



L/R: Jason Allen, Dick Lambert, Bob Whitney, Tom Fluker
in Landres, France



**National Control Line Racing Association
456 Garvey Road S.W.
Palm Bay, FL 32908**

To:

**Torque Roll Issue #82
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PRESIDENTS' COLUMN- BOB WHITNEY

Well, well, well. we have a lot to think about as we start thinking about next year. First the Nats. I want to thank the 3 people that contacted me with their opinions on last years Nats. The new schedule is at the end of my column.

First, the trophies. I talked to Brenda Schuette last week, and we have a few options. 1st we need to try and get everyone to pre enter, so we can get our fair share of trophies. The Nats management pre orders trophies based on the pre-entries. 2nd we can tell AMA that we want at least 3 trophies for all AMA classes. They will make the trophies and bill us for what ever is not covered by pre entry. We can take care of trophies for all of the NCLRA events as we see fit.

There is also the issue of two trophies per team. The main problem is that in RC they have a team scale event; they must sign up as a team and must stay as that team through out the contest. In Europe the pilot and pitman both pay an entry fee and both get a trophy. In Portugal the pilot that flew for Paul and I ended up with more hardware than we did. With our low entries there is no way we can give two trophies unless we vote to cover the cost through NCLRA, or we can charge the pilot and pitman separately.

It is not too soon to be looking for someone to run the Nats racing events for us. If we don't find some one than we will have to go to a community as we did a few years ago and we all run an event.

We also need to be looking for a place to hold the F2C trials, which brings up an other can of worms. As it is now we need to accumulate times in the different contests through the year. We have a pilot in California that does not have a fulltime pitman at the time. The problem is that once he does get a full time pitman any times he gets won't be any good. This does not give him any incentive to travel to Fla or Tucson, I will talk to Bill about this, but any ideas would be appreciated.

This is what was presented to AMA for our Nats schedule;

Sunday- NCLRA Fox, NCLRA .25 Super Slow Rat run together with separate finals.

Monday- 15 Rat heats & final, Scale racing heats, Mouse 1 Jr/ Sr -open heats & finals.

Tuesday- Clown heats, Scale race finals, AMA 25 Slow Rat heats & finals.

Wednesday- F2C heats, Texas Quickie heats, Clown final.

Thursday- F2C heats, Texas Quickie finals, F2CN heats & finals.

Friday- F2C finals, B team race heats & finals, Mouse2 Jr/ Sr/ open heats & finals.

North Central District-Les Akre



I don't have much to report for this issue other than a few North Central members (the Wilk's and Dave Fischer) are planning the trek to Florida in November for the Rebel Rally contest. Have a safe trip, and bring home some trophy's!

The following pictures are from a now defunct project I had started a few years ago.

The engine is an O.S. MAX .15RX car engine converted for airplane use. The engine was originally intended for use in a Goodyear or Rat entry, but fell out of favour due to its excessive weight. This engine is also out of production, the other main reason the project was dropped.

The crankcase is based on a .21 size engine, so is quite large for a .15, and although some trimming could be done to the cooling fins and head clamp, the engine still remains wider than most as it uses a Nova Rossi .21 bolt pattern.

The head fins were trimmed down on a lathe, a modified drive plate for a Nova Rossi .21 was used for the prop driver. (Any colletted 7mm drive plate assembly will work.) A venturi was made up, and a Super Tigre needle valve assembly fitted along with an ST pressure tap. Finally, a steel prop nut was made to fit the special Serpent type (piloted) crankshaft.

I've included the pictures in this column to show the work that can be done to convert some of the suitable car engines for use in our racing events. This kind of work could also be performed on many of the .25 car engines for use in the Slow Rat event.





up being the outboard tip weight. Now of course the battery is not going to fit into a thin wing, but the plane I used was for our local NW Super Sport class. The abbreviated definition of this class is:

AMA Slow Rat airframe, with quickie rat .40 engine. So this meant I had one inch of airfoil thickness to work with, and there are no restrictions on “trick” pit equipment.

Now, how to activate the power was the next question as you just can’t turn the thing on at the start of the race and turn off at the end. Yes, that’s right, the glow plug will burn out from such use. What I came up with was very simple. Just a piece of brass sheet about 3/4 inch wide attached towards the top of the inboard side of the profile fuselage, slightly bent away from the fuselage. Toward the bottom of the fuselage on the same side was a bolt head. Now just think telegraph key and you can get an instant picture of how the circuit is completed. Both the brass strip and the bolt head are of course wired to the battery. The brass strip was strategically located so when the plane was grasped with left hand (thumb on inboard side tank, finger on outboard “switch”), the glow plug automatically lights.

