

From: National Control Line Racing Association  
Bill Lee, President  
601 Van Zandt County Road 4815  
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**TO:**

***Doug Mayer / Scott Crandlemire's  
"Outrageous" Formula 1***



# *Torque Roll!!*

**The Official publication  
Of the NCLRA  
Issue # 54  
December, 2003**

## **President's Column - December 2003**

### **Bill Lee**

**World Championships:** Planning for the 2004 CL World Championships is progressing well. Obviously we here in NCLRA are most interested in the F2C event, but all of them are doing well.

I just returned from the FAI meetings in Switzerland where we had to present our plans for all of the events, and where we needed to get approval for them. And while we had some issues to deal with there, and now some added work here at home, we did get approval.

The 2004 CL World Champs web site can be found at <http://www.2004CLWC.org>

There is a lot of information there, and it is updated routinely as new things are included.

If you are planning on attending the World Champs as a spectator, the best way to do it is as a team supporter. It will cost you \$50 but it will get you a souvenir bag of trinkets, lodging in the hotels where the teams will be staying, and other benefits. (Lodging isn't part of the \$50: you still have to pay for your room.) You can also buy a ticket for the closing banquet where we will be making all of the awards, and which usually is a real neat party.

To be included as a team supporter, contact Lisa Johnson at AMA Headquarters. Her e-mail is [lisaj@modelaircraft.org](mailto:lisaj@modelaircraft.org)

The United States Team Manager will be Keith Trostle and the Assistant Team Manager will be Rich Lopez.

**2004 NATs:** A correction: in the last issue of the *Torque Roll*, I gave you an incorrect title for Bob Whitney. He will be the "CL Racing Event Director" and not a Category director as I said.

I also mentioned that Bob needed event directors for the events, and I left the unfortunate feeling interpreted by some that we would possibly cancel an event. Nothing could be more incorrect! All events WILL be run as planned, but we STILL need volunteers to run them. Please contact Bob. His address and other contact information are on the back of this issue of *Torque Roll*.

**Rebel Rally:** I spent a really fun weekend in Florida in mid-November at the Rebel Rally contest. I am sure it will be described at length elsewhere in this issue, but I want to say that the contest was well run, the site was wonderful even with the faint chalked lines, and the competition was superb! Well done, guys, and I am already looking forward to next year's contest.

**Membership Renewal:** It's the time of year for NCLRA membership renewal. You will find a membership renewal form enclosed in his issue. And your membership expiration date is printed on the mailing label. Please get your renewals in to Mike MacCarthy (his address is on the membership form).

**NCLRA web site:** We have added a new capability to the NCLRA web site

<http://www.NCLRA.org>

I have given each of the District Representatives an account there where they may place information for their District. As of this writing, Russ Green has established the South Central page and has

a collection of local event rules that are flown in the District. Doug Mayer has the South Western District page, but it is still under construction.

If your District isn't there, please volunteer to your Representative to build and maintain a District page. (Even if it IS there, volunteer!)

**NCLRA Hall of Fame:** The NCLRA Hall of Fame is an award that we give on occasion. It is intended to remember and reward those who have made a significant impact on CL Racing. We have remembered many, but there are still others to identify.

The NCLRA HoF information is available on the NCLRA web site. Please go take a look and see who's already there. And please note the procedures for making a nomination. Your input is needed and solicited.

**NCLRA Officers Elections:** As given in our By-Laws, 2004 is the year where we nominate and elect the President, Vice President and Secretary Treasurer. Nominations are not due YET, that will come in April. But it is time for you to be thinking about who should fill these roles and be prepared to make the nominations. Take a look at the By-Laws: they're also on the web site. (EDITOR'S NOTE; bylaws are also being printed in this issue of the newsletter.)

**Contest Advertising:** In the past, when we have had them available, we have included contest flyers in the *Torque Roll*. Obviously, Tim can't include stuff that he doesn't have! So: if you're having a contest in the future and if you have a contest flyer, get it to Tim and he'll include it as space permits.

### **NCLRA FINANCIAL REPORT 9/1/2002-9/30/2003 -MIKE MACCARTHY**

<b>REVENUES</b>	
MEMBERSHIP DUES (NOTE; SOME MORE THAN 1 YEAR)	\$1267.00
DONATION	\$10.00
2003 NATS SUPPLEMENTAL EVENTS	\$620.00
NATS PROCEEDS FROM AMA	\$550.00
T- SHIRT SALES	\$538.05
<b>TOTAL REVENUES</b>	<b>\$2985.05</b>
<b>EXPENSES</b>	
NEWSLETTER	\$208.88
POSTAGE	\$195.02
NCLRA EQUIPMENT	\$21.20
WEBSITE	\$95.40
NATS TROPHYS & ENGRAVING	\$52.15
CHECKS FOR NCLRA CHECK ACCT.	\$14.00
F2C BIB MATERIALS	\$9.49
NCLRA T- SHIRTS	\$348.00
T- SHIRTS POSTAGE	\$18.49
<b>TOTAL EXPENSES</b>	<b>\$962.63</b>
9/1/2002 BEGINNING BALANCE	\$4284.26
PROFIT 9/1/2002-9/30/2003	\$2022.42
<b>ENDING BALANCE 9/30/2003</b>	<b>\$6306.68</b>

## **EDITOR'S COLUMN**

### **TIM STONE**

I'll keep it short this issue as we had a HUGE amount of material submitted! Thanks to everyone for your contributions. The amount of space we have limits what we can print; I am sorry that we couldn't fit more in.

#### **PAY YOUR DUES...**

Don't forget to mail you membership dues to Mike McCarthy this month. In order for you to participate in Elections & receive this newsletter, you gotta pay up!

I am also including in this issue a copy of the NCLRA by-laws. It is a good reminder for veterans & newcomers to see what the NCLRA is all about, how we are organized and how officials are elected.

#### **LETTERS TO THE EDITOR?**

Through private emails I have been asked why we don't have a 'Letters to the Editor' section in the newsletter. The answer is due to a lack of them! I will publish any & all submissions of merit in this newsletter, I encourage everyone to send me their contributions. In the past these submissions have been scattered throughout the newsletter; if I get enough material to start a 'Letters' section, I will.

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#### **South West District Column - NCLRA - November 2003.By Douglas Mayer**

So what's new in the SouthWest this month? We just had our premier event of the year, "The Virgil Wilbur Memorial" at the end of October, here in Los Angeles. We had 2 days of organized events with the local speed fliers and the combat fliers. Each club runs their own events, and SCAR ran two days of racing, with 4 events each day. We handed out first, second & third place trophies for all 8 events. We had a good turnout of local racers, and a good turnout from Northern California, Bob Murphy, Bill Cave, Vic Garner, Bob Kerr, Jim Holland and team Randy Bush/Jim Persson. We also had a show from Arizona, with Chris Peter & Steve Eichenberger. We are glad that everybody made the trip to LA for some good racing. Of special note, "Unkle" Mike McCarthy & his infamous sidekick "Unkle" Rich McIntyre, did not make the contest. Mike was in Cabo San Lucas, Mexico with his wife Billie. Mike & Rich, we missed ya, but we can't blame you for missing this one. Instead of describing the events, blow, by blow, I'll put an alternative twist on the contest report.

Saturday morning produced some of the heaviest fog that I have ever seen at Whittier Narrows. Its common to have fog in the morning, but this was thick as pea soup. We finally got started late around 10:30 and the fog finally burned off by noon. We had our usual picnic lunch, but this time Dale Long out did himself by producing a big huge tin of BBQ RIBS!! Wow! Most of the day went off without a hitch and we had good competitive racing.

Sunday seemed like the day of doom. The California firestorms had been burning for several days, and the Santa Anna winds (blows from east to west) brought the smoke into the LA basin. All day long the air was brown and the sun had an eerie orange glow. It didn't seem to affect the racing, but my lungs hurt on Sunday night. I live here in LA and these fires were the worst I've ever seen, (apparently the worst in California since the great fire of San

Francisco). Some areas had ash falling out of the sky, for many days you could smell smoke, even at the beach 40-50 miles away (it smells like a camp fire). And for days the sun never came out of the brown air and its weird orange glow. Fortunately, we had our first 2 days of seasonal rain last weekend and the fires are almost 100% contained as I write this article [Nov 5]. Now for the racing. Of special note, I was the CD for the event, and on Sunday I had to stop the contest mid-stream and hold an "emergency pilot's meeting". We had some poor behavior and piloting techniques that I did not feel could go without reprimand and basic understanding of the situation. We reviewed the rules infractions and re-emphasized the need for safety to be the most important item on hand. Winning and racing aren't much good if people get hurt in the process. [Rules infractions: someone left the center of the circle during the race, and someone remained inside the pilot's circle during a pit, creating a serious tripping hazard, and a missed pit and loose airplane]. After all the racing was done for the day we handed out trophies. The best and final trophy was the "Contest Grand Champion". Jim Holland was simply out of reach with more first places than you could shake a prop at. Jim has been working very diligently on his aircraft, motors, props, practice, you name it, and he really earned this noble award. Our hats off to you Jim, for a job well done. For more information on the Virgil Wilbur Memorial, see the contest results in this issue of the Torque Roll.

"Letter to the Editor" by Douglas Mayer - SW District Officer

Before leaving this month, I'm going to use this article to address several items mentioned in the last issue of the Torque Roll. First, I haven't seen a "Letters to the Editor section". Is this because the NCLRA doesn't publish peoples concerns? Or, is this because people are lazy and don't write letters? (This wouldn't surprise me, I used to be an editor and I know you guys don't send in much material). If you have comments, concerns or would like to respond to some issues that you have seen in this newsletter, drop a line to the editor or your local district rep.

