C was anything but. The Bill & Bill team won with an excellent 4:46, while the other two teams failed to finish.



Open Mouse 1 Final Pilots, Patrick Hempel, Bill Bischoff, Tom Fluker.

The F2C event was also the 2023 Team Trials. With three teams competing, it was not hard to guess the outcome. It was evident that none of the teams had flown lately, but in spite of some worried expressions and some dicey moments, two races were completed without incident. Congratulations to the team. Get practicing, guys. Gotta look good for the home crowd!



Pilots duking it out during the F2C Team Trials, (L-R) David Fischer, Tom Fluker, Alex Topunov.

The field in Vintage B team race had dwindled from five to just two by race time. I had just finished my new airplane, and I wanted to fly it! Richard had Doug fly for him, and Bill Lee pitted for me. We had a race! We both finished! It was maximum smiles per gallon! I don't think either of us cared who won. It was the sheer fun of doing it. For me, it was probably the most fun of the week.



Vintage B Team race Winners. (L-R) Bill Bischoff/Bill Lee 1st, Richard Jucejko/Doug Mayer 2nd.



Bill Bischoff's winning B Team Race Entry.

Tuesday was AMA Goodyear and AMA slow rat. Mason and Tristan's Sport Goodyears were fitted with different lines (and bigger venturis), making them AMA Goodyears. Both pilots handled the longer lines with no problems. In the end, Tristan's better airspeed was more than Mason could make up for. Open Goodyear was a test to see who could actually finish a race. Bob Oge finished his races, and Bill and Doug didn't. Guess who won!



Bob Oge and Doug Mayer with Doug's Slow Rat Entry.

It was windy when we flew slow rat, but with a bit of caution, there were no wind related issues. Doug Mayer's entry was a recent conversion of his old 36 slow rat from 20 years ago. It was sporting a tank, shutoff, and loaner engine from Bill's Rent-a-Racer. Doug had fun reliving memories of the old days, when he and I often faced off in the slow rat circle. The Bill & Bill team had two entries in slow rat. Both had clean runs, and Bill ended

up beating Bill by about two seconds. Richard Kucejeko's model showed flashes of excellent speed, but a tank leak kept him from finishing.

Wednesday began with open Quickie Rat. All six contestants finished at least one race. Bill Lee, of the Bill & Bill team, turned a 3:08, adding to his string of victories. The other Bill (me) took second with a 3:21, and Doug Mayer, pitted by Bob Oge, was right behind with a 3:23.

Mason and Tristan decided they wanted to fly Quickie Rat. There was a coin toss to see who got first pick of airplanes, and Mason got the faster one. This time, Bill Lee's ninja quick pitting was the difference, and Tristan got the win by 8 seconds over Mason's faster entry. By the way, both pilots handled the models like pros.

Mason and Tristan faced off one last time in Sport Goodyear. Tristan still had the airspeed advantage, but this time Mason was also handicapped by his pitman, yours truly. Don't worry Mason, in October you'll get an infusion of speed from Bill's Rent-a-Racer.



Doug Mayer tunes Tristan's Sport Goodyear.

In open Sport Goodyear, Bill Lee proved that last year was no fluke by turning another sub-four minute time. His pilot Patrick Hempel was a bit off the pace, allowing my Bill & Bill entry to sneak into second, followed closely by Bob Oge in third. The F2C team of Topunov and Elbert made their debut in Sport Goodyear with a beautiful Margaret June model built by Alex Topunov. The evening before, they were practicing, and learned the hard way that Sport Goodyears don't like abrupt wing catches. Fortunately, they had the snapped fuselage glued together by morning. Hopefully, they will enjoy this kinder, gentler version of racing.



Alexander Elbert Pitting the Topunov/Elbert SGY Entry.

