

From: National Control Line Racing Association
Bill Lee, President
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TO:



Wayne Trivin 1955-2005

Torque Roll!!

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MEMORIES OF WAYNE TRIVIN

BOB WHITNEY

It would take a book to tell everything that Wayne accomplished in his life. He still holds two indoor catapult glider AMA records. Wayne had placed at the indoor Nationals as well as C/L Racing.

The Free-flight guys said that his big problem in outdoor power events was that he built so light...and his engines were so strong that he folded many a wing!

When Wayne was a teenager he flew monoline speed for Bob Day and A.T. Wright. When Wayne & I hooked up, he started building .049's and we started winning right away. Wayne also got serious about Texas Quickie Rat, and pretty much took over the event.

Wayne's latest project had been building F2C engines for Dick Lambert. I don't think Wayne knew how many friends he had world wide. One of his friends, Bob Whitney.

DICK LAMBERT

Wayne was a gifted modeler in all aspects of model aviation. His accomplishments were unparalleled in the United States and around the World. He holds and has held many national records in this sport. Aeromodelling was his passion and he excelled in it like no other. Wayne's talent will never be duplicated just emulated. I know the Angel's wings will flap faster now. Wayne, Rest in Peace.

JULIO ISIDRO

We all knew the end of this story, but hope is the last thing to loose. Science could be wrong and I wished Wayne a chance of recovering. This is our right of have a feeling, a wishful thinking. Now we are faced with the departure of Wayne, one of the most talented persons I ever met in my life. Not only in aeromodelling, where he was a magician, but also in different aspects of life.

We had the chance to speak during the week he was in my house for the occasion of the 9/11. He was called too soon by God and I hope that up there he flies fast in a cloud.

Next Tournament of the Millenium in Évora/Portugal I'm going to present a special trophy called "Tribute to Wayne Trivin" for the best points in all racing events.

I'm very sad today, thinking of him with his cigarette between his teeth building a tank for my model in my workshop. We are all more poor with this loss.

My regards to all my American friends and racing fellows.

BILL LEE

We will all miss Wayne. He contributed so much to all of us.

One of his legacies which we shall not let get away from us was the wonderful web site he created. Wayne was always open with "How did I do that!", and he captured an amazing amount of information for us all to share.

As a tribute to Wayne, we have captured his website and it now has a permanent home as part of the NCLRA web site. Please go take a look, a tribute to one of ours.

<http://www.NCLRA.org/>

VIC GARNER

We all will miss him.

DAVE MCDONALD

Wayne is in a far better place this evening! He is now getting ready for the big race with the Wiz and Jerry. May God bless Wayne's family and friends. We will all miss him. CL Racing is much better thanks to all of your contributions!

DICK HART

To me he was a consummate modeler, knowledgeable, thoughtful and engaging in conversation; painstaking and meticulous in action. The few times we raced against each other were enjoyable and sporting...I will miss him.

SCOTT JENKINS

Wayne will be missed by all of us here in Florida. He was very inspiring and more often than not caused all of us to marvel at his modeling skills. He always seemed to have a simple solution for complex problems in the areas of engines and mechanical apparatus used on racing models. Wayne, may God smile upon you and give you eternal life.

JIM RHOADES

I'm really sorry to hear of Wayne's passing. I considered him a good friend and one of the most talented individuals I've ever met. He was not just an idea man but worked on them and accomplished the goals of said ideas. I thoroughly enjoyed every meeting I had with Wayne and the stimulating conversations we had. He will be missed by many. My sincerest condolences to the Trivin Family. Wayne will be a leader in that new club he has gone to join. May he fly on forever.

JIM HOLLAND

This is sad news. Wayne was a good friend and I will miss him greatly. I have some very fond memories of him and am glad he was able to attend the 2004 Nats so we could make a few more.

RALPH & DONNA AABERG

We are so sorry to hear about Wayne. Everyone will miss him dearly. He is with God now and at peace.

TOM KNOPPI

I feel fortunate to have known Wayne and had the privilege of him traveling to the Northwest Regionals with Whitney and staying with me. Wherever he is he will surely have a better idea for someone.

TODD RYAN

Wayne was a really good guy and a great friend. Spent many a night talking to him over the computer and hanging out during the Nats. Always willing to help and lend a hand. I'll definitely miss him too.

TIM STONE

I am deeply saddened by his passing. Wayne was a great man, calm, smart and vastly talented. I never witnessed him losing his temper. He gladly helped anyone that asked for it. He was a great competitor. Men like Wayne are a precious few, he left us far too soon.

President's Column – February 2005 Bill Lee

NCLRA Web site: A new feature has been added to the NCLRA web site that will be useful to the membership: a Members Only section.

The Members Only section is restricted to current members only. Right now the section contains two major items.

First: the membership roster. When you call up the Membership Roster, all members of the organization will be listed. Note that this will include some “ancient” listings as well as all current members. This listing also allows you to change the information for your listing. You will see a small red dot beside your listing. Clicking on that dot will bring you to a page where you can edit certain parts of your membership information.

Second: Most of the previous issues of the *TorqueRoll* are available. Well, at least issues since 2002. Note that there are two “flavors” of file to download, a PDF format and a MS Word. Needless to say, BOTH formats are quite large.

If you have any ideas for what should be included on the Members Only pages, please let me know.

In order to access the Members Only pages, you will be required to log in to the system. You will need a UserID and Password. Initially you do not have one. So: a temporary UserID has been created for each member. You will find it on the label of this issue of the *TorqueRoll*. It is the string of 2 or 3 or 4 characters in the upper right corner of the mailing label.

When you first access the LogIn screen, simply enter the temporary UserID and no password (in other words: leave the Password field blank). You will automatically be taken to a screen where you will be asked to register using a UserID and Password of your choice.

The NCLRA web site can be found at
<http://www.NCLRA.org/>

Fox Race at the NATs: In the last issue, I wrote that we would have an additional event at the NATs, and I labeled it “LA-Fox Race”. Unfortunately, some folks have misinterpreted what is going to happen and think that we are changing the rules for Fox Race. That simply is NOT TRUE!. Fox Race is as it has always been, it is not being changed in any fashion. And it will be run at the NATs as we have always done so.

What we will be doing is running a similar-but-distinct event which builds upon the Fox Race rules but changes the engine restrictions to allow only plain bearing 25s. This event will be run along side Fox Race since the performance characteristics as well as the racing rules and model requirements are nearly the same. But we will have separate finals for each event.

In retrospect, I think we should name this new event “Super Slow Rat” to diminish the confusion regarding its relationship to Fox Race. O.k., so here it is:

Super Slow Rat at the NATs:

The rules for this class are the same as the Fox Race rules with the following changes:

1. Engine must be any STOCK plain bearing engine with maximum displacement of .25 cu. in. See the current Fox Race rules for further specifics on the meaning of “stock”.

The NORVEL BIGMIG 25 is NOT allowed.

2. Fuel system: There are no restrictions on venturis or needle valves other than venturis must not be of the swing-weight type. If an RC carburetor is fitted, it must be wired to maintain a fixed opening. No inboard fuel tanks. All other Fox Race rules apply as well.

3. Props: Propellers are to be wood or plastic, commercially available. The only rework permitted is balancing. This excludes all hand-layup props of carbon or glass, but includes all injection molded props

Super Slow Rat and Fox Race qualifying heats will be run simultaneously. No attention will be given to segregating the entries when races are scheduled.

A separate finals will be run for each class.