I was very concerned when the second paragraph of last month's Torque Roll suggested that if people don't volunteer to help [Bill Lee & Bob Whitney] at the NATS, that certain events may be cancelled? Is this correct? Isn't anyone else concerned about this? This won't really happen, but this is a very clear message from the president that the organization needs more volunteer help from the members. I personally missed the NATS last year, but I was the event director for Mouse-1 at NATS the previous year. If you are planning a week at the NATS and there is an event that you are not participating in, contact Bill Lee and volunteer for that event. It is actually a good educational process to stand in the tower and watch the pilots. You will learn a whole lot about racing from this perspective and you will be helping our organization. Lets face it guys, WE ARE THE NCLRA!! Nobody ELSE!! If we don't help each other and support each other, this organization will die. There will be no "MAGIC" group of RANGERS who show up at the NATS to save the day. It is up to each and every one of us. VOLUNTEER!! Its good for you and good for our sport.

And finally, to address the question of the location of the NATS. As a matter of FACT, the people who live in the SW District, live farther from Muncie than anyone else in the USA. It can be very tiring and weary for those who drive to Muncie year after year [Unkle Mike & Rich], or the other alternative is not to drive,

but to fly on the airlines and then we are limited to the amount of gear and planes that we can bring on the airlines, but not limited to the amount of money we can pony up to the airlines. I'm sure I can speak for all members of the SW, yes, we would love to see the NATS held somewhere other than Muncie once in a while. Is this a realistic expectation from the AMA? Probably NOT, but you still have my vote.

Remember, tighten your bolts, check your controls, and wear your sun block. From the Southwest, see ya next time.

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## **SCAR CONTEST REPORT**

### **VIRGIL WILBUR MEMORIAL CONTEST**

#### **OCTOBER 25-26, 2003-JIM HOLLAND**

Held a little later than usual this year, the Southern California Air Racers (SCAR) Virgil Wilbur Memorial contest was held in nearly ideal weather conditions at the Whittier Narrows Recreation Area. There was a good turnout again this year, with the California crowd being joined by Chris Peter and Steve Eichenberger from Arizona.

AMA Scale Race was the first event of the weekend and while it attracted only 3 entries (Mike MacCarthy was vacationing in Mexico(!)), some decent times were posted that would have placed all these planes in the 2003 Nats finals. Due to some really thick fog causing a late start on the day, the organizers and entrants decided to skip the final, leaving me the winner with a 2:45.70 heat time.

Next event up was Formula Unlimited. This class seems to be attracting an increase in support, with seven entries being processed. The heats were pretty close with the top 3 qualifiers being separated by under 2 seconds. Chris Peter walked away with the final, however, managing to match his entries superior airspeed with some good pit stops. Bill Cave just got beaten out of second place by the Bush/Persson entry despite the writer managing a series of one-flick pits (oh well).

After a splendid lunch break (Dale Long bringing out his finest barbecued pork ribs), racing resumed with NCLRA .15 Rat. Much to everyone's surprise, Bill Cave's AMA Goodyear did not make the final. Steve Eichenberger put in a reasonable run (recording 3:03.87) to get the #2 qualifier slot, while Vic Garner posted a good 2:45.84 to take the pole. The final saw Vic getting a lot of flicking practice as his NovaRossi piston/liner fit dissolved, leaving Steve Eichenberger to take the win after surviving a fire and blown plug.

Last event on Saturday was NCLRA Flying Clown. I ended up winning this with a very moderate 257 laps due to making fewer mistakes in the final. Bob Kerr wound up second with 212 laps and Bush/Persson retired at 130 laps after breaking the spraybar on their Moki .15.

The festivities on Sunday started with the traditional frustration festival that many people call Mouse I. I debuted my Cyclon reed engine at this race and (after figuring out the correct warm-up procedure to avoid a non stop 50 lap heat) ended up walking off with the event, posting a 2:13.42 in the second heat and a 5:17.85

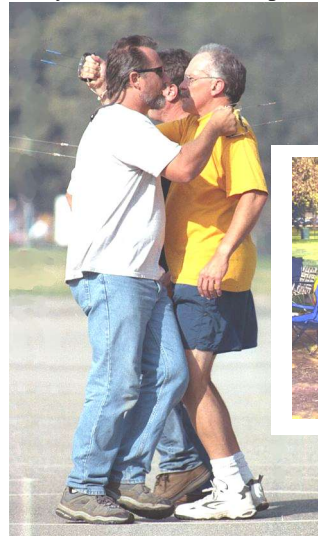
final (despite losing a minute with a blown plug). Doug Mayer took an easy second place with his Cox Black Widow powered entry and Seth Sather finished third after his plane ran in early in the race.

Next up was SCAR Goodyear. The planes in this event are restricted to 1-ounce fuel tanks and external controls, while the engines are limited by purchase price. Heats are flown over 100 laps and the final over 200 using 52' lines. The racing ended up being between myself and Vic Garner, with both of us qualifying our Moki .15 powered entries some way ahead of the rest of the field. With Bill Cave scratching to fly my plane, Chris Peter completed the field for the final. The final was fast, close and very enjoyable, with the high airspeed of my Judy Wagner Solution allowing me to pull out the win over Vic (and set a class record) despite one six flick stop.

NCLRA Quickie Rat attracted 8 entries. This event is always the most hotly contested in L.A. and Sunday was no exception. Doug Mayer got the bubble spot for the final with a 3:08.01, this was behind Bob Murphy who posted a good 3:01.12. With Bill Cave pitting and me holding the handle, my entry posted a 2:55.29 qualifying heat to take the pole. This time was recorded in a three up heat. The final was something of an anti climax as my entry blew a plug at the first pit (I also got a DQ for a line snag – shame on me!) and Doug had tank problems. Nothing stopped Bob Murphy however as he won with a scorching 6:09.56. Well Done Bob!

By the time NCLRA Fox Race rolled around on Sunday afternoon, the effects of the fires were becoming painfully obvious, the sky was filled with smoke and the planes were collecting streaks of ash on their leading edges. Team Bush/Persson collected their first win of the weekend, posting a good 6:04.33 in the final to beat me pretty handily. Fred Bushbaum wound up in third place with his Fox slowing down as the day went on (must have been the ash!).

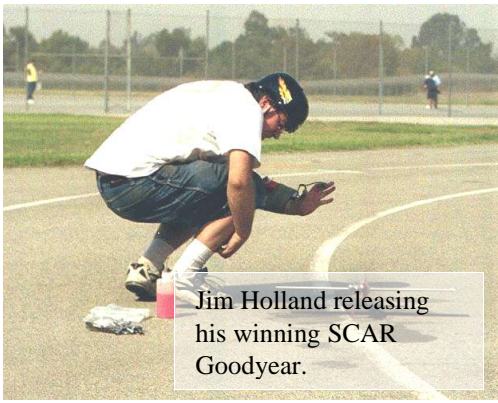
SCAR finished the weekend by handing out some nice looking trophies at the prize giving ceremony. My thanks go to Dale Long for all the time and effort he put into running the event, Doug Mayer for coordinating and making some tough decisions, Darrin Albert for working stopwatches for nearly every race and everyone who showed up to race and spectate.



Bob Kerr, Bill Cave,  
Randy Bush in  
NCLRA Clown final.



Dale Long protects the  
Hardware!



**NORTHWEST REPORT- MIKE HAZEL**



**2003 Fall Follies**

**October 11 & 12, Salem, Oregon**

This is a racing and stunt contest, with the racing on Saturday only. The weatherman saw fit to see the racing to completion, and then blow out the stunters later in the day.

One of the bright spots in the meet was that of Mark Conner with his first try at racing. Mark is an able stunt flier from Eastern Washington, and it seems that he wasn't happy traveling to stunt meets to only get two flights in, and to be done for the day. Mac and Todd Ryan, who just happen to live in the same general area, were able to hook Mark up with some equipment and tutelage. Mark did very well in his debut as a racing pilot, as he got a taste of some typical tight traffic situations.

Northwest Sport Race was the first event of the day. We opted for just a 2-up final, due to team limitations. Todd Ryan grabbed the victory and a new NW region record with a really smooth quick race. (In our region we keep track of all records for timed events, have been doing so for over 20 years!) Mark Conner took second place, with Mike Hazel doing the pitwork.

Next event on the docket was NW Super Sport Race. Unfortunately, since there was only one entry we opted to scrub that. This is a fun event, so too bad for those who did not enter. The basic-close-enough description of this class is this: "AMA Slow Rat with Quickie Rat engine".

Final event of the day was NW Clown Race. It seemed that everyone did less than their best this particular day. Except of course Mark Conner, who was doing it for the first time!

The Clown final consisted of: Todd Ryan, Mark Conner, and the Nitroholics Team (John Thompson / Mike Hazel). Mac Ryan had qualified for the final, but opted out so as to assist with Todd's entry.

Todd had the fastest plane, decent mileage, but was off his mark with at least one slow pit in the mix. Mark Conner recruited local stunt expert Scott Riese as pitman. His Fox powered plane was slowest in the race, but he had very good mileage and reliable pits. The Nitroholics Team sucked up some dirt in the middle of the race and lost a lot of laps getting that cleared out. Allen Hoffman's entry was fast, but a couple of missed catches on the ground kept him from finals qualification. The wind started kicking up by the end of the final, and that was the end of the racing action.