The system worked very well, and the plane holding hand felt very comfortable and totally unencumbered during pitting and launching. It would be very hard to measure this on a stopwatch, but it felt like I could get the plane on a speedier launch with this system.

Now of course the battery would have to be charged every now and then, and it was semi-permanently mounted in the plane. Not a problem, as I set up a field charging unit that had two leads that clipped on a couple of exposed points on the system that I had already identified as the positive and negative sides of the circuit.

Now this concept may not be workable with all classes, and obviously would not be legal with the events that outlaw such trick equipment. And the thinner wings of the “faster” events would look kind of silly with a fat round battery stuffed in them. However, there could be a way around this, what with some of the newer high-tech battery components out there today. Plus at one time I was going to try the onboard battery in a quickie rat. I built the plane with a “secret compartment”, located towards the back end of the cheek cowl and the fuel tank. Yes, a battery would fit in there. Never got around to putting in a battery system on the plane, but it still has that open area under a hatch.

All for now.....

Tight lines and quick pits! Mike Hazel, Po Box 126 Mehama, Oregon 97384. Phone: 503-859-2905 E-mail: zzclspeed@aol.com

NORTHWEST REPORT- MIKE HAZEL

The end of the season racing action for the Northwest will take place at the Fall Follies contest in Salem, Oregon on October 11 & 12, 2008. Racing events will be NW Sport Race, and Flying Clown Race, both of which will be flown on Saturday of the contest. Yours truly is the contest director.

“Beyond the Hot Glove!”

Something I tried out a few years ago was an onboard battery system for starting. While a well-engineered “hot glove” system generally works fairly well, it always seemed kind of cumbersome to have this attached to ones body. And every now and then it seemed like there would be some kind of hang-up in the pits with said system. Also, it seemed like you had to be very cognizant of how you held the plane, and releasing it for takeoff. Hmmmm, it could be that maybe my hot glove system was not that well engineered. Nevertheless, I still thought there was another way.

I had heard of someone utilizing an onboard plug-lighting battery for a Carrier plane, and thought why not try it on a racing plane. The obvious battery to use would of course be a sub-C cell ni-cad from a plug lighter. The battery would wind

Torque Roll SW District—Oct 2008 **Dave “McSlow” Hull**

Hello to all the Southwest racers and to all NCLRA members! Along with the leadership change in NCLRA “headquarters,” a new representative for the SW district has been nominated, approved, and put right to work. So with strong hands pressing my nose firmly to the grindstone...here goes my first report....

I would personally like to thank Ron Duly for handling this assignment previously and doing what he could to get the SW issues addressed. He now has enough extra time to finish another SSR and a whole bunch of stunt planes. Although Bob Whitney suggested cutting me 24 hours of slack before tackling any sticky issues, you can appreciate it will take a bit longer than that. In fact, we haven’t had a SW race since June due to the extra-long NATS hiatus this year but we are looking forward to the Wayne Trivin Memorial on September 27th and 28th. During the usual SCAR picnic lunch on Sunday, at the official SCAR club meeting, I hope to gather up the issues and ideas that you guys want to pursue. I have heard some of these over the last couple of years but we need to know what is most important to SW members this year, and into next year.

Some thoughts on the Nats. I wasn’t the only SW/SCAR guy at the Nats, despite what you may have read. I saw Charlie Johnson not only doing a bunch of timing—we were timing in the same pit when the Stone SR went up in flames and consumed my entire bottle of ice cold Gatorade in just seconds---and I think Charlie did some Rent-A-Pilot, too. Let’s also not forget that an infamous SW racer, John “Slow Rat” Bruman actually managed the whole show. One SW racer who was there, but decided to limit his activities to the Carrier events (and did quite well) was Burt Brokaw. And, although I missed Dave Dawson on the other end of my lines twisting the propeller, especially since he has adapted to the many quirks in my planes, I was grateful that a certain Southwestern Canadian (and therefore an honorary SW kind of guy) was willing to give it a try. We did all right for a scratch team, and at least the other guys knew we were there. Racing here with the SW contingent definitely improves your skills and lets you know where you stand with your equipment. So, other than the long haul to get there, why don’t more SW racers attend the Nats? And what is the future of racing at the Nats? Brenda Schuette has asked this question, and Bob Whitney would like us to relay our input. I have sent him a reply based on what I have heard over the last few years here in the district in order to meet his deadline. I would like to compile any additional inputs to pass up through the NCLRA leadership. We could make this available for review, perhaps on the SCAR website. What do you say, guys?