It has also been asked: can a competitor enter both Fox Race as well as Super Slow Rat. Yes! The more racing the better!

Membership Renewal: I am sure that Tim will have a blurb elsewhere in this issue, but let me add that membership renewals should be done now. We have an (unwritten) policy that non-renewing members will receive the *TorqueRoll* only through the April issue. Renew now so you don't miss any of them.

NCLRA Hall of Fame: A reminder that all nominations for the NCLRA Hall of Fame must be in to Dick Lambert, the coordinator, by the end of April. Please look at the procedures that must be followed to make a nomination: they can be found on the NCLRA web site under the “NCLRA Awards” tab. If you do not have web access, please contact me directly and I will send you a printed copy of the procedure.

NCLRA Elections: This is the year when we elect our District Representatives. Nominations for a District Representative must be made to either Tim Stone, the *TorqueRoll* editor, or to me as NCLRA President. A simple e-mail will work just fine, or a phone call or snail-mail if you don't "do" e-mail. Nominations must be received between March 1 and April 30 for inclusion in the June *TorqueRoll* where a ballot can be included.

NATS Event Directors: I really need some of you to step forward and volunteer to run an event at the NATs. So far, I have offers to help for Fox Race from Jim and Jason Allen. But I would really like some of the other events to be covered as well. Please contact me.

VICE PRESIDENTS REPORT

STEVE WILK

As I write my article this month it is with a sad heart. We have lost another great modeler and friend Wayne Trivin. I had sent some time with Wayne when we were in Portugal and found him to be one of those individuals who can leave an impression on you. He was a man of many talents and willing to share his ideas with you. He was a master modeler, a machinist and willing to take on any challenge. Just look at his web site <http://hometown.aol.com/nivirt/index.html>

He built his own bar stock .15, molded his own props work with other composites and chromed his own liners to name a few. His Web site will remain up for us to refer to and always keep Wayne in our thoughts. We will all miss you Wayne.

And now for something completely different... Winter has set in and though we have not had much snow this year, we have had some pretty cool temps. We had several days with highs of -10 degrees F and lows -20 degrees F. So we find ourselves in the shop a lot this time of year. But when I looking for some down time, I always have a book that I'm reading. So I thought I share some of my favorite with you. The First seven book are of people have mad their mark in Aviation. And the last to are must have reference books for full size racers. Most of the books are available from Amazon www.amazon.com and many other web sites. Take a look at these books and let me know what your favorites are?

Steve Wilk

Skunk Works : A Personal Memoir of My Years of Lockheed -- by Leo Janos, Ben R. Rich

Yeager : An Autobiography by Chuck Yeager

Press On: Further Adventures in the Good Life by Chuck Yeager

I Could Never Be So Lucky Again : An Autobiography -- by JAMES DOOLITTLE,

Roscoe Turner: Aviation's Master Showman by Carroll V. Glines

Pancho: The biography of Florence Lowe Barnes by Barbara Hunter Schultz

Gee Bee --The Real Story of the Granville Brothers and Their **Marvelous Airplanes** by Henry A. Haffke

The Air Racer by **Charles A. Mendenhall**

Goodyear and Formula One Racers 1967/1995 Volume Two by Robert S. Hirsch

SOUTHEAST REPORT-BOB WHITNEY

I spent the Christmas vacation flying Free-flight at the annual King Orange contest. I also was recently elected VP of the Florida Model Association (FMA) which is a Free-flight group. This group has contests at least every 2 months here in Palm Bay. This group has told me that they are willing to add control-line events to their sanctions that we can run at our new School site. I will be working with this group to set up some contest dates, so things are looking up!

If I get the OK from the School, the Space Coast Modelers are putting in for the F2C Team trials over the Labor Day weekend. For the time being we have lost Wighthouse Field for any contests.

North Central Report - Les Akre

Greetings everyone. The holiday season is over, and we are already over a month into the New Year, so you know what that means. Yes folks, it's membership renewal time. All of the previous payment methods are available, as is a new method. The NCLRA Treasurer now accepts payment through Paypal. For those of you with computers or access to them, renewing is now as simple as it gets. The email address to send your Paypal payment is: Treasurer@NCLRA.org Don't forget to add the 75 cents to your total amount to cover the paypal surcharge.

It is also fast approaching election time. If you are considering running for election in the North Central District, nominations will be from March 1st to April 30th. You can contact Myself, Tim Stone, or Bill Lee and one of us will make sure your name gets on the ballot. Since I was appointed to this position because of Steve Wilk winning the VP position, I will now make it known that I intend to run for election as well. If you think that I am doing a good job as your representative, then your votes will enable me to continue to represent the North Central District in the manner that you been accustomed.

For most of us here in the Northern part of the country, this time of year is also known as the building season. Like many of you, I have some models to repair, and some new models waiting to be built. Not everyone has unlimited amounts of money to spend on model airplanes, especially if they compete in several events. If you have found that your hobby budget has shrunk and you cannot afford to spend as much

money as before, but still want to fly as many events as possible, then consider the following events:

1. Classic "B" Team Race.
2. Clown Race
3. TQR
4. Fox Race

With a little looking, you will find that engines suitable for all of these events can be obtained for under \$100.00 in either new or used condition. Modified or specially tuned engines will cost more, but they are not always necessary. The current Classic "B" Team Race 70 lap record is held with a stock GMS .25 engine which cost \$65.00 brand new. The only non-stock items used were the needle valve assembly, and a venturi. All of the events except Classic "B" use simple profile models. These models are inexpensive and easy to build. The Classic "B" models, while not as simple to build as the profile models, are still very inexpensive due to their lack of complexity. Some of the hardware we use in our models, like shutoff's, are an often necessary but sometimes hard to find item. Tomas Mejzlik (www.mejzlikmodellbau.com) sells a wonderful F2A speed shutoff that I find suitable for racing events that use engines running on suction. The price is \$15.00.



After eyeballing one of these little jewels, I think you would agree that you would be hard pressed to build a similar unit for that price.

Doug Mayer mentioned last issue that Dale Long (951-784-4328) in California is also selling shutoffs suitable for many racing events, I believe his price is \$10.00 each, and he has 1" tall, and 2" tall models available. All of the events listed use low maintenance braided flying lines, which are also a bit cheaper than their solid counterpart. So, if you need to race on a budget, consider flying one or several of these events. Your wallet will thank you.

Our club's flying site is a local High School yard. Before our first club race of last season, I was faced with the problem of marking lines onto the grass surface. Years ago, lime was used to mark fields for sporting events such as baseball, football and soccer. I had remembered the machine looked something like a fertilizer spreader. You filled the container with lime, or chalk, and as you walked along pushing this machine it marked out a line approximately 4" wide. I did some looking and found out that the machine cost \$125.00 complete and ready to go. I didn't really like the idea of having to use the chalk or lime, as it acts like a lapping compound if your engine happens to ingest some of it, and the \$125.00 price

wasn't very attractive either. What other options were available?

How about painting the lines on!

One of the things I was asked was, "what about the damage to the grass from the paint". Damage to the environment is considered quite serious in this day and age. My local Home Depot came to the rescue. I stopped by the paint section to have a look at what was available and found that the Krylon Products group, sells an athletic striping paint called "LINE-UP". It is a fast drying, short-term striping for grass fields. It is free of Lead, and is water based, so no environmental problems. It is sold in a 17oz. Spray can equipped with an inverted style spray nozzle. Just point the nozzle at the ground about 6" away from the grass, and you will get about a 3" wide stripe. We found that the one can is enough to mark both the pilots circle, and the pilots pit circle, as well as mark about 15' of outside circle leading into each pit box, for 3 positions. If you wanted to mark an entire AMA circle set up (all 4 circles) for 60' lines you would need at least 4 cans. If you are having trouble with marking lines on your club's grass field, then give a can of Krylon "LINE-UP" a try.