**Northwest Sport Race**

(70 prelim / 140 feature)

1)	Todd Ryan	7:58.38	(6:46)	(4:04)
2)	Mark Conner	9:11.70	(4:23)	(5:21)
3)	Nitroholics Team		(5:12)	(5:06)
4)	Dave Shrum		(63 laps)	(DQ)

**NW Clown Race**

(7-1/2 prelim / 15 minute feature)

1)	Todd Ryan	289	(158)
2)	Mark Conner	244	(128)
3)	Nitroholics Team	221	(131)
4)	Mac Ryan		(135)
5)	Allen Hoffman		(117)

All for now, see you next season! Mike Hazel

**SOUTHEAST REPORT- BOB WHITNEY**

Build it and they will come, and come they did, they came from Portugal, England, CA, PA, TX, and NB!! No less than 8 past and present Nats champions showed up. Two days of shorts weather, flying from 9:30 till dark, almost all 3 up finals and no entrants had to time! The Coastal C/L Club had everything covered. Who would have thought we would have 91 entrants! Just to hit a few of the high lights. First I would like to thank everyone who pitched in and either pitted or flew for who ever needed them, great sportsmanship was shown over the whole weekend. The Sarasota Racing Contingent made its' presence known in most events including F2C, F2CN

Julio Isidro had so much fun flying Clown, he is going to hold it at his contest next year, and he almost made the main. He did give Wayne Trivin a run for first in F2CN. Tom Fluker came over to fly with Dick Lambert and try to figure out what happened at the earlier U.S. Team trials. They were pretty sure it was the fuel, they put a hurting on Gordon Yeldon and myself in F2C.

Vic Garner made up for his problems at the Nats by taking BTR, over Wayne and Julio. Russ Green came in from TX to put in the only time in the Slow Rat final.

I don't know how young George Leib is, (older than me!) but you wouldn't know it watching him pit his planes, 310 laps for 2nd in Clown 3 up, that's a start and 6 pits with out a goof. Dave Hallas had to do a personal best of 321 to beat him Gabe Manfredi was 3rd at 299, hows that for a final? Gabe and Vic gave me a run in Mouse 2 but I got to make it 2 in a row.

It was great to see our Cuban Contingent come up from Miami and take home some gold, they usually have some neat stuff to eat and are fun to fly with. Jason Allen and his dad took home 2nd in TQR and 3rd in Slow

Rat.

Thanks to Bill Lee for helping out with F2C, even if he did DQ me. (What do you mean we were out side the circle??) Also thanks to the Wilks for their participation in combat, speed and racing, I have no idea how they made out, but they had fun ,just ask them! I hope I have covered a little bit of everybody ,if not I am sorry . just remember REBEL RALLY 004 be there or be square!!!!

NATS CD, Steve Wilk has volunteered to do the NCLRA awards for this years nats and the Allens have volunteered to line pulls when they aren't flying I will be ED for Scale Race and Slow Rat plus 15Rat. EVERYTHING ELSE is open, come on guys step up so we can get thing squared away,BOB



Jim Allen orders Jason to FLY!!!



John McCollum, Julio Isidro, Dick Lambert  
In B TR final



Julio Isidro & wife made traveled from Portugal.



TQR, Bill Lee pitting for John McCullom.

## Virgil Wilbur Memorial - October 25-26

### Official Results

#### AMA Scale Race

Position	Name	Heat 1	Heat 2	Final
1	Jim Holland	09:47.10	02:45.70	Not
2	Bill Cave	02:59.74	Scratch	Flown
3	Vic Garner	06:21.66	03:07.47	

#### SCAR Formula Unlimited

Position	Name	Heat 1	Heat 2	Final
1	Chris Peter	03:51.89	03:48.18	07:27.06
2	Bush/Persson	03:58.11	03:49.80	08:05.65
3	Bill Cave	03:54.20	03:48.30	08:09.27
4	Jim Holland	03:58.89	DQ	
5	Dave Braun	04:28.59	04:03.40	
6	Steve Eichenberger	No Time	No Time	
7	Fred Buschbaum	No Time	No Time	

#### NCLRA .15 Rat

Position	Name	Heat 1	Heat 2	Final
1	Steve Eichenberger	06:00.33	03:03.87	12.53.41
2	Vic Garner	No Time	02:45.84	135 Laps
3	Bill Cave	03:05.22	03:39.59	
4	Bob Kerr	No Time	No Time	

#### NCLRA Flying Clown

Position	Name	Heat	Final
1	Jim Holland	143	257
2	Bob Kerr	143	212
3	Bush/Persson	140	130
4	Vic Garner	118	
5	Fred Buschbaum	84	
6	Bill Cave	28	

#### Mouse I

Position	Name	Heat 1	Heat 2	Final
1	Jim Holland	DQ	02:13.42	05:17.85
2	Doug Mayer	02:49.00	03:05.73	05:59.69
3	Seth Sather	05:54.29	DNF	DNF
4	Bill Cave	02:36.22	DNF	
5	Vic Garner	03:27.87	DNF	
6	Dave Dawson	DNF	DNF	

#### SCAR Goodyear

Position	Name	Heat 1	Heat 2	Final
1	Jim Holland	05:18.45	04:38.46	09.39.32
2	Vic Garner	04:48.48	04:46.85	09:53.00
3	Chris Peter	05:42.53	DNF	12:53.18
4	Bill Cave	05:35.09	05:38.84	
5	Fred Buschbaum	06:17.64	06:58.87	
6	Doug Mayer	DNF	DNF	

#### NCLRA Quickie Rat

Position	Name	Heat 1	Heat 2	Final
1	Bob Murphy	DNF	03:01.12	06:09.56
2	Doug Mayer	03:08.01	03:16.76	DNF
3	Jim Holland	02:55.29	Scratch	DQ
4	Vic Garner	03:10.97	03:14.93	
5	Bush/Persson	03:19.87	03:20.44	
6	Bill Cave	DNF	03:21.69	
7	Chris Peter	04:28.37	03:45.00	
8	Dave Dawson	DNF	05:24.88	

#### NCLRA Fox Race

Position	Name	Heat 1	Final
1	Bush/Persson	06:26.20	06:04.33
2	Jim Holland	06:19.05	06:35.52
3	Fred Bushbaum	06:45.00	07:45.00
4	Dave Dawson	07:46.69	
5	Doug Mayer	08:15.23	
6	Seth Sather	09:23.41	

### South Jersey Aeromodelers

#### Contest results from 8-24-03

##### Phil Valente

#### NCLRA FOX RACE

1. Brian Silversmith.....6:46
2. Jim Gall.....7:20
3. Jason Allen.....7:23
4. Raul Diaz.....8:24
5. Walt Gifford.....41 Laps

#### FOXBERG

1. Jim Gall.....10:05
2. Brian Silversmith....11:28
3. Raul Diaz.....16:53

#### ½ A GOODYEAR (315)

1. Brian Silversmith.....8:04
2. Jim Gall.....12:56
3. Jason Allen.....12:59

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### South Jersey Aeromodelers

#### Contest Results from September 7, 2003

##### By Phil Valente

#### 1 Ounce Goodyear

1. Walt Gifford.....7:09
2. James Van Sant.....7:30
3. Glen Van Sant.....7:37
4. Bud Brautlecht.....8:24
5. Phil Valente.....11:08
6. Ed Gifford.....11:28
7. Brian Silversmith.....25 Laps
8. James Allen.....24 Laps

#### 2 Ounce Big Goodyear

1. Walt Gifford.....7:08
2. Brian Silversmith.....8:17
3. Glen Van Sant.....8:31
4. Larry Bush.....11:00
5. Phil Valente.....11:05

#### ½ A Goodyear (315)

1. Walt Gifford.....6:47
2. Jason Allen.....7:24
3. Brian Silversmith.....8:02
4. James Van Sant.....8:24
5. Glen Van Sant.....9:38
6. Phil Valente.....28 Laps

## Northeast Contest results

### Phil Valente

### 10-26-2003 Flying Dutchmen Aeromodelers of

### Reading, PA-“Racin in Reading”

Weather; Temp 65 with 8-10 mph wind. Skies were cloudy and overcast all day. A great day of racing fun was had by all.

1 event.....FOXBERG (140 laps with 3 pits) Fox 35 and OS .25

LA's allowed

1. Jim Gall.....9:24:09
2. Brian Silversmith....10:00:59
3. Andy Philipczak... 10:31:28
4. Jason Allen..... 10:53:82
5. Phil Valente.....10:56:06
6. Tom Hartman.....11:05:92
7. Phil Cartiere.....11:30:27
8. Gil Reedy.....11:36:14
9. Bob Fryer.....13:02:06
10. Dennis Lipsett..... 13:43:22
11. Ray Lucas.....15:04:83

### Middlesex Aeromodelers contest 10-19-03

The Temp was 63 degrees with 8 to 10 mph wind. It was cloudy but no rain. A good time was had by all who attended.

#### **WARBIRD**

1. Brian Silversmith.....7:42
2. Tom Schaefer.....7:59
3. Pete Sofko.....8:28
4. Jason allen.....9:19
5. Phil Valente.....9:25
6. Larry Bush.....DNF
7. John Waskiewicz....DNF

#### **SLOW RAT**

1. Jason Allen.....7:26
2. Larry Bush.....7:48
3. Brian Silversmith....8:14
4. Pete Sofko.....8:51
5. Jim Gall.....9:15
6. Phil Valente.....9:49
7. John Waskiewicz....DNF

#### **FOXBERG**

1. Jim Gall.....9:00
2. Tom Schaefer.....9:42
3. Brian Silversmith....9:56
4. Phil Valente.....12:09
5. Pete Sofko.....DNF
6. John Waskiewicz....DNF

### Middlesex, NJ....November 2, 2003

The weather was perfect. Temp was 75 with 5 mph breeze. Bright, clear skies. The leaves have gone thru the color change and were falling. The field had to be cleared of the leaves before we could start. The performances mimicked the weather. A number of super performances

### **CLOWN**

- Tom Schaefer.....326 Laps.....Rossi 15  
Brian Silversmith.....311 laps.....Rossi 15  
Jim Gall.....309 laps.....Ross 15  
Phil Valente.....259 laps.....Rossi 15  
Christina Saunders.....249 laps.....Veco 19  
John Saunders.....227 laps..... Veco 10

### South Jersey Aeromodelers Date Sept 28, 03

The day was overcast with the threat of rain all day. Temp was 75 with 5 to 8 mph wind. The rain never came all all who attended had fun.