What about the remaining 2008 SW race calendar? Well, we have three more races listed. Our next is the 2008 rendition of the Wayne Trivin Memorial, and one of the scheduled events is a lot of fun—Orange Crate Racing. Whoever can

build what is charitably called an airplane and fly 10 consecutive laps first wins! This year, the Trivin Memorial date had to be changed to avoid a conflict with a large, sponsored event at the Whittier Narrows site. I thought this was very well handled by our unofficial site coordinator, Fred “Speed” Anderson. We have really benefited from his communication skills and rapport with the park people. Thanks, Fred!



Adding a “paint job” to a SCAR Orange Crate Racer at the 2007 Wayne Trivin Memorial Contest. Left to right: “D” and Kevin Kusik, Ron Duly, Christina Kusik. (Photos by D.Hull)



“Officials Row” for Orange Crate Racing at the 2007 Trivin Contest. Left to right: Sue Dawson (second place team), Darrell Albert (CD), Jim Persson, Les Akre (safety official), Jim Rhoads, and Randy Bush. Note the power tools on one team’s workbench. Some teams didn’t use any power tools at all!



Winners of the 2007 Orange Crate Race--Jed Kusik and Dave Braun. After winning, they tried modifying their plane into a biplane configuration. With the added weight it would not fly!

The draft SCAR contest calendar for 2009 is out and can be viewed at <http://www.microair.info/SCAR/Calendar.htm>. There has been a lot of discussion about events, rules, and organization of next year's Cabin Fever. Sure to be a topic at the next SCAR meeting.

Did you read "Choosing the Best Pit Station" in the August 2008 Torque Roll? I found it interesting that the author, Mick Orchard of Great Britain, voiced the opinion that if the pit location directly downwind was already taken, that his next choice was the next pit forward, or going into the wind. This runs contrary to my current thinking, and with a few others that I have discussed the topic with. So I re-read the article to try to see why this might be so. First, the actual wind speeds weren't given, but my assumption was that Mick was flying in more wind than I am used to, perhaps more than 15 knots average. I am inferring this from his comment that UK races are "...subject to poor conditions." Still, that didn't seem to make me change my mind—it reinforced my thought that the first pit was more desirable, and perhaps the most desirable. So what other differences might explain it? What if we were talking about modern, lightweight F2C planes? Then from my experience, these things blast off the ground with plenty of room to clear the next pit, even when launched from the first pit. (Launching with the wind.) The pit going into the wind can really cause trouble for the pilot trying to finesse a shallow climb angle. It's like walking the edge of the razor. A bit too aggressive with the elevator and you wingover in. Lots of balsa chips. Leave it on the ground too long and it rolls in or you take out the prop.

Another possible difference is that Mick is coming from a pit man's perspective and I am thinking like a pilot. Regardless of the perspective, if you crash, your team is out. So selection of the pit may be governed by which team member is the least skilled. What else? Maybe he is using a lot more tip weight to help on takeoff? He does refer to a 10 gram weight for their Vintage Team Race class. But 10 grams isn't that much. Ahhhh, maybe he is basing pit selection on vintage team race? Perhaps the planes are heavier, rotation speeds

higher and the downwind ground roll seems to last forever. If we didn't have the AMA rule that the pitting plane must keep their lines on the ground, then I would fear this takeoff position too! In fact, in our B-TR event on a windy day, the pitman should probably risk letting the tank run out if the team in front of him with the downwind pit is still flipping away. Using the laps at the very bottom of the tank with the risk of running out and a glide lap is better than sitting on the ground waiting for the pit in front of you to clear. But you can't win if you are damaged in a line tangle. What about upwind? I've had one B-TR torque roll and ball up the lines while pitting on the upwind side. You try to keep good tension on the lines and you try to immediately apply some whip but in reality I wasn't quick enough or strong enough to get that one off the ground. Flew it a hundred times before, but lost it in the hot afternoon wind at Tucson....

Let me know where you want this column to go. Local news, photos, NCLRA business issues, or even how to apply racing numbers to your latest stunt ship. We'll see what we can do---together. Remember, if you ain't racing, you could be having a lot more fun.