Our editor says the featured event for the next issue will be "Goodyear". So send in anything you would like to share with the masses, and Tim will make sure it gets printed.

From the Great White North, I wish you all the best in this New Year. May your wings be straight, and your engines strong.

South Central Report-Russ Green

Not a lot of South Central news to report this quarter. Contest plans are being made and schedules are being finalized. I think you will find the Dallas contest schedule for 2005 in the Contest Calendar.

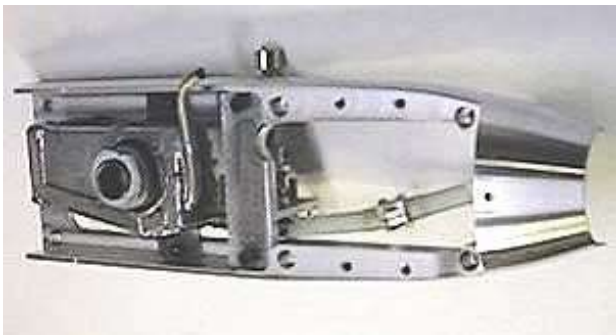
I had something that I wanted to throw out to for some thought while on the subject of contests. What about a 2 or 3 day NCLRA sponsored racing contest for AMA / NCLRA type events that is aimed at drawing participants from all across the nation? Would it be possible to come up with a good event line up, location and date then promote it in a way that generates enough interest to be successful? I do not think it would necessarily have to be at the same location every year. I bring this up because the number of racing participants is small at many of the local contests and some of the events flown at the nationals may not be flown locally. Seems like there would be quite a few people interested in traveling to a large, well run racing contest.

BTR

Like a lot of people, I was able to get some building done this winter. Thought I would give B Team race a try and have one almost finished.



It is based on one of Don Burke's airplanes and uses a homemade aluminum engine crutch. I have provided a couple of pictures without the engine, it is out being worked on and was not available.



I will be using an OS .28. Primer and paint are Klass Kote epoxy. This is the first time I used Klass Kote and was pleased with the result. I have not flown the airplane yet and I suppose the its first race will be the nationals. We currently do not fly B Team race at contests in my area.

EDITOR'S COLUMN-TIM STONE



This is an essential tool for racers that live north of Oklahoma. It is called a "Space Heater". No building gets done until the "Space Heater" is working in the garage. Now that I have my new 28,000 btu little buddy up & running I can start building and repairing again. Oh happy day!

NCLRA WEBSITE UPDATE

Bill Lee has recently been updating the NCLRA website; www.nclra.org. Additions that will be for members only will include back issues of the "torque Roll" newsletter and a list of current members with contact info. See Bill's column in this issue for login & access info.

YOU NEED A NOSE JOB...

Replacing the nose on a damaged airplane is a lot of work and it probably takes as much time to do as starting from scratch. It is only worth the trouble for a special airplane or one that has sentimental value. I recently began rebuilding (for the 2nd time) one of Jerry Meyer's Slow Rats.



During the first rebuild for the 2004 season, I failed to notice a crack where the 1/4" aluminum motor mounts had been recessed into the 1/2" maple motor mounts. Guess where it cracked? As always, in the weakest spot. Slow Rat motors are pretty heavy at around 12 oz, and stress the nose quite a bit.

I solicited the advice of Mike Greb & Bill Bischoff for this rebuild, they have more experience & success than just about anyone in Slow Rat. Mike mills his Slow Rat nose out of a solid chunk of 1/2" hard rock maple using a small CNC Mill. Not having a Mill, I used 1/2" maple rails with hard balsa spacers between the rails. Doublers are made of 1/8" 5 ply birch plywood rather than the normal 1/16" 3 ply. For the additional strength the weight penalty is worth it. Notice that the 1/4" aluminum engine pads sit on top of the maple rails rather than being recessed into them.

Mike also adds a carbon fiber doubler to the sandwich (as seen in photo). This CF doubler is from prepreg CF plate available at most good hobby shops. If you can't find it, try Art's Hobbies on the web;

<http://www.arts-hobby.com/index.cfm> . It isn't cheap at around \$27.00 for a 12" x 6" plate, and you need a diamond or carbide cutting wheel to cut it; it is very tough stuff. Helicopter & Car hobbyists use it so it is pretty common. Thickness that Mike suggested is around 2 to 2.5mm (approx. 3/32"). Blind nuts are set on top of the CF plate and the rigidity of the plate keeps the nuts from crushing the wood.

Bill uses regular 6-32" blind nuts rather than the threaded inserts; this has always been my preferred method. Inserts provide more thread depth, but require a much larger hole than using t-nuts. Another trick I have used for a long time is sealing any bolt hole with silicone caulk; this helps prevent oil from seeping into the wood over time. The cheek cowl is medium weight 1" balsa & I do not hollow it out. My experience is that when I have hollowed out cheek cowls I have had problems later with stress cracks. I have also tried using thinner basswood for cheek cowls, but I think that a thicker balsa cowl absorbs vibration better than bass does.

Before you remove the old nose, make a pattern of it using a contour gauge, if you do not have an accurate rib pattern.



The contour gauge above is 10" long. Use it to copy both the outline of the nose, and the airfoil shape to be cut out.

Removing the old nose is a pretty messy job. No matter how carefully you try to do it, plan on replacing the wing planking where the nose is removed. You can try to remove the nose with a Dremel tool or a belt sander. I like to extend the replacement nose about 5" past the leading edge of the wing. The new nose is mated to the old body using a spline made of the 2.5mm CF plate. I have made a new tank & removable titanium landing gear setup, I should be good to go for the 2005 season.

Finishing the nose starts with 2 coats of nitrate dope thinned to 50%. I then sand, and give it 1 more coat of thinned nitrate dope. The last coat does not get sanded. The reason for this is twofold; the dope prevents 'glass resin from wicking in to the balsa, and it also gives a good base for the glass resin to dry over any epoxy glue areas. I then apply medium weight .75oz fiberglass cloth with polyester resin. Fillets are then added made from resin & micro balloons. After sanding this, I apply 1 more finish coat of polyester resin. After the finish coat I final sand, and it is ready for paint. I plan on using "Klass Kote" paint on this project. It has been used by some of the speed guys and is said to be identical to the K&B 2 part epoxy paint. Klass Kote paints are also said to be compatible with K&B catalyst. Look it up at www.klasskote.com.

DISTRICT REPRESENTATIVES ELECTION

Per the NCLRA bylaws, this year is the term for electing District Representatives for the NCLRA. Here is a copy of the bylaw section that describes the election process;

"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.

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.

All open category members, who were members prior to March 1, shall have the right to vote.

District Representatives will be voted on by members of that district."

Doug Mayer has asked anyone willing to step up to the position of Southwest Representative. Contact info to send nominations to Bill Lee and Tim Stone are on the back page of this newsletter.



Chris Peter's new Texas Quickie Rat. 32" span



Chris has been pretty busy lately, the above model is called "Dillusion" The Formula Unlimited model has a 50" span. The smaller model is built for AMA Goodyear.