#### **QUICKIE RAT**

1. Walt Gifford.....6:36
2. Brian Silversmith.....6:57
3. Tom Schaefer.....54 laps
4. Phil Valente.....28 laps

#### **2 ounce Big Goodyear (140 laps with 3 pits)**

1. Brian silversmith.....6:59
2. Tom Schaefer.....7:11:29
3. Walt Gifford.....7:11:79
4. Phil Valente.....10:07

#### **WARBIRD (140 laps with 3 pits)**

1. Walt Gifford.....6:48
2. Tom Schaefer.....7:05
3. Brian Silversmith.....7:39
4. Phil Valente.....9:36

### South Jersey Aeromodelers Contest Results from 10-5-03

Weather was mild 68 degrees with mild wind.

#### **WARBIRD**

1. Brian Silversmith.....7:37
2. Phil Valente.....10:20
3. Walt gifford.....130 laps
4. Larry Bush.....80 laps
5. Jason Allen.....1 lap

#### **FOXBERG**

1. Jim Gall.....9:18
2. Brian Silversmith.....10:36
3. Phil Valente.....129 laps
4. Larry Bush.....101 laps

#### **QUICKIE RAT**

1. Walt Gifford.....6:29
2. Jason Allen.....6:56
3. Jim Allen.....7:45
4. Larry Bush.....8:15
5. Glen van Sant.....10:29
6. Brian Silversmith.....46 laps
7. Phil Valente.....28 laps



**JERRY 'WHO' MEYER MEMORIAL 350 LAP  
FOX RACE REPORT 10/5/03-FERMILAB  
TIM STONE**

This was the first year that the annual Jerry Who race was conducted as a Memorial to the memory of a good friend to many racers. Jerry's Wife, Son, and Daughter came out to greet the contestants at Fermilab in Batavia, Illinois.

Dick Lambert generously donated a HUGE trophy that will be a perpetual award in this event.

The weather was just about as good as it gets in Northern Illinois for this time of year, temps in the low '60's, low humidity & light winds. Perfect racing weather.



Who 2003 winners (from left) Rud/Tupper, Stone/Oge, Betz/Meyer

Turnout was good with 12 entries. In this event the Stunt guys square off against the Racing guys... remember that there are a lot more of THEM, and they know their Fox .35's! All races were run 3-up with very few problems. There was a noticeable improvement in the times turned in over past years; every time turned this year was under 26 minutes. There was a 350 lap prelim for all flyers & the best 3 times went to a 350 lap final with 5 mandatory pits.

<b>Preliminary Place</b>		<b>Final Place</b>
Tim Stone/Bob Oge	22:12.....1)	Final 22:00
David Betz/Greg Meyer	22:58.....3)	Final 24:16
Chris Rud/Rich Tupper	24:12.....2)	Final 23:33
Rich Tupper	24:18	
William Smith	24:21	
Bob Oge	24:28	
Jordan Miller	25:26	
Rich Spoula	25:39	
Alan Hahn	25:56	
Jim Schuett	340 laps	
Greg Meyer	180 laps	
Fred Kreuger	¼ Lap!	

Newcomers Chris Rud & Jordan Miller put in some very impressive races for their first time out, Chris beating out many veteran pilots. His pitting ability was amazing considering the fact that he had only been doing it for a week!

**Tuscon Race Report Sept 27  
Chris Peter**

Not a bad turn out in Tucson, but only two events were flown, in the end.

We actually flew heats in Formula Unlimited. I only got my own time - unofficial because of a lost rudder at 3:46, while the next best time was a 4:04.

Eichenberger 8:19.65  
Mark Smith 8:22.41  
Henry Kingsland 8:55.19

By the time TQR was sorted out, we were down to two airplanes actually prepared to take the circle. I blew the cold start (1:08) and the second pit. But overall it was an uninspired and lackluster performance.

Chris Peter 8:30.58  
Henry Kingsland 9:18.5



## **South Central Report**

### **Russ Green**

There was not much going on this quarter in the South Central district. However, I was able to move the South Central local racing rules page to the NCLRA web site with the help of Bill Lee. He has things set up so that each district can have their own space at the web site. This provides an opportunity to communicate information that is not normally included in the newsletter. South Central local racing rules can now be found at <http://www.nclra.org/SouthCentral/index.html>. The old address I provided last quarter will no longer work soon, so change your browser bookmark if you have one.

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## **Rebel Rally – Jacksonville Fla 11/15-16 2003 Race**

### **Results By Jim Catevenis**

To all:

On behalf of the Coastal Control Liners, I want to thank all of you who attended, competed and supported us at the Rebel Rally 2003 contest. We could not have done it without you. For those of you who could not attend, we hope you can join us next year.

The attendance in the Racing events was greater than we had hoped for, the level of competition was excellent and the assistance we received in running the events was greatly appreciated by our club members. Even the weather worked with us, sunny, 55 to 80 degrees F., winds 3 to 10 MPH!

There were a total of 91 entries!

Place	Contestant	Final's Time / Laps
F2CN ( 8 entries)		
1st	Wayne Trivin	9:34.29
2nd	Julio Isidro	10:15.99
3rd	James Holland	DNF / 97 laps

F2C ( 8 Entries)		
1st	Fluker / Lambert	7:11.37
2nd	Gordon / Yeldham	7:28.85
3rd	Whitney / Hallas	DNF

B / TR ( 6 Entries)		
1st	Vic Garner	6:43.90
2nd	Wayne Trivin	6:59.81
3rd	Julio Isidro	DNF / 140 laps

Mouse 1 ( 8 Entries)		
1st	Bill Lee	4:44.12
2nd	John McCollum	5:03.03
3rd	Dave Hallas	5:14.84

Mouse 2 ( 5 Entries)		
1st	Bob Whitney	7:05.30
2nd	Gabe Manfredi	8:12.71
3rd	Vic Garner	8:13.06

NW Clown (13 Entries)		
1st	Dave Hallas	321 laps
2nd	George Lieb	310 laps
3rd	Gabe Manfredi	299 laps

Fl. Slow Rat ( 4 Entries)		
1st	Pastor Arce	7:27.00
2nd	Gabe Manfredi	7:42.77
3rd	Carlos Sanchez	DNF

Fox Race(14 Entries)		
1st	Gabe Manfredi	6:06.47
2nd	Dave Wallick	7:02.79
3rd	Dave Hallas	7:07.17

AMA Slow Rat ( 6 Entries)		
1st	Russ Green	5:45.70
2nd	George Lieb	DNF / 18 laps
3rd	Jason Allen	DNF

Quickie Rat ( 19 Entries)		
1st	John McCollum	5:59.97
2nd	Jason Allen	6:28.00
3rd	Russ Green	DNF



Blue skies, a nice site.



Dave Hallas, Dick Lambert, Wayne Trivin, Jason Allen reflect on a long day of racing.

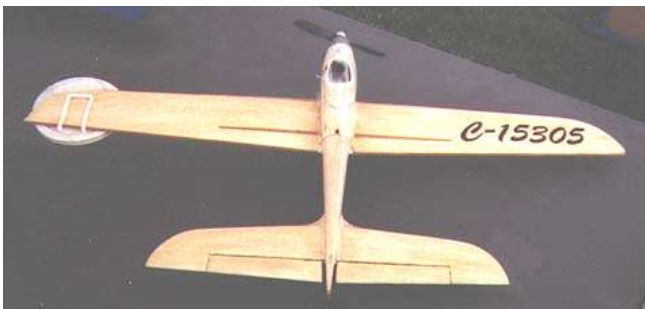
## THE HAMSTER CHRONICLES PT.II

### TIM STONE

Mike MacCarthy sent me some more Hamster Pics & details after the October 2003 Newsletter was printed, so here they are.



Bob Kerr's Hamster. 75% scaled Gillott Shark. Motor is a NovaRossi .15 Car motor reworked by Tim Gillott.



Les Akre's Hamster built by Bob Kerr originally for .21 motor & modified by Les to fit Irvine .15 for the new rules.

The plane is essentially a .21 sized Gillott Shark, just a wee bit large for a Hamster.

Motor crutch appears to have been borrowed from an F2C Team racer; allows more room for mechanicals as opposed to a full pan type. Les is working out the bugs on this one & it should prove to be a competitive entry.



Steve Eichenberger's original design debuted at the 2003 Nats finishing 3<sup>rd</sup>.



Steve's plane has quite a long wing which allows it to maintain speed while passing. The disadvantage of a long wing is that it tends to glide too well after shutoff; pits require shutoff of about 1 1/2 lap to get it slowed down for pitman. This plane had more airspeed than anyone else at the 2003 Nats & was in the low 14's to high 13's. Power is a Gillott modified Mk III Rossi on a minipipe. Mechanical quickfill flush with pan makes for a clean top. Fuse is 'glass, fabricated by Steve, and the wings & tail are covered in carbon fiber. Darp pan shortened & lightened up.



Mike MacCarthy sent me a few more details on his plane. It is a 75% Gillott Shark, Tatone pan, Nelson .15 with NO minpipe.

## Documenting "OUTRAGEOUS"

### Article, Photographs & Drawings by Douglas Mayer, November 2003



This is Part 1 of a 3 part series. Part-1 is dedicated to scale documentation of a full-scale aircraft; in this case the full-scale subject is "Outrageous" a new Formula-1 racer on the air racing circuit, number 12. The owner and pilot is Scotty Crandlemire of Meridian, Idaho.

Part 2 will be dedicated to a construction article of a "Sport Class" Scale Racer, in this case, a 1 oz rules, SCAR Scale Racer.

Part 3 will be dedicated to finishing (painting and decorating) of the scale paint scheme. This will be tough, with 4 color transparent silver/maroon/purple and blue scheme with flames and lightning bolts!! Good Grief !! This airplane will be hard to replicate. I will just have to do the best I can and see how it goes.