Perhaps the most exciting event of the week came in one of Richard Kucejko's Sport Goodyear heats. I was flying, and came in for a pit stop. Richard fuelled and started the model, and let it go. It rolled a few inches, then shot straight up! At an altitude of about four feet, it nosed over into a shallow climb and went on its way! Once I got over the initial shock, it became clear what had happened. As I flew, I could occasionally see the battery clip wires fluttering below the outline of the fuselage. The battery clip had somehow gotten hung on the airplane, actually pulled out of the battery, and then released the plane from its earthly bonds. If you look closely at the **cover photo**, you will notice there are no wires on Richard's hot glove. It all happened so quickly, I can't say if I had anything to do with the recovery. I guess it doesn't matter; it didn't crash!

The Mayers had to leave Thursday morning, leaving us short two timers and a pilot. It looked like we didn't have enough warm bodies to assemble two teams to race each other, plus a team to run the race. With that, it looked like we were done. It was decided that Clown will be raced at the October contest in Dallas, since Dallas sponsored the awards. The Super Slow Rat awards will be presented at next year's Nats. Anyone with a problem with that is invited to sponsor the new awards! We had our Thursday night meeting and Pizza party at the racing site, because no one from AMA had unlocked our reserved room for us. It was a pleasant evening, so it wasn't a problem. In case you couldn't guess, our high point winner was none other than Mr. Bill Lee. Congratulations, Bill. Glad I could be a part of it. When is it my turn again?

===== NCLRA Meeting minutes =====

As is required by the AMA Bylaws, the annual NCLRA meeting was held, Thursday, during the NATs week in Muncie. As usual, NCLRA provided the pizza and the soft drinks. We were scheduled to use the conference room at the AMA Museum, but an AMA snafu failed to get it unlocked for us and we all retired to the tables under the tents at the McCool site.

After a Treasurer's report, the conversation was primarily on three topics: NATs schedule, the 2024 F2 World Championships (see below), and the idea of specifying standard fuel for Mouse I. (NATs schedule will be discussed elsewhere.)

It was decided that NCLRA would NOT pursue any official changes to the AMA rules regarding Mouse I fuel. It was felt that the current rules were adequate and that only needed was to have an unofficial "gentleman's agreement" that fuel for Mouse I would not include Propylene Oxide.

===== 2024 F2 World Championships =====

At their quarterly meeting in late July, the AMA Executive Council approved hosting the 2024 FAI F2 World Championships. The exact dates for the event have not been set but will be in mid-August 2024. In addition, the schedule for the CL NATs in 2024 will be changed to allow the NATs to immediately precede the World Championships. The CL NATs will be in early August with the exact dates being set by the AMA EC at their usual October meeting.

Bill Lee is the overall organizer for the Championships. NCLRA will be sponsoring/hosting the F2C event, the other CL SIGs managing their events. Bill Bischoff, NCLRA President, will be the Event Director, and will be soliciting helpers for running the event. Work is well underway preparing the necessary equipment. The F2C lap count display that was built in 2004, has been reassembled and all new software to drive it is nearing completion. New foul lights are being designed and built. We are working with AMA regarding needed site rehabilitation.

Attached is a picture from 2004 showing the arrangement we used then for the lap count and foul light displays. Those foul lights were discarded after the 2004 event and new ones are being prepared that will operate on 12v instead of requiring 110v.