2005 NATs Information-Bill Lee

Please review this information. It will also appear in your NATs entry packet.

New NATs policy:

A new NATs policy is in effect: "All participants and/or pilots in any official or unofficial NATS Event(s) must be registered with NATS as either a NATS Competitor or Mechanic."

This means if you come to the NATs only for the UNofficial events, you will still be required to register with NATs Headquarters. If you enter official events as well, you will automatically be covered as a "competitor", but if all you enter is UNofficial events, you must still register, but may do so as a "mechanic" (cheaper).

Processing:

Processing will close at the published times. Processing is done in the morning of the event from 7:30 AM- 9:00 AM. Processing will close at 9:00 AM. If you are late, you run the risk of not being allowed to participate in that day's event. It is not our responsibility to find you; it is your responsibility to be at the site ready to go. This must be enforced to get the heats drawn up and to get the event started on time.

Practice:

The circles are open for general practice on a first come first serve basis at the conclusion of each day's events, and in the morning prior to the close of processing. The official circle will be closed for practice when competition begins.

Rules Enforcement:

Note the AMA Rules! There is an Outer Circle and an Inner Circle for each event. Pitmen may NOT cross the Inner Circle without the express permission of the Event Director!

Also note the newest Safety Rule:

You will be disqualified from the race if at ANY TIME the pilot steps outside of the Pitting Circle while his model is moving and not in the control of the pitman.

And a special NATs CL Racing rule:

All pitmen will be required to wear a helmet when involved in pitting activities.

Counting and Timing:

As in years past you will be required to help out with the counting and timing responsibilities. Failure to help will result in no time for you in that event.

NCLRA NATs Racing Champion:

The NCLRA NATs Champion will be determined as follows. You may acquire points in all racing events. However, your 4 best will be used to determine your placing. You must be a member of the NCLRA to participate in this award. This award is an NCLRA award, and has nothing to do with any AMA awards.

Sunday, July 10

NCLRA Fox Race and LA-Fox Race: Noon

Monday, July 11

F2C Team Race, F2CN Profile Team Race

Tuesday, July 12

Scale Racing, B Team Race

Wednesday, July 13

Slow Rat Racing, NCLRA Clown Race

Thursday, July 14

Rat Race (Special rules), NCLRA Quickie Rat

Friday, July 15

Mouse I, Mouse II

RACE SCHOOL-LES AKRE

Our club members are mostly stunt grunts, with the exception of Paul Gibeault and I.

The 1/2A events we used to fly, just weren't getting the job done. Heck, we could barely get two airplanes into the air at once!

The decision was made to go with the N.W. Sport Race event, due to the available models that we could use. I thought all of the new guys would all just use some sort of profile stunter, or sport airplane. I was surprised when two of the stunt guys showed up with purpose built Super Fly's. I also use a Super Fly, and two others use Flite Streaks, one of them an ARF. We now have a total of 5 guys that have airplanes and can race. We have possible 6 entries total if you count one fellow's wife, who we let enter her husband's airplane. We told her for this year she has to come up with her own airplane.

Training was an important aspect of pulling off this minor miracle of turning stunt flyers into racers. I set about by marking out the pilot's circle, and pilots pit circle. We then marked the outer circles, and then went on to explain the purpose of all of them, and the significance of using them properly. I then had the pitman, or sometimes myself, start their engine, get them into the air, then I would enter the pilots circle and walk with my arm out, simulating another pilot. I would explain as we were walking the circle, what we were doing, and why we were doing it. I would have explain the proper method of passing, then have them practice passing me several times during the flight. When the engine would quit, I would explain to them how to whip the airplane back to the pit person, and where to walk when doing so.

All of the first time race pilots were given the "basic training" before being allowed to race. After everyone was fairly comfortable, we ran our first ever heats. I am proud to say that we did not have one single mishap that involved a line tangle or crash. We flew 2 up heats for safety, and because we didn't have enough timers and helpers to allow for 3 up's! I was very liberal with the rules, allowing for many of the typical first time racing infractions. As long as it was kept

safe, I was more interested in getting these guys used to flying with another person than being the iron fist. This really is important to first time racers! After each heat, we followed with a debriefing, to explain what infractions, or situations, caused, or potentially could have caused problems. It was also explained what to do when these things happen, or how to avoid them.

After the first race, I can say that these guys like racing, and some of them were already trying different props and flying techniques in an effort to gain a little advantage for our second race session. After the first session however, most were not happy with the Fox .35 engine. We had several airplanes suffer structural problems caused by the excessive vibration of that engine. Many guys also complained about the horrible restarts from the Fox engine. We ran our second race with better results, but with the same structural problems to the aircraft. At our next club meeting, several members expressed interest in the possibility of using another motor. This was discussed, and we agreed that we would also allow O.S. LA .25's. It came to my attention that one of the members has an FP.25, so we will allow that as well.

Why did we make the decision to allow an alternate motor? Why not just tell these guys to "suck it up" and build a new stronger airplane? The reasoning was very simple. These guys simply told me, it was unacceptable for them to have to repair their airplane after every race. They would not race if it meant putting up with repairing cracks and structural damage every time they went to fly. From our clubs point of view, I believe that we did the right thing. We changed what needed changing, so that we could carry on and grow.

Change isn't always good, but it is when it's necessary. We will be racing with happier faces this coming season!

I have modified and given away race prepared fuel tanks to 2 other guys in our club. Many of the problems first time racers have is with their fuel tanks. I also echo your comment on the landing gear. I have offered to make anyone in our club who wants one, a 1/8" alum gear, complete with Kraft/Hayes 2.25" racing wheel. So far, nobody has taken me up on the offer, but it is important to be helpful with proper equipment when necessary. People took the time out to help when I was starting out, so it's only fair...

In closing out this loooong winded response, I will add that experienced race pilots and pitmen should offer up their time at the local level for "race clinics". This is important in helping either the new club member, or new racer, learn the necessary skills to compete safely and competitively.

If we can ensure that their first race experiences are positive, we might go a long way toward growing our ranks. I'll have some more bench results soon.

Cheers, Les

DECALS-JOHN BRUMAN

I have always admired the cute little logo of the three pilots all tangled up that appears on the on the NCLRA web site, T-shirts, etc. I also have had many occasions when I wanted to

decorate one of my racers with some other kind of art work that couldn't be done with masking tape and paint.

To the rescue, came a little web site for "Bel Decals" at: <http://store.yahoo.com/beldecals/moddecap.html> From them, I tried a little "starter kit" of special paper that would allow me to make water transfer type decals with my ink jet printer. The kit included several sheets of both "clear" and "white" background paper as well as some very complete instructions.

Surprisingly enough, I forced myself to read and follow the simple instructions faithfully, and my first projects ended up better than I had expected. The photos of my "Tony Stewart - Home Depot" "Bonzo" racer and my new "Pink Phink" quickie rat show the results.



(EDITOR'S NOTE The "Pink Phink" design is by Archie Adamisin, from 1966, NOT by Pat Flynn as printed in the Dec 2004 newsletter)

The large racing numbers on the wing and the fuselage of the Bonzo were done with the use of MS Word "Word Art" with my settings for "fill color" set at "none" and a heavy black outline line color. These were then printed on the white (opaque) decal paper and then coated with clear gloss "Krylon" spray can acrylic per the Bel instructions.

The large "Home Depot" logo on the wing took a little more creativity. I first found a suitable font in MS Word that duplicated the Home Depot stencil-like font. I then created a text box and formatted it with an orange fill color and a line setting of "none". This was printed on a sheet of the Bel "transparent background paper."