#### PART 1 - DOCUMENTATION

What is scale documentation, and why go to all this work? For years I have flipped through Robert Hirsch's books, Goodyear & Formula-1 Air Racing, Volume 1 & Volume 2. These books are full of 3-view drawings & photographs from the original Swee Pea, Buster, Bonzo, Cosmic Wind & Shoestring to the ever popular 'Lil Quickie, Nemesis, Dick Ohm Special and Judy. From 1947 to 1995, the 3-views are endless and I dream of the perfect racer. Long wing, fuselage not too long, nice shaped stabilizer & elevator combination, and finally wing placement and landing gear placement. Of course some planes look good, some look goofy and then there are some that look FAST !!

This is where the story actually begins. I was surfing the Internet and looking at one of my favorite websites, [www.if1airracing.com](http://www.if1airracing.com) (International Formula 1 Official website), when I came across Outrageous. I searched and surfed and soon realized that this was a hot little race plane. The next step seemed simple, just contact the owner, Scotty Crandlemire and ask him for a 3-view drawing, sure sounds simple, eh? Well, I wrote Scotty some crazy e-mail message and luckily he gave me a call. He told me that he didn't even have drawings at all, the plane is a highly modified Cassutt,

with a carbon wing, a new stabilizer and elevator, a carbon nose and engine cowling, and the whole fuselage has been shaped with foam and glassed with carbon!!! Geezzzz, these guys just went crazy and built this thing practically from scratch. Scotty told me that he was going to be in Las Vegas for a big air show at Nellis Air Force Base for a 2-day event. He said that I could take photos and measure the airplane if I wanted to. This sounded like good timing, as this was only 10 days from when we were talking. I took Scotty up on the offer and met him in Las Vegas at the air show.

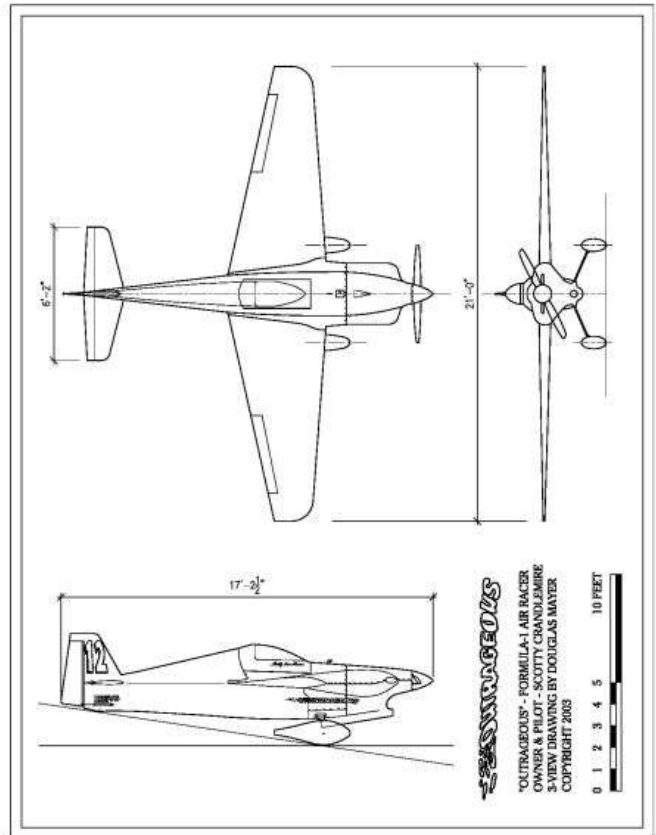
STEP-1 / Scale Documentation to model airplane design. I design all of my own scale racers using the same technique. Sure, I could build the "lil Quickie or the Shoestring, but designing my own airplane is half of the fun for me. Since I am an architect by trade, I have scanners, AutoCAD computers and printers at my disposal. I do all of my airplane documentation and design in AutoCAD. I have developed a very accurate method to generate drawings in the computer. There are 2 sources of information that you can import into AutoCAD to create airplane designs, (photos or drawings). The best and easiest source is to take an existing 3-view drawing from a book and scan the image. Tiff, bmp, or jpeg is fine as long as the version of AutoCAD or other drafting program you have is compatible with these file types. Import your scanned image as a "Raster Import". Your image needs to have a graphic scale or a dimension, such as "wingspan = 20'-0". After importing the image you need to scale the image to "real size", which means that the picture on the computer needs to be exactly the real life size, such as, the wingspan on the drawing needs to be 20'-0". Architects draw everything in the computer in real size so this part is natural for me. Once the image is scaled to full real size, then I just trace all of the outlines with lines, curves, arcs, etc. Now I have a full scale drawing in AutoCAD. Basically, I've got the same 3-view drawing except the drawing is in AutoCAD lines and arcs (vectors) instead of pixels like the raster image. You can dump the external raster image at this point, or put it on a separate layer and turn it off, or move it aside, or whatever works for you. Now here is the fun part. Make a copy of your tracing, pull it to one side, and scale it by 1/8. You now have the perfect 1/8 scale outline of the real aircraft. Awesome! If you are so inclined, you can play with the +/- 5% rule and accurately shrink your plane, or part of it by 5% max. I recommend doing the math on a calculator if you plan to fiddle around like this. Consider this, a 20'-0" wingspan divided by 8 = 30". Now 5% of 30" is 1.5", therefore your final wingspan could be 28.5" and still comply with the +/- 5% rule. I don't like to push it too far so 4% is pretty safe if you can use the accuracy of the computer. Another check is the Formula-1 rule of wing area. A F-1 is required to have a 66 sq. ft. wing. 1/8 scale of 66 sq. ft. is approximately 148 sq. in. Now 5% of 148 sq. in. is 7.4 sq. in., and 4% is about 6 sq. in. I always make sure that my wing is no less than the rules allow, or 142 sq. in. Finally, the model rules allow for an increased stabilizer and elevator (combined) to be 25% of the wing area. I scale my stab & elev to be 35 sq. in., which is just under 25% of my minimum wing of 142 sq. in. Sound complicated?? Not really if you are computer literate and good in AutoCAD. Once I have my final scale outlines, I start designing the actual model by drawing in the hardwood motor mounts, fuselage stringer, wing spar, bellcrank mount, hinges, tank, landing gear, etc. Basically, I generate a complete set of

blueprints for myself before I start building. I massage the plans, and then start cutting and gluing wood. Any modifications that I make are noted and then re-drafted into the original cad file for future publication. This is the process that I will use in part-2.

Now consider this: There are no published 3-view drawings of "Outrageous". How can I build a model?? I can easily generate my own 3-view drawing using a very similar process as that listed above. And of course after all of this work, I will be copyrighting my new drawing. Before going to Las Vegas to meet Scotty, I found a photograph on the Internet that was an almost perfect side view. I imported this photo into AutoCAD and traced it exactly as I described above. I didn't get crazy with the scale at this point, I merely printed a simple outline on a laser printer on 8-1/2 x 11 and brought it along with my clipboard. I also generated a plan view that was very simple. Once I met Scotty and got permission, I went to work. I measured every damned thing that I could think of. Wingspan, aileron size and location, stab, rudder, wheel pants, overall length, spinner, prop, hatches, panel lines, etc, etc. Next, I got the digital camera and took lots of photos. I came home and had 85 images of the aircraft. I was very careful to get exact straight on views looking sideways, to the front, to the rear, looking down on the wing tips and stab tips, the wheel pants, rudder outline, etc, down to every detail. Every detail needs to be dead center so I can import the photos into AutoCAD to get the accurate compound curves. Now, as described above, I can scale all of the photos to full real size by verifying the dimensions from one point to another. For instance, a perfect side view is exactly 17'-0" from tip of nose spinner to tip of rudder. The wingspan is exactly 21'-0", and the smaller details all have some reference dimension that I can use to scale the photos exactly, like a panel line or similar reference. I found during this process that translating from photographs is much more difficult than a scanned 3-view drawing. Every photograph has an inherent "distortion factor" which is a function of the optical "vanishing point" that you study in art class. Therefore, I produced the scale 3-view drawing by using a long distance side view (which has very little distortion), I used overall dimensions (which I got from a tape measure) and then I fine tuned the drawing by importing detail photographs (such as the rudder, or wheel pants, canopy, or nose spinner and cowl) these detail photographs are only accurate for the small range of the detail, every other part of the photograph distorts exponentially as you move away from the center of focus. I can finally double-check all of my drawings with the hard dimensions that I got with the tape measure. I will profess that this drawing is extremely accurate. Producing 3-view drawings from scratch can be a burdensome task, but fortunately a Formula 1 Race Plane is relatively simple, (compared to other aircraft types).

The real challenge of "Outrageous" will be her paint scheme. With the fading multi-colored paint colors, flames and lightning bolts, the finishing details will be complicated to document and execute. At this point I just need to dive into this project and get started. Trust me, I'm writing this prior to my actual execution of the project so this will be a living growing experiment as I move forward. As I write this article, I may send in my 3-view drawing without all of the paint scheme details (to make the newsletter deadline). Part-3 [Painting & Finishing] will show all of the scale paint details if I don't get this done for Part-1. My first 2 publications of this "Outrageous" 3-view drawing will appear in

our local SCAR newsletter, the TORCH, and also the NCLRA newsletter the Torque Roll. In closing, I would like to offer a special "Thank you!" to owner and pilot Scotty Crandlemire for being very cool and patient while I documented his airplane in Vegas.



(EDITOR'S NOTE) Larger 3-view appears at the end of this newsletter, many thanks to Doug.

## FORMULA UNLIMITED COMPOSITE

### BUSTER-CHRIS PETER

I'm getting a couple of events together, first I'm just coming back into the hobby, after being out of it and the country for a few years. I'm big on racing and saved a couple of motors but sold the rest prior to leaving the hobby.

The one I saved is on Buster pictured. It is an HB .40 PDP Blitz, and Formula Unlimited is the only event it's allowed in.