NATs Results 2023 - CL Racing				
Monday				
Mouse I - 313				
1	Mason Mayer	06:47.37		
2	Tristan Mayer	07:27.97		
	Open	Finals	Qualifying	
1	Bill Lee	04:46.60	02:30.78	02:32.54
2	Patrick Hempel	47L	02:29.94	02:33.18
3	Melvin Schuette	24L	02:46.88	32L
4	Doug Mayer		02:58.29	03:06.02
5	Richard Kucejko		03:33.69	29L
Vinatge B-TR				
	Open			
1	Bill Bischoff	05:10.33		
2	Richard Kucejko	06:31.81		
Tuesday				
AMA Scale Race				
	Jr-Sr	Finals	Qualifying	
1	Tristan Mayer	09:06.12	04:24.97	
2	Mason Mayer	10:30.02	05:29.75	
	Open	Finals		
1	Bob Oge	07:46.14		
2	Bill Bischoff	74L		
3	Doug Mayer	18L		
AMA Slow Rat				
	Open	Heat-1	Heat-2	
1	Bill Lee	03:17.97		
2	Bill Bischoff	03:19.63	04:04.49	
3	Bob Oge	03:45.09	03:51.21	
4	Doug Mayer	03:51.46	09:25.38	
5	Richard Jucejko	11L	12L	
Wednesday				
NCLRA TQR				
	Jr-Sr			
1	Tristen Mayer	03:42.48		
2	Mason Mayer	03:50.10		
	Open	Heat-1	Heat-2	
1	Bill Lee	03:08.75	03:16.95	
2	Bill Bischoff	03:21.36	03:21.55	
3	Doug Mayer	03:23.33	68L	
4	Bob Oge	03:25.71	04:47.39	
5	Ron Duly	03:28.74	35L	
6	Richard Kucejko	03:50.63	04:29.25	

DMAA Sport Goodyear

Jr-Sr

	Finals	Qualifying
1 Tristan Mayer	09:46.85	04:38.45
2 Mason Mayer	11:01.50	04:50.27

Open

	Heat-1	Heat-2
1 Bill Lee	03:55.68	04:03.17
2 Bill Bischoff	04:14.35	
3 Bob Oge	04:19.50	07:03.43
4 Patrick Hempel	04:22.14	06:11.32
5 Alex Topunov	04:25.50	04:43.97
6 Richard Kucejko	04:40.04	04:45.51
7 Doug Mayer	04:46.38	
8 Bob Heywood	52L	



SIMPLE HOT FINGERS GLOVE **Bill Bischoff**

Some people prefer that their hot fingers are a hot *glove* rather than loose finger rings. The disadvantage is that the glove decreases dexterity; the advantage is that the contacts are always in the same location on your fingers, making it easier to always establish a good connection with the model. It was also pointed out to me that the glove affords a better grip on the model than an oily bare hand.

The photo shows the same basic hot fingers as described in the last issue (the finger rings will need to be bigger to fit over the glove), attached to a leather glove with clear RTV silicone. Spend a little time playing with the position of the rings to find the best location, mark the desired location on the glove with a sharpie, then glue 'em in place with RTV.

For longevity, I bought a decent pair of leather gloves. The right hand glove will become the new flipping glove, so it won't go to waste. To really get your money's worth, cut off fingers can also be stuffed into the flipping glove for extra protection.



CONTEST CALENDAR

NCLRA cannot be held responsible for errors or omissions!

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

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

NORTHEAST DISTRICT

None

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT

None

SOUTH CENTRAL DISTRICT

September 2-3 Charles Ash Memorial

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

October 13-14-15 Fall Finale

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

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

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

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

SOUTHWEST DISTRICT

October 21-22 Virgil Wilbur Memorial

Whittier Narrows Recreation Area,
750 Santa Anita Ave, South El Monte, CA

Sat Oct 21- We will run JR events for all JR entries.

Mouse

SCAR GY

TQR

F2CN + Vintage FAI (Harness)

Sunday

Clown

Dallas GY

SSR/Fox

AMA Slowrat

Email: Douglasmayer58@gmail.com

SUPPLIERS

BRODAK MANUFACTURING

Everything c/! 100 Park Ave, Carmichaels PA,15320
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fuselage mounted FUEL SHUTOFF \$20.00

Bottom pull, specify Goodyear (1 1/4")
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soft silicone, great for shutoffs

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1/4" ID, 4mm spraybar, fits 10mm hole.

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Edges pre-rounded.

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Also works for B Team Racers.

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16 oz fuel bottle \$15.00

specify for rubber quick fill or 1/8" tube fill.

Shipping: \$12.00 per order including fuel tanks, bottles or handles.

\$6.00 per order without fuel tanks, bottles or handles. I accept paypal or
personal checks.

Paypal: billbisch@hotmail.com/ Mail checks to: William Bischoff, 1809
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