I had to experiment a little at matching the orange produced by my printer, with the orange Monocoat on the wing. There was a very slight color shift of the orange when I coated the decal paper with the Krylon acrylic. After application of the "Home Depot" text box onto the wing, I simply outlined it with some 3/16" trim tape.

The NCLRA logo decals were ripped off the NCLRA web site and saved into MS Paint, where I screwed around with the size until I found something that was big enough yet small

enough to prevent any objectionable graininess. I printed several of these onto one sheet of the Bel "white" paper, to be later cut out and used as I needed them.

Whenever one tries out a new product like this on a racing airplane, one of the major concerns is fuel-proofing. Before I cut out any of the decals and put them on my airplanes, I allowed the Krylon coating on one of them to dry thoroughly, then tested it by wiping it with a rag dipped in raw 10% nitro fuel. The 10% fuel seemed to have no effect on the acrylic coating, so I proceeded with applying the decals to the airplanes. Apparently clear gloss Krylon, will stand 10% fuel.



After applying the decals, I found that each airplane needed some paint touch-up from the abuse of my ham-handed approach to mounting engines, tanks, etc.

I made the needed repairs by wet-sanding all the damaged areas with 600 grit, and repainting with my automotive acrylic urethane base coat. Thinking that both airplanes could benefit from an additional coat of clear, I went ahead and wet sanded the rest of the painted areas with 1000 grit to provide a little "tooth" for the new top coat.

I then crossed my fingers and sprayed the acrylic urethane top coat over the decal areas as well as the rest of the painted surfaces of the airplanes. Surprisingly, the highly caustic automotive acrylic urethane had no noticeable effect on the decals. They neither softened, changed color, nor wrinkled, from the effects of the urethane top coat.

This would appear to be a very viable approach to putting various kinds of artwork on our airplanes. We can now duplicate scale nose art, old gasoline and oil logos, access hatch instructions, our AMA numbers, etc.

2005 Contest Calendar

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

Southwest Regionals

Racing Events – January 29, Christopher Columbus Park, Tucson, Arizona

Events: Formula Unlimited, Texas Quickie Rat, Fox Race

Contest Director: Jim Hoffman. Phone (480) -897-0630

ST LOUIS, MO- BUDER PARK FEB 27TH

NCLRA FOX. CD John Moll jl172@sbcglobal.net

SCAR Race #1: Cabin Fever Classic

March 2005. Location: TBD

Events: TBD

Event Director: TBD

DALLAS TX Speed/Racing Spring Warm-up April 16-17,

2005 Racing events will be held on Sunday the 17th.

Site: Hobby Park Patrick Hemple CD, 3005 Bayport Cir.

Rowlett TX 75088 214-607-1561 Events: Slow Rat,

Goldberg, TQR, Sport Goodyear and Mouse I

Portland, Oregon, April 23/24 Fireballs Spring Meet, racing will include NW Sport & Clown Race.

SCAR Race # 2: Spring Fling

April 24, Whittier Narrows, CA

Events: AMA Mouse I, LA Fox Race, NCLRA Clown Race,

NCLRA Quickie Rat

Event Director: Jim Holland (209) 726-0357

E-Mail: jgmholland1959@yahoo.com

ST LOUIS, MO- BUDER PARK MAY 14 & 15

SPEED & RACING

NCLRA FOX, Goodyear, TQR. CD John Moll

jl172@sbcglobal.net

Albany, Oregon, May 27 - 29, Northwest Regionals

Events include Mouse I, Mouse II, NCLRA .15 Rat, AMA

Goodyear, NW Goodyear, NW Sport, NW Super Sport,

Clown, Quickie Rat.

Dallas Aero Summer Heat June 18 Racing events will be

held on Saturday the 18th. Site: Hobby Park Dale Gleason

CD, 6003 E. Lone Oak Rd. Valley View TX 76272 940-637-

2169 Events: Goldberg, TQR, Sport Goodyear and Mouse I

SCAR Race #3: Pre Nats Warmup

June 19, Merced or Stockton, CA

Events: AMA Scale Race, NCLRA B Team Race,

NCLRA Clown Race, NCLRA Quickie Rat, LA Fox Race

(Time Permitting)

Event Director: Jim Holland (209) 726-0357

E-Mail: jgmholland1959@yahoo.com

AMA National Championships

July 10 – 15, Muncie Indiana

Events: See NCLRA web site for details

SCAR Race #4: 'Marianas Turkey Shoot'

August 6-7, Location NAS Alameda, CA

Events: Sportsman 15 Carrier, LA Fox Race, NCLRA Clown

Race, SCAR Goodyear, NCLRA Quickie Rat

Contact: Jim Persson
Event Coordinator: Jim Holland (209) 726-0357
E-Mail: jgmholland1959@yahoo.com

DALLAS TX Charles Ash Memorial September 3

Racing events will be held on Saturday the 3rd.
Site: Hobby Park Bill Bischoff CD, 2609 Harris Dr. Garland
TX 75041 972-840-2135 Events: Slow Rat, Goldberg, TQR,
Sport Goodyear and Mouse I

SCAR Race #5: September Bash (Provisional)

September 18, Whittier Narrows, CA
Events: SCAR Formula Unlimited, SCAR Goodyear,
NCLRA B Team Race, NCLRA Quickie Rat
Event Director: Jim Holland (209) 726-0357
E-Mail: jgmholland1959@yahoo.com

Salem, Oregon, October 8 & 9, Fall Follies

racing event(s) to be announced

SCAR Race #6: Virgil Wilbur Memorial

October, Whittier Narrows, CA
Saturday Events: AMA Scale Race, SCAR Formula
Unlimited, NCLRA .15 Rat, NCLRA Clown Race, NCLRA B
Team Race
Sunday: AMA Mouse I, LA Fox Race, SCAR Goodyear,
NCLRA Quickie Rat
Event Director: Jim Holland (209) 726-0357
E-Mail: jgmholland1959@yahoo.com

SCAR Race #7: Toys for Tots

December 4, Whittier Narrows, CA
Events: NCLRA Clown Race, SCAR Goodyear, SCAR
Formula Unlimited, NCLRA Quickie Rat
Event Director: Jim Holland (209) 726-0357
E-Mail: jgmholland1959@yahoo.com

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)	2:12.3	JIM HOLLAND	7/16/04
(100 LAP)	4:22	RYAN/GIBEAULT	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)	3:15.5	BRODHEAD (GBR)	7/12/04
(200 LAP)	6:45.2	ROB FITZGERALD (AUS)	7/12/04

'B' TEAM RACING

OP (35 LAPS)	1:29.3	WAYNE TRIVIN	7/13/04
(70 LAPS)	3:15.2	LES AKRE	7/13/04
(35+70 LAPS)	4:49.1	VIC GARNER	7/13/04
(140 LAPS)	6:45.1	DON BURKE	7/13/04

RAT RACING (.15 RULE)

OP (70 LAP)	2:44.6	JIM HOLLAND	7/15/04
(140 LAP)	5:33.1	JIM HOLLAND	7/15/04

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)	300 LAPS	RON DULY	7/14/04
OP (7 ½ MINUTES)	158 LAPS	RON DULY	7/14/04

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)	2:56.4	BILL CAVE	7/15/04
(140 LAPS)	6:03.8	BOB MURPHY	7/15/04

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VIC GARNER

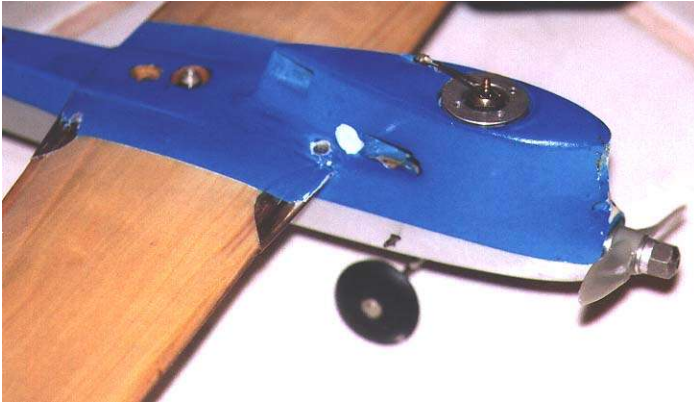
For Sale, Texas Quickie Rat engines...