The event is a SW flown event, though there were a few from Colorado and Texas who flew it. It's based around a stunter kit, as in the Shoestring, Buster and Cosmic Wind; but the rules were written to allow a reasonable facsimile of a raced airplane. The event allows for biplanes using a 360 square inch wing. For monowing planes, a minimum of 390 with a 12% section, under the current rules. The old rules and the kit planes have a 15% section.

Engines are restricted to .40, but no schneurles, suction systems only. Tanks are 2 ounce, maximum. Tanks must fill through an 1/8" tube and no hot gloves are allowed. Lines are 60' x .018 braided, connected externally. Races are per AMA: 70 lap/ one pit prelims and 140 lap/ two pit finals.

I like the event, though it's popularity has fallen off over the years. I believe it was flown at the Nats in Reno; I've never been to the Nats, so I don't know the year.

NCLRA President Bill Lee was one of the people who helped determine the original rules and typically won the SW Regionals for many years. It's been years since Bill and I went head to head in this event. I'm not sure this Buster is the one to get by Bill with.

As the HB .40 was the only engine in my collection, the first ship I was going to build was a Formula Unlimited (FU). I'd been doing some study and had friends who encourage me to build in composites.

I'd had a horrible experience my first time back in painting a sport Goodyear, adding 3 ounces to the airplane, and I knew I didn't want to repeat that error on a 390 sq in airplane. The HB already weighs almost twice what a K&B does.

John McCollum had seen what I'd been doing with vacuum bagging and epoxy. He put a bug in my ear about air curing glass/epoxy over mylar. I decided to give it a whirl.

John's suggestion was to cut the mylar to the exact form of the surface you wish to cover. I tried some of that. I ain't that precise. I opted to cut "forms" larger than the surface I wished to cover and trim the excess. But for fun, I wanted to know if I could color the finished material, and so began the experimentation.

To make this part of the story quick and to the point, I use Epon 815 and TETA to which I add pigment. Die leaves you with a translucent finish. I stopped attempting to make the epoxy fail at 10% pigment. You could probably go higher. For me, 10% was sufficient.

I also experimented with .5 oz and 2 Oz cloth. I went for the 2 Oz. I didn't see that much of a weight difference and the strength potential is much greater. More so, the product was more opaque.

The process is simple enough, if messy. I've used both 5 mil and .014 mylar. Both should be waxed. I got some galling with the 5 mil mylar, so I immediately went back to waxing. I use a high temp wax, sold locally.

Cut and lay the cloth on the mylar and screed on just enough resin to cover evenly. The more you work the resin, the more uniform the finished product. You'll know when you have enough resin on

it when it looks as though you've just peeled off a layer of peel ply. In other words, there must be enough texture to the product that there is a rough gluing surface for the application to the wood.

So starting with the finish of the airplane, I decided to build the wing as a fully balsa planked unit. My first mistake was using AAAA 1/16" balsa. Just touching the wing broke it. I also know that covering complex curves is neigh onto impossible.

To the planked and reinforced wing, I added soft white beaded foam for the tips. To glue them down, I put the wing in the vacuum bag and immediately collapsed it. Too late. I finished the bagging, but could not pull enough vacuum to make it work.

After repairing the wing for the umpteenth time, I decided to take another tack. I thought I could wrap the wing with natural latex. Naturally I tried it with the material dry. I wrapped from the tip down several inches. It looked fine, but with the skin wet and ready to apply, I began wrapping from the root. It didn't work, so its applied to the wing surfaces with gravity and some tape at the leading and trailing edges.

The fuselage is vacuumed with the cloth. I'd done this with a TQR, so I attempted to first glass the top and bottom, followed by the sides. I met with moderate success, enough to keep going on this aspect. I'd never do a built up wing that way again.

With all the parts covered, I began assembly and quickly realized that the model wasn't balanced. I had to further modify the kit by substituting 3/16" bass tail feathers and a 1/8" plywood rudder.

The beast is a brick at 45 oz. and takes about 4 laps to get up to speed. But it also clocks in the low 17's.

Any other questions from anyone, have them e-mail me. christopherpeter@yahoo.com



## *Memories of Art Chambers*



**Art Chambers (in checkered shorts) Rat Racing**

### **Mike Schmieder**

I met Art at age 16 when I moved to Jacksonville in February 1970. I had been flying control line since age 5 and was looking for a local connection / group. I found Art's Hobby Shop quickly and immediately became one of the Swamp Rats. Art became a surrogate father to me even if he did not know it; however, I think he did. That summer, Art & Stan Simpson won (fast) Rat at the Nationals flying a significantly modified single-ring Super Tiger 40 (rear-intake). Art was a tireless race pilot, flying 1400-lap endurance races with pilots 20-30 years his junior. Art often would fly their planes when they were exhausted or did not have the confidence / skill to hang-on. Art was also a prolific combat flyer and one of the best pilots I have ever known or seen; he won hundreds of contests and was the first to advocate using bladder-tanks for AMA Fast Combat in the late 1950's. He would often tell stories of driving all night to contests while Sonia, his wife, "silked" Quickers in the dark back-seat of his car for his use the next day. Running a Hobby shop left little time to build airplanes during the week. Art's weekends offered little extra time as the Shop was always open until 9:00 PM and Art gave his Sundays away offering both control line and radio control flying lessons / assistance at 2 different flying fields. Art had more tenacity and resolve to stay-the-course and persevere, than the next 10 people I ever knew. Nothing stopped him if he decided he was going to prevail. His dedication to our sport, and willingness to help anyone at any time, is rare. He might have weighed 160 pounds soaking wet, but he had the heart of a lion and the strength of a gladiator. The attached photo is the "perfect" milli-second in his life where he is passing 2 other (fast) rat racers at the 1971 Rebel Rally in Jacksonville, Florida while making sure they could still see their planes. Flying with 2 others in an event where 3-up is virtual suicide is testimony to his character. Always faster, always driven to win, always compelled to help others when they needed it most. Art will always remain one of my heroes. When I find myself

thinking about giving in, I remember Art would scoff at such a thought and I push-on until I succeed. Art had a tremendous influence on hundreds of people; he still teaches us today if we take a moment to remember the mentoring he gave to all he knew. He will be missed.

### **Gene Martine**

Wednesday evening, October 22nd, a longtime friend and hobbyist Art Chambers passed on to a better place.

Many of us will remember Art for his Combat and Racing successes in the 1950's through the 1970's. Others will remember Art for his generosity. Art opened his home and his hobby shop to many young people in the Jacksonville area. The loss of Art Chambers will be felt throughout the control line and modeling community.

### **Bob Whitney**

I met Art in the early 70's, spent two weeks in Jacksonville while going to tech school. The first weekend I didn't know what to do so I picked up the phone book and looked up hobby shops. I picked one and headed out. I walked into the shop and met the owner Art Chambers, we talked about 1/2 hr, and the next thing I know is he and I and two others are headed to the Carolinas for a Rat contest. I ended up flying for one of the other guys and we had a blast. I quit flying shortly after that and lost contact with him, but had one fun weekend.

**November 9th, 2003**

**An Open Letter To All AMA Members**

On January 18, 2003, I attended a small control-line contest in Jacksonville, Florida held at Whitehouse airfield. During this two-day event I met two (2) gentlemen from the Miami Control Line Club, Francisco Rodriguez and Angel Alvarez. These folks are terrific combat flyers, have state-of-the-art equipment, are well-practiced, and just happen to be two of the most gracious and humble representatives of our sport you would ever want to meet. During our brief time together over this weekend, I asked them about their club, their flying field, their membership, interest levels, etc. They told me of their growing club broad spectrum of interest and initiatives to introduce young people into the sport. They told me of their struggle to maintain their flying site which is a problem many of us have wherever we fly in America. They also told me that as difficult as it may be for them in Miami, it is much more difficult in Cuba.

Our conversation eventually caused me to ask about the model airplane sport in Cuba. They told me stories of just how dedicated model plane enthusiasts are in Cuba, even though they have virtually no supplies or raw materials to support their efforts. The Cuban flyers carve props from blocks of building lumber, scratch-build planes from whatever they can find, and burn medical-grade alcohol for fuel, when they can find and barter for it. They are resourceful, they are dedicated, and their efforts recall my own as a youngster trying to fly without the means and support to do so. Less determined candidates gave up and found a new hobby; not me, not the Cubans.

I asked Francisco and Angel if our newly forming Coastal Control Liners club in Jacksonville could help provide the Cuban flyers the support and supplies they could not otherwise obtain. Would our assistance be welcomed, would our donations be useful? It seems our duty to assist those who were so consistently determined to fly, no matter what privations they have to endure. We can get in the car and venture down to our local hobby shop and pick-up wood, glue, glow-plugs, fuel, engines, covering, kits, or whatever we fancy. The Cuban flyers, who have nothing actually meant for this sport, somehow prevail and produce enough of an airplane and enough heart to fly it as often as they can. This is the spirit that drove the pioneers in our sport: the Yates', the Aldrich's, the Wooten's. The list is endless. The spirit is timeless. The need is great. Our opportunity to help them is now !!!

Our new club in Jacksonville, Florida, recently assembled all the material and supplies we had collected as a group over the past 3-months. It was a modest but impressive pile. almost 150 new props, 6 engines (used but operational), tanks, 18 glow-plugs, covering, glue, balsa, landing gear, fuel line, flying lines and control handles. The photo, accompanying this letter, shows a portion of our first collection, already on its way to Cuba.

On May 3<sup>rd</sup> and 4<sup>th</sup>, 2003, there was another contest here in Jacksonville. More members of the Miami Control Line Flyers attended. I met Pastor Arce, Carlos Sanchez and their wives. They are not only terrific racing competitors, but gracious and humble folks as well. I asked for their guidance to help us provide the things so desperately needed by the Cuban flyers.