SOUTHEAST REPORT- BOB WHITNEY

Well the racing year is almost over. We still have the Rebel Rally coming up Nov 8th and 9th in Starke FL. Sat will be fox/super slow, 25 slow, and clown. Sunday is TQ, F2CN, and F2C. The Jax flying rebels put on a good contest.

This tuning tip is for all of the engine heads out there. When you are setting up an engine on suction do you wonder if the venturi is as big as it can be? (EDITORS' NOTE larger venturi bore = more RPM. When venturi is too large, the motor will not draw fuel properly.) Try this, put the engine on the test stand, set it up for pressure, put the biggest venturi you have in it and check the rpm on your flying prop. Now take it off pressure and put your suction venturi in and check rpm. Get a hold of some delrin. Make a couple of venturis between what you have and the pressure venturi. I found that my mouse 2 turns the same rpm on my suction venturi as it does with the pressure venturi. Once you find out your max rpm there is no reason to go any bigger. You may have to give up a little rpm to get a steady run but at least you will know where you are and you will know that you are getting the most you can out of your set up, RAD

EDITORS' COLUMN- TIM STONE

NEW SOUTHWEST REP

I would like to welcome Dave Hull, our newest NCLRA Rep for the Southwest region.

NITRO SHORTAGE

In case you have not heard, there is currently a shortage of Nitromethane. The following is an email circulated by Mark Smith;

My Dear Friends and Fellow Flyers,

As almost all of you already know, a shortage of nitromethane has been created by the Chinese Nitro plant shutting down for the Olympics. I recently priced a barrel of nitro from my supplier in Phoenix of VP Racing Fuel, and was floored at the quote I was given for the product.

Not only is the barrel now down to 46 gallons from 52, but the quality percentage was dropped from 99% to 96%, and the price more than DOUBLED !!!!! How does this breakdown for us, the consumers. Those of you that have purchased nitro from me or other suppliers can now expect to pay around \$65.00 to \$70.00 per gallon, if you can find it and someone that is willing to sell it to you. My prices on fuel would need to increase by \$4 to \$5.00 per gallon. But wait !!! I still have enough nitro to make fuel at my current prices and will not increase them until I must reorder nitro, more than likely after the New Year. Hopefully by then, the nitro price will come back down to something more reasonable.

Also, at this time, I would ask that you as flyers, try to use less % nitro fuel. 5, 10, and 15 % fuels will still be available. Directly contact me for any other fuel requests.

I greatly regret passing on this information, and if anyone has any questions, concerns, or general comments, please email me. With that said, I will take orders for the Tucson contest the weekend of Oct.4th, 2008. I will only be at the field on Sat.

Again, I wish to thank everyone for their understanding and support of me and Excalibur Fuels for the past 8 years. Together as a group, we will come through this fuel dilemma. Maybe we are all going to fly electrics !!! NOOOOTTT!!!! Sincerely, Mark Smith, Excalibur Hobby Products

NEW TQ VENTURIS



From Jim Lee, Topeka, KS. Reamed at 0.2905... Price is \$12 plus shipping... Email jlee9@cox.net

Speaking of TQ heres' my rebuilt Matson Scorpion TQR



Wing now has a full length bass spar and its wingspan has been shortened by about 3". I increased tip weight from ¼ OZ to ¾ OZ. Takeoffs are much less dramatic now. There is also much less floating now during landings.

DMAA

2008 Charles Ash Memorial August 30th & 31st Racing Results (Submitted by Bill Lee)

25 Slow Rat

1. Mike Greb 70 lap 4:32:91 140 lap 8:32.74



John McCollums' Goldberg

Goldberg

1. John McCollum	70 lap 4:44.35	140 lap 9:41.03
2. Patrick Hempel	70 lap 5:11.13	140 lap 10:23.5
3. Dave Ek	70 lap 6:01.04	140 lap 12:58.43
4. Dale Gleason	70 lap 6:26.3	
5. Tom Hamlet	70 lap dnf	48 laps

Sport Goodyear

1. John McCollum 160 lap 8:05.57
2. Dale Gleason 160 lap 8:31.41
3. Mike Greb 160 lap 9:30.35



Quickie Rat

1. John McCollum 140 lap 7:04.04
2. Mike Greb 140 lap dnf 78 laps

World Championships from a pilot's perspective by Tom Fluker

This is long overdue. I should have written it for the last issue of the newsletter – actually, I should have written it several years ago, but time seems to get away. Now, as we are sitting around waiting to get power back from Hurricane Ike, I am realizing how quickly time is moving (well, ok days without electricity get a little long, but I have alternate options so that I can type this).