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MOUSE RACING ADDENDUM

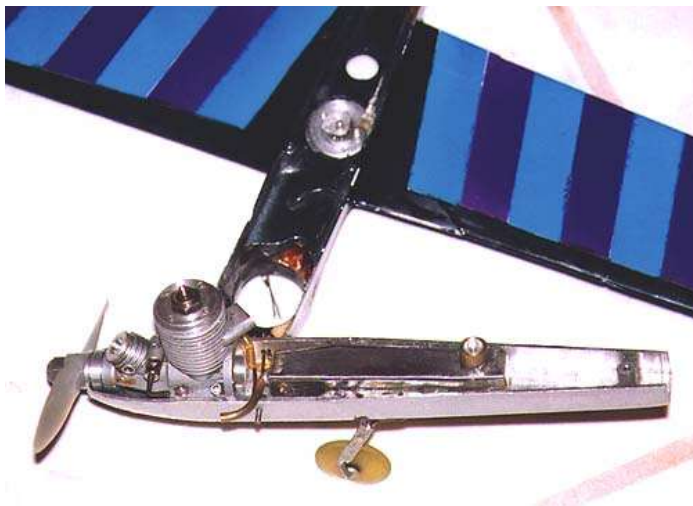
Adding to the December focus on Mouse racing, Bob Whitney sent me some photos of his & Dave Hallas' setups for Mouse 1&2. Bob & Dave have put a LOT of effort into this event and have been quite successful. Most of the hardware they use is home made; bellcranks, pans & engines.



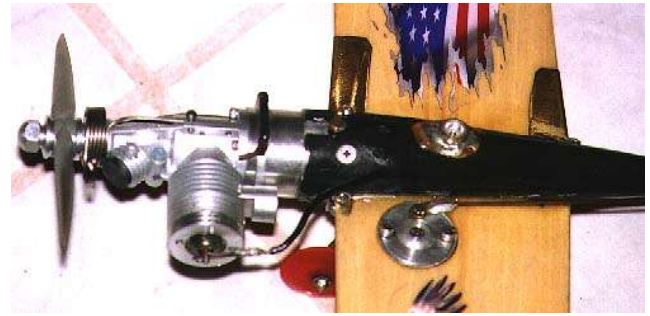
Front end of Bob's Cyclon powered Mouse 2. Bob uses his own moulded top, talk nice to him & he says he will make you one! Note that shutoff wire rests in an 'L' slot in pan.



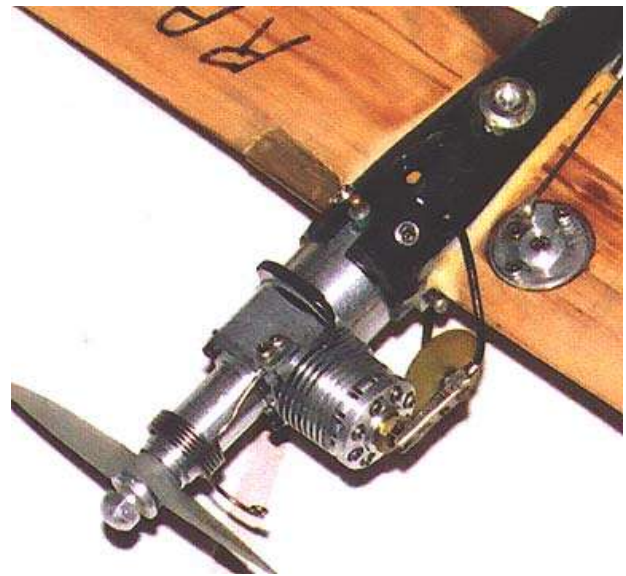
Inside view showing tank & shutoff detail.



Another Cyclon powered Mouse 2 by Bob. Home made pan, circular bellcrank and fastfills!



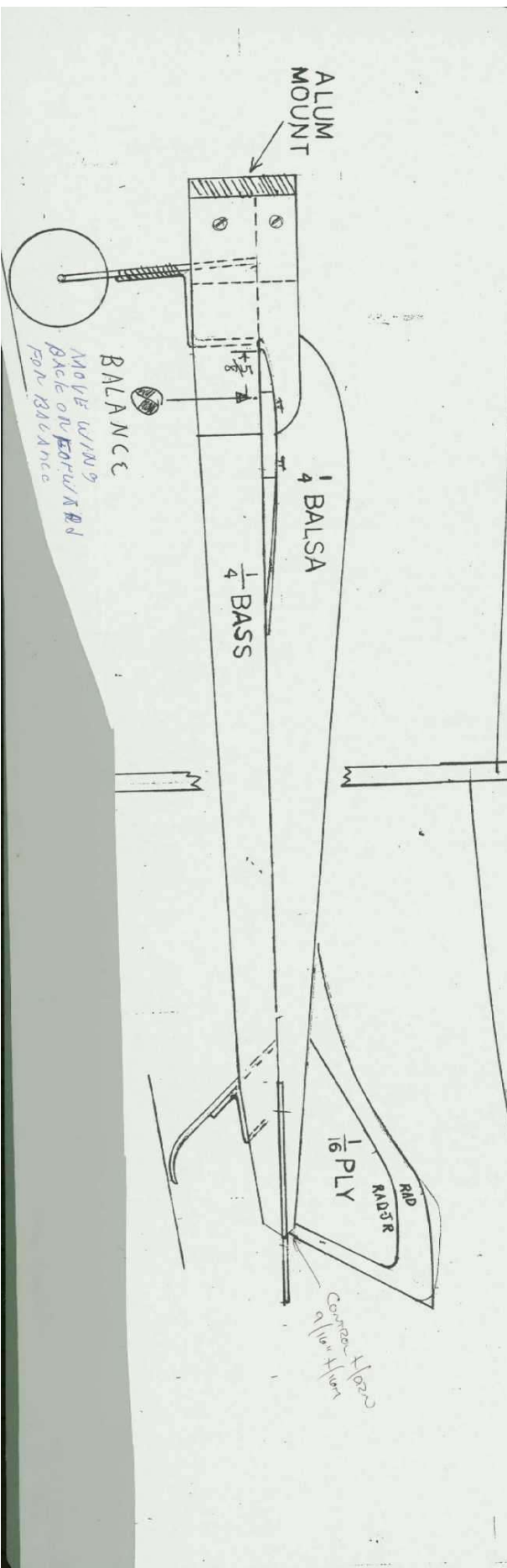
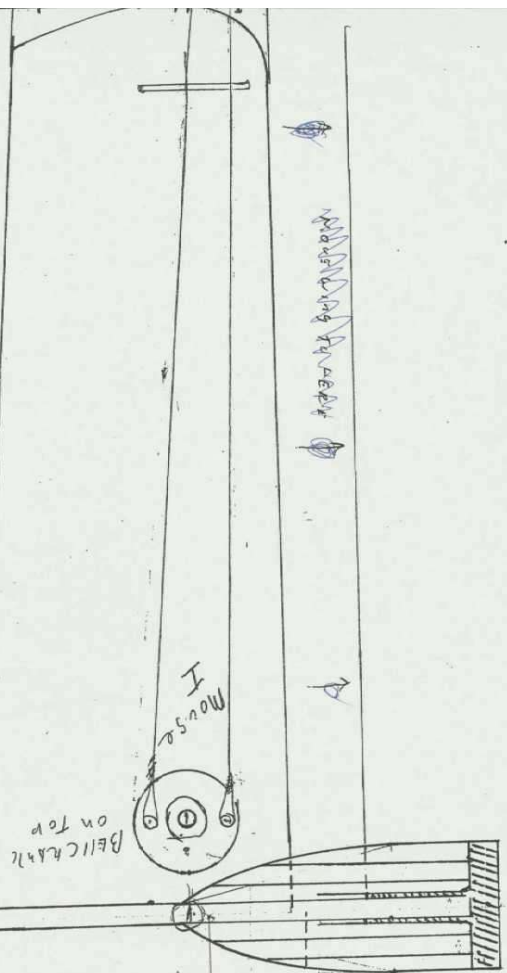
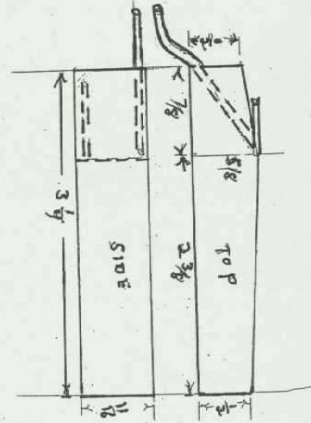
Front end of Dave Hallas' Reed valve conversion Cyclon Mouse 1. Second place finisher at the 2004 Nats. Bob has offered to provide drawings of the conversion to anyone interested.