My brothers and sisters in AMA, most of you do not know me, I was a rat-racer (Swamp Rats of Jacksonville, Florida) and combat flyer in the 1970's, recently returned full-time to the sport after

raising my family. I did OK but the Ballards, Lamberts, Burchs and Varnaus beat up on me regularly; I had great fun, made great friends and cherished memories. The spirit of the Cuban flyers touches me with a sincere desire "to do the right thing". To help those without to have the things we take for granted motivates me to write this letter to each of you, personally. It doesn't have to cost much: it could be one prop out of the dozen you just ordered; it could be that old Fox 35 or Super Tigre you have outgrown or forgotten about; it could be a spool of flying lines and clips; it could be anything at all. Our new club is small for now, but we have taken this on as a perpetual task. In behalf of the Cuban flyers, I ask my fellow AMA members to help. If this letter has caused you to think back and remember your early days in this sport, to remember that person whose name you have forgotten or maybe never knew, then you feel like I feel. Help us help them. Send your items to our club with your name and return address. We will add to whatever you provide and send it on its way. Instill this mission as your club's "right thing to do". Someday, years from now you may meet someone from Cuba who will tell of the engine he had that sounds allot like the one you gave. It is then that you will say ".....I had one of those and loved it so much I gave it a second life with someone I hoped would enjoy it too..." My most sincere thanks for taking time to read this letter.

My contact information is:

Michael A. Schmieder (AMA# 11400)

Coastal Control Liners

5390 Emerald Reef Court

Jacksonville, Florida 32277

e-Mail: [mas23@comcast.net](mailto:mas23@comcast.net)

Home: 904-743-4317



# **National Control Line Racing**

## **Association**

### **Constitution & Bylaws**

#### **Name**

The name of the society shall be the National Control Line Racing Association (NCLRA).

#### **Objectives**

The objectives of the society shall be an association for persons interested in the construction and operation of Control Line Racing aircraft and for the purposes listed below.

1. Encourage presentation of papers to be presented in the Newsletter.
2. Encourage the study and discussion of scientific problems and to disseminate scientific news and views.
3. The promotion of control line racing and the recruiting of new people to the hobby.
4. Promote racing events at the national level and to recruit officials for those events.

#### **Membership**

1. All applicants for membership and persons accepted into the membership shall be bound to the Bylaws.
2. The association from time to time, as it sees fit may elect honorary or life memberships to individuals who have helped in some outstanding way to the support of the society or the promotion of control line racing in general.
3. Membership shall be for a calendar year. Membership shall be from January 1 to December 31.

#### **Dues**

1. The annual dues shall be set at the annual meeting and shall be in effect for the ensuing year. In the event no dues are set at any annual meeting, such dues as were in effect in the immediate preceding year shall remain in effect.
2. Association dues shall be due and payable annually.
3. Honorary or life members shall be exempt from payment of dues.

#### **Meetings**

The annual meeting shall be open to all members and shall be held during the month of the AMA national model meet, at a time and place to be designated by the officers of the association.

#### **Officers of the Association**

1. The officers of the Association shall consist of;
  - a. **President**
  - b. **Vice president**
  - c. **Secretary/Treasurer**
2. The term of the officers shall be for 2 years. The term of the officers will start at the conclusion of the National Championships on the even number years.
3. The term of the District Representatives shall start at the conclusion of the National Championships in the odd number years.
4. The District Representatives shall be residents of the district they represent; moving from the district terminates their representation of that district.

#### **Duties of Officers**

##### **President**

1. The president shall preside at all meetings of the association and have control of the general direction and management of the affairs and expenditures of the association.
2. The President shall appoint any committee's necessary for carrying out the affairs of the association.
3. The President shall act as the official spokesperson for the NCLRA to the modeling press and the Academy of Model Aeronautics (AMA).

##### **Vice President**

1. Perform the same duties of the president in the event of the presidents' absence and carry out any business as directed by the president.

##### **Secretary/Treasurer**

1. It shall be the duty of the Treasurer to keep a complete record of the financial transactions of the association.

2. Receive all moneys due the association, and deposit the same as well as keep complete records of all transactions.
3. Disburse by check only, under direction of the President & Vice President, all amounts necessary for carrying out the affairs of the association.
4. Prepare for submission at the annual meeting a statement showing the true financial standing of the association for the past year.

## **Representatives**

The members of their district will elect area representatives. Representatives are required to submit a report for each Newsletter outlining the activity of their district. They will also provide a source for the membership to convey their concerns and desires to the Officers. They will also promote the NCLRA and Racing in their district. As well as carry out any other business that may be directed by the President.

- a. Southwest: California, Arizona, Nevada, Utah, Hawaii
- b. Northwest: Oregon, Washington, Idaho, Alaska
- c. South Central: Texas, NM, Oklahoma, Kansas, Colorado, Missouri, Arkansas, Louisiana
- d. North Central: Montana, N & S Dakota, Nebraska, Minnesota, Iowa, Wisconsin, Wyoming
- e. Midwest: Indiana, Ohio, Kentucky, Tennessee, Illinois, Michigan
- f. Northeast: everything north of North Carolina and east of Ohio, Europe
- g. Southeast: Everything south of and including North Carolina and east of Louisiana

## **Other Committees and Representatives**

The President shall appoint all other committees and representatives other than those above provided for that he/she may find necessary for the welfare of the association.

## **Newsletter**

1. The name of the Newsletter shall be Torque Roll, and shall be published 6 times per year, with the month of February being the first publication of the year.
2. The Newsletter Editor shall publish contributions of members relative to racing in general and competition

in particular, subject to the necessary editing to maintain the quality of the newsletter.

3. The Newsletter Editor shall publish all surveys authorized by the Officers, and all election ballots.

## **Election**

1. Nominations are open, anyone wishing to hold office will submit their name to the President and Newsletter Editor between March 1 and April 30, for publication in the June Newsletter.
2. Ballots will be in the June Newsletter, and must be returned by July 1. The results will be announced at the annual meeting at the Nationals.
3. All open category members, who were members prior to March 1, shall have the right to vote.
4. District Representatives will be voted on by members of that district.
5. In the event of a vacancy the President shall appoint a member to fill the vacancy. Vacancies shall be filled only for the remainder of the un-expired term.

## **Amendments**

1. Any active member may submit a proposed Bylaw amendment. Amendments shall be submitted to the President.
2. The proposed amendment shall be forwarded to all Officers and Representatives. This board will determine if the proposed amendment should be presented to the membership, and if so, the exact wording thereof. All proposed amendments and action taken thereon shall be reported to the membership in the next issue of the Newsletter.
3. Presentation of a proposed amendment to the membership shall be made in the newsletter, and adoption thereof shall occur only on a favorable vote of a 2/3 majority of those members responding.  
(Revised 11/15/2002)  
(Original July 2002)

**Enjoy the Finest CL Competition on the Planet!**

at the

**2004 Control Line World Championships**

**July 4-July 10, 2004**

**AMA International Aeromodeling Center**

**Muncie, IN**



For information: <http://www.2004CLWC.org>

or

[Bill@WRLee.com](mailto:Bill@WRLee.com)

[skaluf@modelaircraft.org](mailto:skaluf@modelaircraft.org)

2003-04Contest Calendar

**NOTE!!** Confirm dates, locations & events with the CD or contact listed below. NCLRA cannot be held responsible for changes, errors, omissions, etc.

**SCAR RACE #7 TOYS FOR TOTS-2003**

**WHITTIER NARROWS - LOS ANGELES**

**DECEMBER 7, 2003 EVENTS TO BE DETERMINED.**

**JANUARY 9,10,11 2004 AMA CONVENTION 2004**

Ontario Convention Center , 2000 Convention Way, 38 miles east of Los Angeles. It now includes a "swap shop" at the January 9th , 10th and 11th 2004. For tables in the " swap shop " or more information contact Willie Schuhaibar , PO Box 8 , Walnut, Ca. 91788, 909-444 1974, w.net@verizon.net Space is limited, first come first service, so must book your tables early. Dead-line for booking is Dec-15-2003, buy, sell, swap, no dealers /hobby stores / all must be pre owned personal items , the board of Equalization in California (state tax) will not charge any sales tax for casual sellers selling there own personal stuff. More 12,000 attendance will be expected for the AMA Convention .

**TUSCON, AZ January 17<sup>th</sup> and 18<sup>th</sup> 2004**

**SOUTHWEST REGIONALS**

Christopher Columbus Park 4600 N. Silverbell Rd Tucson \$10 first then \$5  
CD: Robin Sizemore 11310 E. Concho Tucson AZ 85743 1-520-749-1812 expstunt@aol.com

**Saturday:** Mouse Race I and ½ A Mouse Race II, Formula Unlimited, Texas Quickie, Fox Race, Clown Race

**CABIN FEVER RACING Mar 26, 27, 28, 2004.**

**Christopher Columbus Park - Tucson AZ CACLC:** John asks: 1) Do you want trophies, certificates, or money racing? 2). Arrange events with your preferences first: NCLRA Quickie Rat; AMA Scale Race; F2C Team Race; AMA Mouse I; AMA Mouse II; NCLRA .15 Rat; NCLRA Fox Race; NCLRA B Team Race; SCAR Sport Goodyear; ACLA/SCAR Formula Unlimited. Send a note to John Bruman at jbruman@precisiondie.com

**DALLAS, TEXAS April 10/11 2004**

CD: Gene Hempel,

**Sunday:** Mouse I, slow rat, quickie rat, sportsman Goodyear, Fox-Goldberg racing.

**NATIONAL RECORDS**

**SLOW RAT**

JR (70 LAP)	5:16.20	SCOTT MATSON	7/10/00
(140 LAP)	6:47.37	SCOTT MATSON	7/10/00
SR (70 LAP)	4:29.63	HOWELL PUGH	7/20/94
(140 LAP)	10:58.47	DOUG SHORT	7/10/00
OP (70 LAP)	2:36.31	BOB OGE	7/18/91
(140 LAP)	5:24.94	MIKE GREB	7/19/90