We have already been home from France for a few weeks and it seems like it was yesterday. So, what does a world championship contest seem like from my perspective? I find it interesting that after so many years (between F2D and F2C, I have been involved since 1982), I still get a little nervous. In F2D, it was always wondering if all of the equipment was ready, had I done enough practice, could I anticipate what my opponent would do. F2C has some similar concerns, but the focus is a little different. After all, I am working with the best mechanic, best airplanes and fastest motors in the country. What's to worry about? Well, all of those things plus not wanting to let someone down who has worked as hard at it as Dick has. No one anywhere has put as much effort into this sport as he has.

The one thing different this year was I could feed off of his work and the quality of the equipment (I could have before, but I just didn't realize it). I knew that we had the best flying planes. For the record, if you think his planes look nice, you should fly them. They are awesome! I use the word they on purpose. We process three planes at a championship. In this case, all three planes are identical. I can't tell you what

confidence that brings. In F2D, I was really happy when 1/3 of my fleet were close. In this case, it is 100%. Anyway, the motors were on tune and acting like they should. We almost let the weather and some more experienced people convince us to change something one day. Good news is that we checked it out, knew what to look for and discovered that we knew our equipment better than anyone. To top it off, the field felt comfortable. I realize that is a little strange, but let me explain. Generally, when we travel to Europe, I have to stretch to get the pit right. Remember, a pilot has to stay inside the inner circle while the mechanic catches the plane. From the number of disqualifications and the fact that I was comfortable tells me the lines weren't quite right. I didn't complain but it did hurt some of our team.

So for the first time, I actually started a championship calm. Our first round draw was good (former world champion and a junior). We had speed, pitting and size. I am a large pilot by European standards. The race went well and we had a great time on the board right off the bat. No doubt it was a semi-finals qualifying time. The cut off for 2006 was 3:17.4 so surely 3:11 would work. Right? OK – don't call me Shirley because we spent the next two days watching that time move down the board.

Day 2 & 3 then jumped up to remind us that no matter what happens, you still have to race. Dick and I split duty on screw ups on those days; however, we both learned something to be applied later. There is nothing worse than getting disqualified after you finish 100 laps, but I did. The resulting conversations with various pilots including Aaron and Pascal really helped. Sometimes you really have to learn the hard way. I have a favorite Will Rogers quote that applies here about electric fences, but I'll leave that to you to research.

The good news was our day 1 race was good enough for the circumstances. We were into the semi-finals and ready for a fresh start. We went in as the 11th team. My unstated goal was there was no way in the world we were going to drop down. Now, you are thinking how can you drop much if only 12 go forward (oh – did I mention 12 teams go to semi's). In this case, teams 13 & 14 are standing by in the event of a re-fly. It happened here and they did get a chance to fly. After the first day of semis, we were actually down; however, several teams did not get times that day, so we did not officially drop.

Day 2 of the semis brought a little tension. This was the do or die time. Fortunately, Dick knew exactly what needed to be done and what speed we needed out of the model. All of the lessons we learned came into play and no mistakes came of it. Overall, we might have been able to trim a second off the race as well as adjust our setting and maybe we could have set to go faster. If, If and If then we might have turned a 7th into a 5th, but it still wouldn't make the medals. The goal was to stay within ourselves and finish respectfully. I believe we did that.

So at the end of the day, what did we (I) learn?

- 1) I am flying the best equipment in the country with the person that is absolutely committed to winning. I already knew this, but thought you needed to know!
- 2) As a pilot, I really need to be in better shape. I knew this too, but convinced myself otherwise. However, experience does help so I am not as out of position as I have been in the

past. In a smooth race, you can get away with being a little slow of foot. In a bad one, you can't and it will cost you.

3) Do not ever let anyone convince you they know something about the equipment without trying it yourself. Again, we knew this one but relearned it. Good news is we did not try it in a race. Bad news is we tried something else and that didn't go so well in the first round of the semis. Our theory is we needed to go faster so we tried something. Sometimes you are the window and sometimes you are the bug. Guess what we were.

4) Based on #3, do what you can within your abilities – THEN try to go faster. Get a good time on the board so that you do not have your back against the wall.