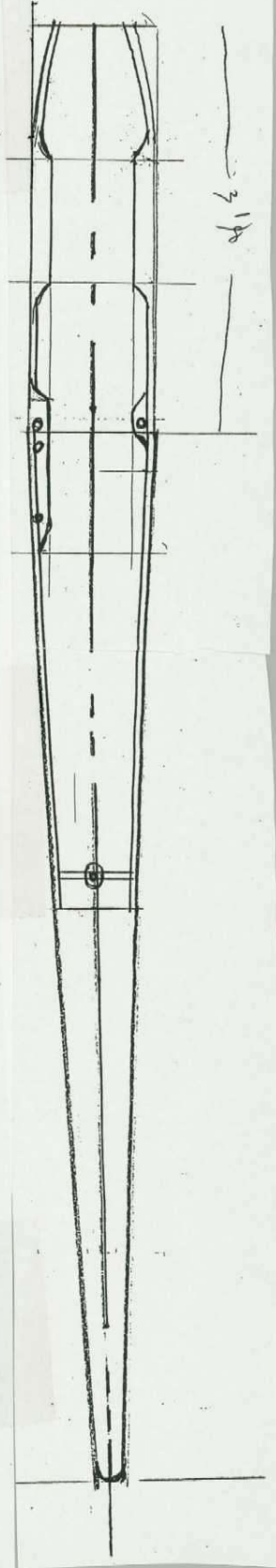
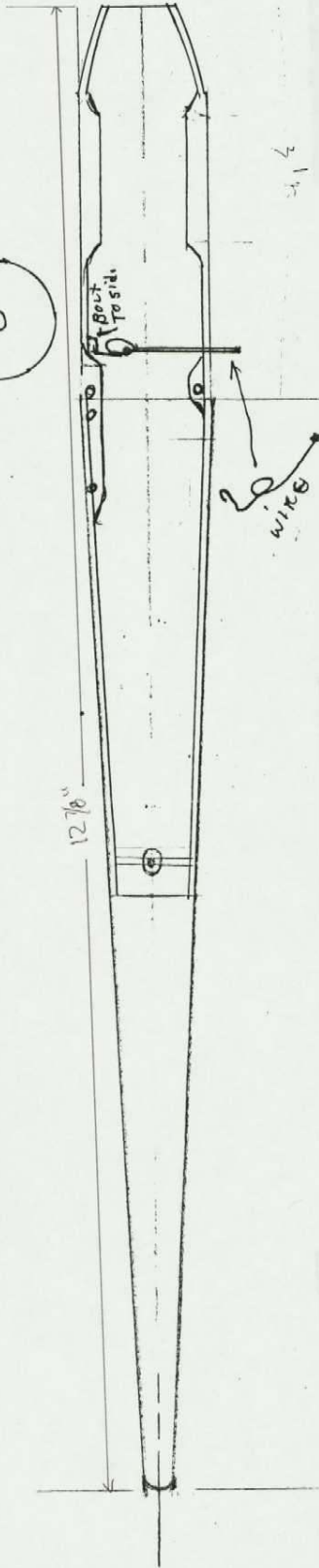
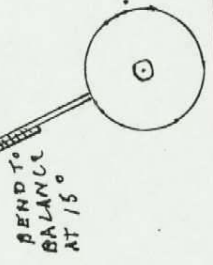
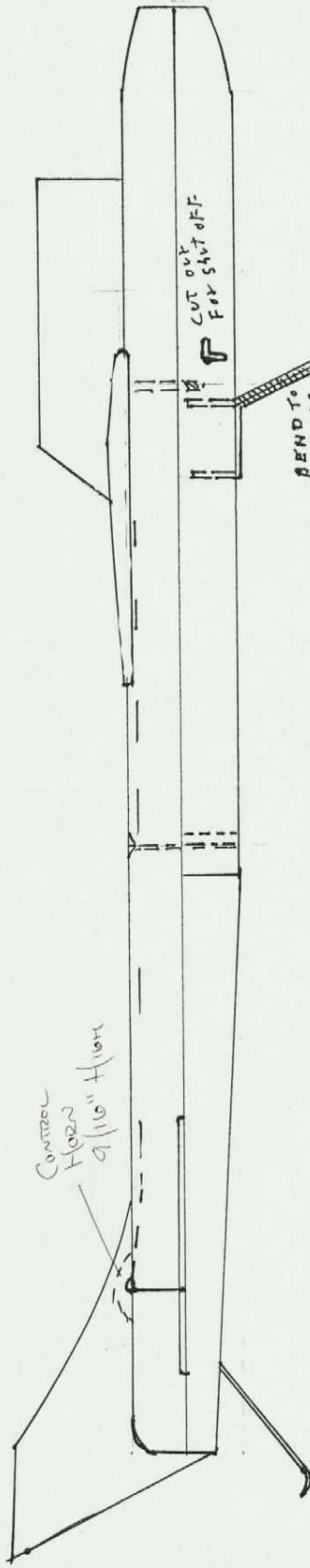