**½ A MOUSE 1**

JR (50 LAP)	2:37.57	SCOTT MATSON	7/15/99
(100 LAP)	5:17.68	SCOTT MATSON	7/17/99
SR (50 LAP)	2:44.68	DAVE ROLLEY JR	7/15/99
(100 LAP)	5:20.11	D.J. PARR	7/16/98
OP (50 LAP)	2:14.35	RYAN/MCCARTHY	7/13/01
(100 LAP)	4:22	RYAN/GIBEALT	7/15/99

**½ A MOUSE 2**

OP (70 LAPS)	3:01.24	MACCARTHY/KERR	7/11/03
(140 LAP)	7:16.03	WHITNEY/HALLAS	7/11/03

**SCALE RACING**

JR (70 LAP)	2:50.65	BOB FOGG III	7/16/91
(140 LAP)	6:08.55	BOB FOGG III	6/23/92
SR (70 LAP)	3:15.12	DOUG SHORT	7/11/00
(140 LAP)	5:40.05	BOB FOGG III	7/11/95
OP (70 LAP)	2:39.38	WILLOUGHBY/OGE	7/15/97
(140 LAP)	5:33.04	BOB FOGG II	7/16/91

**F2C TEAM RACING**

OP (100 LAP)	3:16.7	ASCHER/ASCHER	7/19/02
(200 LAP)	6:57.36	LAMBERT/BALLARD	7/15/98

**‘B’ TEAM RACING**

OP (35 LAPS)	1:32.71	VIC GARNER	7/09/03
(70 LAPS)	3:30.75	TOM SCHAEFER	7/09/03
(35+70 LAPS)	5:09.48	TOM SCHAEFER	7/09/03
(140 LAPS)		NO RECORD ESTABLISHED	

**RAT RACING (.15 RULE)**

OP (70 LAP)	2:46.50	MCCARTHY/LAMBERT	7/10/03
(140 LAP)	5:58.75	MCCARTHY/LAMBERT	7/10/03
JR-SR		NO RECORD ESTABLISHED	

**NCLRA FOX**

JR (100 LAP)	5:57.11	SCOTT MATSON	7/11/99
SR (100 LAP)	5:28.09	SCOTT MATSON	7/16/02
OP (100 LAP)	5:37.41	MCDONALD/MATSON	7/11/99

**NCLRA CLOWN**

OP (15 MINUTES)	297 LAPS	DAVE HALLAS	7/7/03
OP (7 ½ MINUTES)	154 LAPS	DAVE HALLAS	7/7/03

**NCLRA TEXAS QUICKIE RAT**

SR (70 LAPS)	3:04.22	SCOTT MATSON	7/12/01
SR (140 LAPS)	6:20.20	SCOTT MATSON	7/12/01
OP (70 LAPS)	3:00.58	JOHN MCCULLOM	7/10/03
(140 LAPS)	6:21.34	MIKE GREB	7/10/03

## **SUPPLIERS**

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e-mail [williamhughes4@comcast.net](mailto:williamhughes4@comcast.net) 630-736-6036

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[combatalbert@yahoo.com](mailto:combatalbert@yahoo.com)  
[www.CompetitionMA.com](http://www.CompetitionMA.com)

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5-432-18888 Fax: 420-5-432-18880 e-mail  
[mejzlik@brno.comp.cz](mailto:mejzlik@brno.comp.cz)

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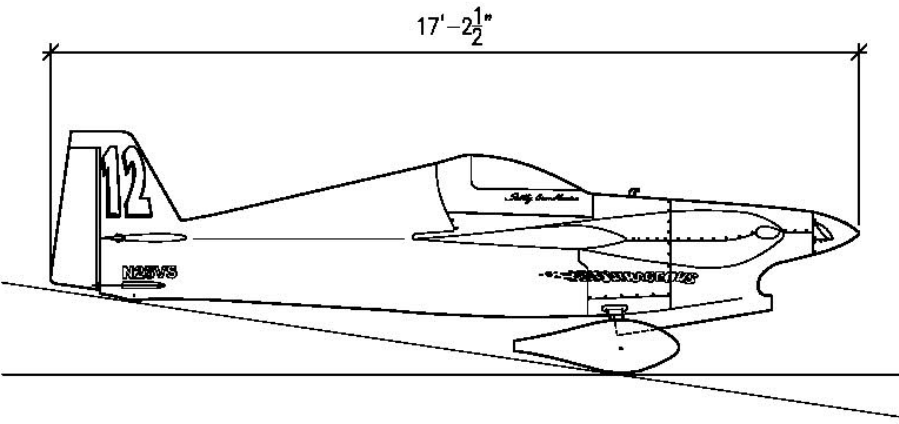
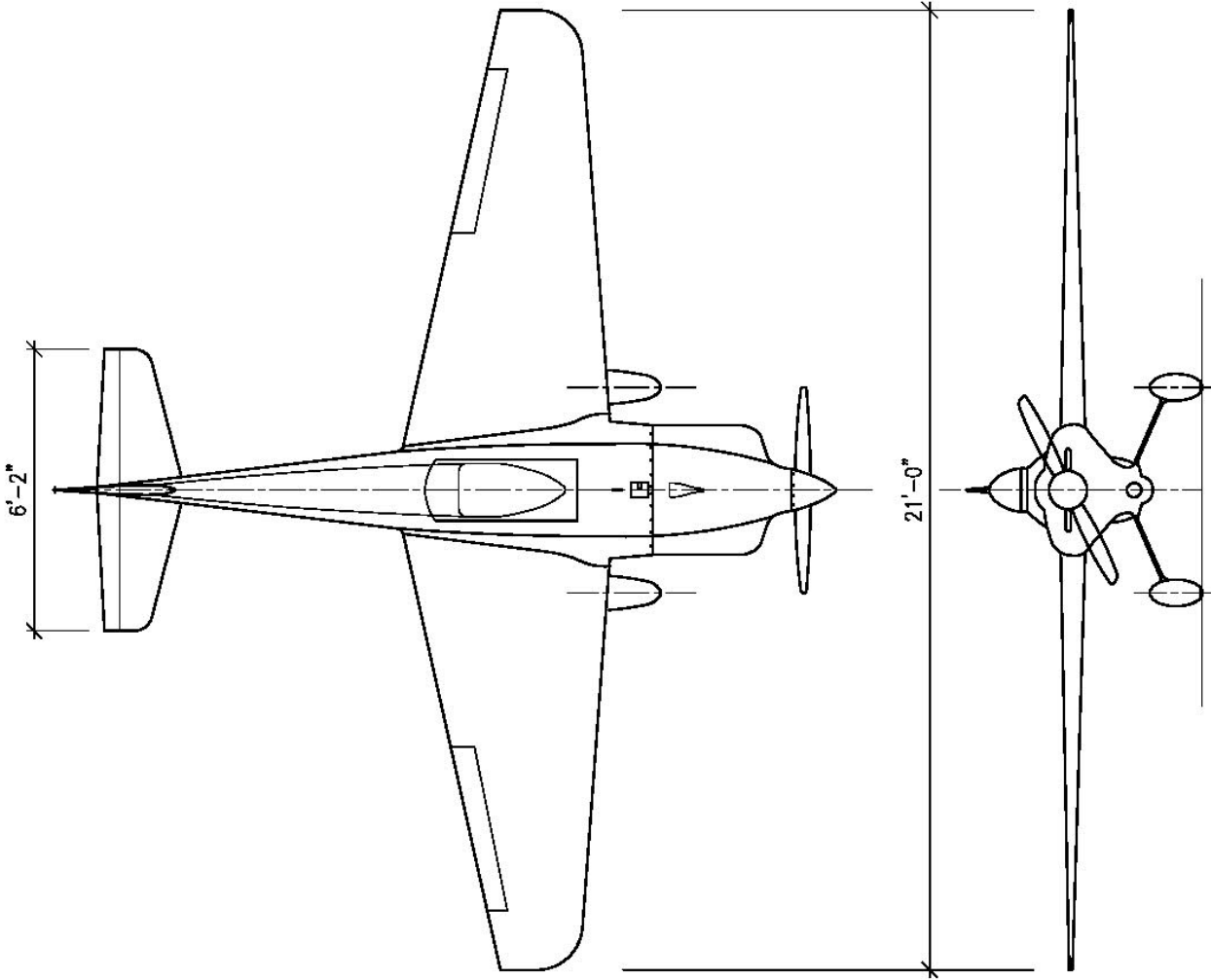


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**If you haven't already, please  
renew for 2004 with the form below.**

## **NCLRA Membership Form**

**Name** \_\_\_\_\_

**Address** \_\_\_\_\_

---

**City** \_\_\_\_\_

**State** \_\_\_\_\_ **Country** \_\_\_\_\_

**ZIP** \_\_\_\_\_

**Phone#** \_\_\_\_\_

**E-Mail** \_\_\_\_\_

**AMA or Other National Organization #** \_\_\_\_\_

**Comments** \_\_\_\_\_

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**Send Dues & Membership Form to:**

**Mike MacCarthy**

**4704 Hillsboro Ct.**

**Santa Rosa, CA 95405**

**US Dues: \$10**

**International: \$12**

**(Membership Expiration date on mailing label)**

## **Officer's Addresses**

### **President**

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### **Southwest Representative**

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### **South Central Representative**

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### **Southeast Representative**

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Email [F2CRACER@aol.com](mailto:F2CRACER@aol.com)

### **North Central Representative**

None Named

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 New Times Roman font. Any photos should be sent as a separate jpeg file, medium res. Email all as an attachment to Tim Stone At the address given on this page. While this is preferred format, we will take submissions in just about any format, they can be written, typed or mailed to Tim Stone.

Apply for membership by mailing annual dues of \$ 10.00 to the Secretary/Treasurer at the address on this page. Make checks out to the order of "NCLRA" and be sure to provide the correct address for receiving the newsletter.



"Nemesis" drawing by Doug Mayer...He's really caught the bug again!