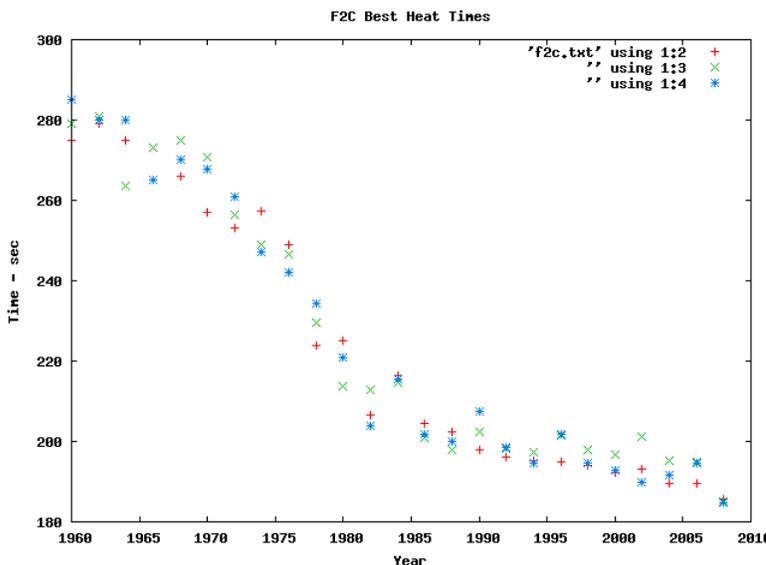
5) Enjoy what you are doing. I was very lucky in F2D to work with one of the best mechanics in the country. I learned a lot about practice and focus and meeting goals. I didn't appreciate it at the time and wasn't sure I would get that again. Fortunately, Dick works exactly the same way. When we practice, everything is focused and prepared. The list of things to accomplish is thought out, the equipment is ready and the motivation is there. In our case, racing is fun, but we are set on a goal of improvement and winning. Many fly to have a good time. So do we, but we define a good time a little differently. My suggestion to every team is have a consistent goal between you. If one person is intense and the other isn't focused, both will get frustrated.

I guess all of these are obvious. After all, people have been racing models for a long time, so there really isn't much new under the sun. Sometimes, we just have to get hit upside the head with the obvious. In my case, the obvious is that I really enjoy flying top notch equipment with a top notch mechanic that really wants to win. So I have the best mechanic, motors and airplanes. The only thing that really needs to improve in order to get in the medals is me. At least we know where the weak link is, so now it is time to get busy working on that. The good news is that I think (key word and always a worry!) I know what to do. I guess we will see soon enough.

Tom

F2C Time chart- Pete Soule

Pete submitted this graph of F2C times over the years.



France part deux – Dave Rolley

In 2007 Charlie and I went to France for two weeks of F2C flying. The deal we made to get such a vacation was our significant other's got to go this year. However, we still got to fly F2C this year. But some sightseeing was going to be involved.

Charlie and I flew to Europe a week ahead of our wives. That way we could go to Landres, fly in the World Cup contest the weekend before the World Championships, watch some of the World Championships, and then meet them, my daughter, and her husband in Paris. After a week and a half of sightseeing, we would all go to Pepinster for the World Cup contest there. What a deal. Thank goodness for airline mileage clubs and a job that has had me on the road enough to cover almost all the tickets!

We got to Landres late on Thursday and spent the evening renewing friendships and putting our equipment together. Friday was a pretty day. Unfortunately about the time we headed to the circle to practice, it was closed for painting. We thought it was just going to be a touchup but with the World Championships coming up in a couple of days they went all out and completely restriped the entire F2C circle. I don't know why, but we completely forgot about the practice circle about 10Km away. So we had a nice afternoon talking with folks from all over the world. It turns out that many of the World Championship teams came into France a couple of days early to participate in the World Cup contest! Last year the World Cup contest had 16 F2C team. This year there were 31 F2C teams in the contest.

Weekend FAI event contests in Europe seem to follow a standard pattern for the racing folks. Saturday morning is usually open practice. The contest then starts around noon or 1 pm. There will be two rounds of practice and racing on Saturday. Normally the racing ends about 5pm or 6pm. On Sunday the contest starts around 9am or 10 am with official practice followed by the third round of racing. Then the two semi-final rounds (practice and race) are run followed by the finals practice and race. The finals usually end around 5pm

If a team makes the finals, it is possible that the team has been called to the circle 12 times. The team could have put up roughly 100 laps 11 of those times and 200 laps for the final race. That is a lot of racing for a weekend! Talk about a fun weekend!