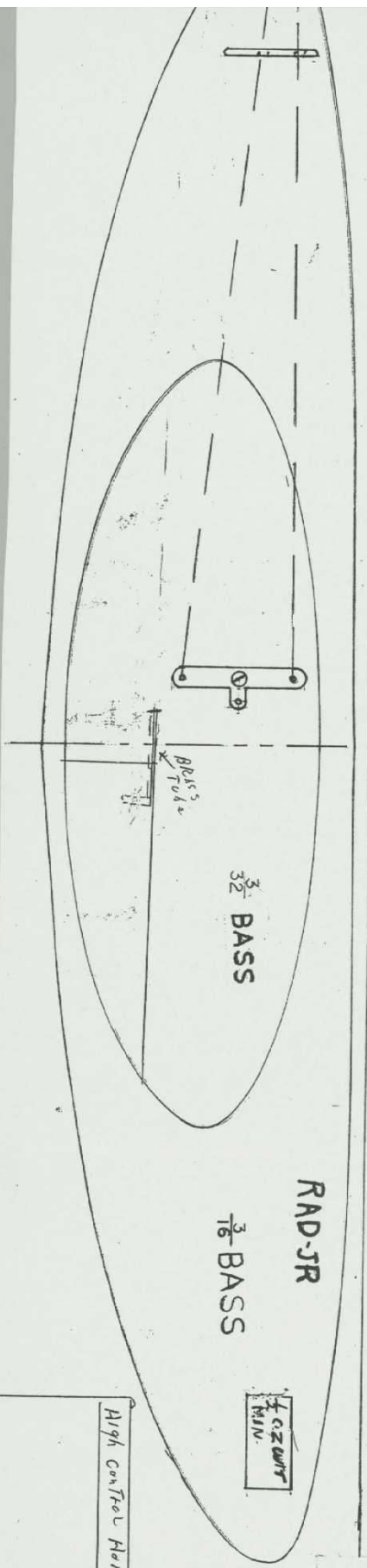
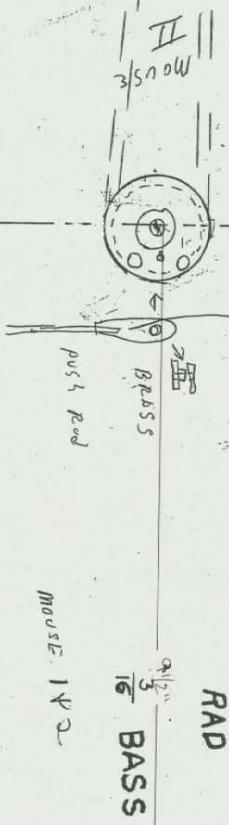
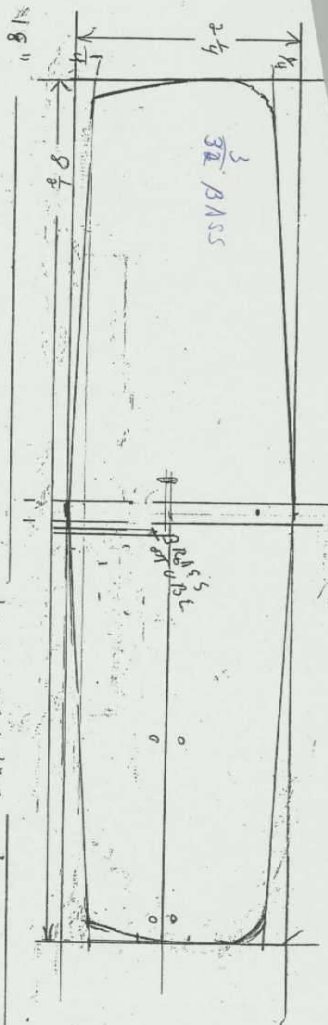
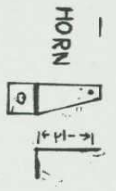
Bob's home made reed valve engine for Mouse 1. Bellcrank has ball bearings and is very smooth; low drag.



Bob & Dave's Mouse Pack. Plans for this design are in the back pages of this newsletter, thanks, Bob!







slot of wire

Date	11/18/99
Scale	1-1
Drawn	RJW
Job	
Sheet	RAD & RAD JR
Of	Sheets

1/32 WFT
MIN.

1/32 WFT
MIN.

Align Control Horn, 9/9

**NEW! PAY NCLRA DUES WITH
PAYPAL**

Tom Wilk has set up a Paypal option for members that want to pay their membership dues this way. This should come in pretty handy for many people. To pay dues with Paypal, first log in to your Paypal account, then send dues to; Treasurer@NCLRA.org
Note that a \$.75 surcharge is added for the Pay-Pal charges.

NCLRA Membership Form

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US Dues: \$10
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**Tom Wilk
301 W. Redwing St.
Duluth, MN 55803-1711**

SW District - Douglas Mayer



This month's column is dedicated to my own personal tribute to my good friend, Wayne Trivin. I got the news the other day that Wayne had finally passed away after a fight with cancer.

I had the pleasure to meet Wayne several years ago at the NATS while he was competing on the CL Racing circles. We started hanging out together and by the end of the week he had joined forces with the guys from California, the "BACK-AT-IT" team.

We teamed up on several events, and by Friday afternoon he helped us sweep the Mouse-2 final, 1st, 2nd & 3rd places. This was the beginning of a good friendship for Wayne & myself. Wayne was an exceptional craftsman and machinist. His work was impeccable. I remember the time when Wayne showed up at the 2001 NATS with a wonderful new B-Team Racer. It was so beautiful that it drew ooohs & ahhs from the crowd, and went on to win the "best of show". Not only was the plane pretty, but he asked me to hold the handle and we went on to win first place in the race as well! Then we went on to do it again the next year!!



This is typical of Wayne's commitment to perfection that he pursued in the hobby. I remember a few years ago when Wayne started to make his own bar-stock 1/2A mouse motors and struck fear into the competition. He pushed the limits of the event, but all the while he did it for fun with a smile and a laugh.

Wayne and I raced together many times over the next few years at NATS, Tucson Arizona and here in Los Angeles. We even tried our hands (and feet) on F2C for a short stint. I must give Wayne all the credit here. He built the planes, motors, props, wires, and even the handle that I used. Normally I might be embarrassed that I didn't even use my own handle (since I was the pilot!?!?), but with Wayne it was a complete package. Unfortunately, our F2C adventure never worked out. I live in Los Angeles and Wayne lived in Florida and we never really had the chance to practice the way a serious F2C team NEEDS to practice. I felt bad because I thought Wayne had put so much effort and dedication into his dream of being successful in F2C, and I never really stepped up to the plate. We talked about it and he understood that the 3,000 miles separating us would not work in our favor.

Our F2C adventure passed, but our friendship did not. Everytime we were together at the same place, I held the handle and he flipped the props. It is a relationship I will remember fondly in my heart for many years to come. I will miss the fun on, and especially off of the circle that we spent together. We had many laughs together, and I learned a lot of good techniques and tricks from Wayne. He was a dear friend and I will miss him.

GOD BLESS you Wayne, and may you rest in peace.

As you may be aware, this is the year for the district officer's nominations and elections. If you are interested in the position of the SW District officer, you may contact Bill Lee [President], Tim Stone [Editor] or myself, Douglas Mayer [SW District officer]. We will make sure that your nomination is processed and your name will appear on the ballot for the elections. SPECIAL NOTE: I am still running for office and will continue to do the best that I can for my District, for the NCLRA and the general interest of CL Racing.

From the SW district, GOD BLESS Wayne, tighten your bolts, and remember to wear your sunblock!

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Email scalercer@hotmail.com

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.

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Note that a \$.25 surcharge is added for the Pay-Pal charges.