During the open practice no one seems to hog the circle and most folks are pretty good natured. On Saturday we got a practice on the circle and found a setting that seemed pretty good. But I was having trouble with the prime system. Several folks around us were using the same tank system and offered suggestions. We made some changes and waited for our official practice to see the results of our changes.

During our official practice we got the prime dialed in for 1 to 2 flip starts. Finally, things were starting to come together! In our first race we hit the air cold. I don't know why because the model warmed up nicely during the 90 warm-up. Well, it was the first heat. I figured a time on the board was better than fiddling. We finished the heat with a 4:29. But we were on the board in our first heat. That was much better than the previous year.

The second official practice showed we were cold again. In on the compression some and things came back to where they should be. In our second heat we went cold again. The British team also went cold. We finished with a 4:14. Oh well, there is always tomorrow.

Saturday had a rain delay which put the finish of the day's heats right up against the site "no engine running" time. But the second round managed to finish.

The banquet was Saturday night. This year it was held in one of the buildings being constructed for the sport complex at the flying site. It was a huge aircraft hangar style building. Food, beer, wine, and a band. It really isn't a criticism, but I think the organizers were a little overwhelmed with the turnout for the contest and the banquet. It doesn't matter. We still had fun!



Sunday morning we had a problem during our practice. With the temperature colder than the previous day I decided we needed more heat. So we taped off part of the cooling duct and I got aggressive with the compression. Before we got a good setting, I ran out of compression adjustment. And our official practice was over! We had roughly 30 minutes before we had to be on the circle again. Off to the side. We torn the engine down, removed most of the shims, reassembled the engine, and got a setting by how long the engine took to come up to temperature and how the engine sounded once it got to temperature. Off to the circle for our third heat. We had a pretty good setting in the air and the first pit was a one flip pit. WOW, things are starting to work right! We drew a DQ when the wheel went outside the outer circle for the last meter or two coming into my hand during a pit stop.

We didn't finish as high on the list as we would have liked. But just like last year, we didn't finish in last place either.

We stayed at Landres long enough to see the complete first round of the World Championships. It was really good to see Tom Fluker and Dick Lambert turn their best time ever! Even better was to have the time stand up to carry them into the semi-finals at the World Championships. We were off to Paris the next morning and didn't see the remainder of the World Championships.

We took the TGV from Luxembourg to Paris. Basically a two hour train ride instead of a four hour (plus) drive. Paris was wonderful. If you ever go to Paris, forget about getting a car and driving. Just get the public transportation pass that lets you ride everything and plan on staying within walking distance of a metro station. We stayed in Paris for a week and then went to Normandy. Omaha beach is something to see. We were there just past low tide. I don't know how anyone could be brave enough to cross that beach. After Normandy we headed north to Amsterdam. What a place. Lots of things are legal there that aren't back home. It is an interesting place to see. From there we headed inland.

There is one thing we learned this year. Driving in Europe is expensive! Fuel was roughly €1.35 / liter (about \$8 / gal) It really doesn't matter that the vehicle gets 45 mpg! Then there are the toll roads. At least in Western France the north-south equivalent a USA interstate highway had the most expensive toll roads I've been on. And I live in Colorado, the home of the E-470 toll road (\$20 for 45 miles). Next time we forget driving inter-city and take the train!

After a week and a half of sightseeing we settled in Pepinster for our last weekend in Europe and our second World Cup contest for the trip. Pepinster was almost an "If it can go wrong, it will" contest for us.

First, our models didn't arrive until approximately noon on Saturday with a 1pm official practice start. We left our equipment at Landres so we weren't carrying it all over France for a week and a half. Someone was going to bring it to Pepinster. They brought some of the equipment but forgot the models. The looked for a model box but just saw a couple of regular suitcases. Since they had guest staying with them after the world championships they figure the suitcase belong to their guest. Maybe having a non-descript bag isn't such a good idea. Fortunately someone was still at home and they drove up with the models. We appreciated the extra effort.

We got a good setting during official practice.

Off to the first race. About 22 laps Charlie thought it was going a little too hard (he couldn't bring it back with a little arm) so he brought it in for a compression adjust. I backed it out about an hour and put it back into the air. The wing tip just caught my knee on the way by and we were out. No damage, but no time on the board.

On to the second race. Good setting on the start and throughout the race. We were barely the middle speed model, just a little slower than the fastest model. The fastest model shutdown somewhat high just as Charlie was getting into the

pass. Charlie pulled full up and stepped back, the pilot of the model being passed put his arm out and started down and our model flew through the inboard wing of the other model without missing a beat. I didn't see the impact. All I saw was parts raining down. But there were still two models in the air racing. So I knew there had been a mid-air but had no idea who was involved. Both models pitted and we were back up on one flip. The other model had a long pit and a lousy run so I assumed the other team had been in the mid-air. We posted a 3:42. After the race the jury DQ'd us for interference with a landing model. The team that got hit got a re-fly. Our model had no apparent damage. Theirs is repairable, but not at the contest. Fortunately they had backup models.



L/R Charlie Rolley, Olof Samuelsson (SWED) , Sylvain Kollar (FR)

So much for the first day. A few beers at the banquet for the team we hit and all was well. Makes for a good story...

We had some open practice time after the racing on Saturday. The engine was running great but the model was getting progressively slower. The model dropped from about 17.5 to roughly 20.5. Charlie was having trouble maintaining a smooth flight path, which is very unusual. It turns out the outer wing tip was very soft for a couple of inches. On the last flight I think I could see flutter in the outboard tip. Guess we had some damage after all.

Sunday dawned with cold rain and wind. Things finally started to clear and we got out our backup model. All in all it was going pretty well but we couldn't seem to get the model below 18.2 in practice. I had the new tank almost adjusted but not quite so we weren't getting 1 flip starts. But three flips would do it. They did a redraw for the third round during the official practice. We had the last official practice and were up in the first heat so I didn't have time to pull the cowling and adjust anything. Oh well, off to the final preliminary round. I haven't mentioned it yet, but Pepinster has brand new circles this year. They are beautiful! Complete with brand new paint on the brand new surface. It wasn't raining at the start of the race but it was very wet. At the start signal the model almost started on the second flip. Charlie started to take the model but I managed to maintain control and he eased off. Guess what? It started on the next flip and he was slightly behind when I released. I think my down knee

may have slipped some during the release. Not normally a problem but his anchor foot slipped when he pushed off and the next thing we knew it was in the grass infield.

Oh, and why wouldn't it go faster than 18.2? A chrome piece had come loose at the exhaust port and badly scored the piston. The cylinder may be salvageable, the piston is toast. Fortunately I have spare P/C sets for that engine.

Overall it was a frustrating set of contests for us. Well, that isn't quite true. The results are frustrating. However, at both Landres and Pepinster we were able to pull the models out of the box with very little more than the official practice and get pretty close. For instance, we were on track for a sub 3:30 at Landres when we drew our DQ there during our third round heat. So we are closing on what it takes. That doesn't always show on the results board.

The contest director for Landres has indicated that the Landres contest and the Pepinster contest may be one week apart in 2009. Let's see... two World Cup contests plus a week of practice in between. We may have to make the trip a third time!

LA .25 RACING IN CANADA & DETROIT by Paul Smith



With all five 2008 races in the history book, I've collected the data from published reports and compiled this spreadsheet.

With 3-up finals in five races, there should be 15 scores. My sheet has 13. The other two were DNF's.

There were no 5-mile races in Detroit. Due to the high work load of judging F2D and Speed Limit Combat, the powers that be decided to pass all entries on the 10-mile final.

At the three Canadian contests, there was a potential of about 40-to-50 scores in the 5-mile races. I have reported only those that qualified for the final or were within one minute of the best time. Qualifying was done of a "better-of-two" format. There may have been a few good times dropped when the same team did even better in their other attempt.

Keith Morgan was not visible at Rouge Park on September 6th. In his absence, all the winning engines were confiscated and sent to Toronto via diplomatic pouch. Results should be considered tentative pending his blessing. There was no evidence of rapid engine changes when Keith's absence was confirmed.



As I see it, the rules and the schedule are a job well done. Thanks a lot to the promoters and stay the course for 2009.

2008 LA 25 Sport Racing Summary			
70 Laps - 5 miles			
Times	Owner	Pilot / Mechanic	
4:11	Paul Smith	Ed Brzys	
4:20	Steve Stefanovich	Peter Hanson	
4:28	Steve Stefanovich	Pat MacKenzie	
4:39	Paul Smith	Brad LaPointe	
4:42	Dan Birks	Lenny Bourel	
4:50	Dan Birks	Lenny Bourel	
4:50	Paul Smith	Vadim Polack	
4:52	Wayne McDaniel	Ivan MacKenzie	
4:56	Brad LaPointe	Stewart Henderson	
5:19	Dan Birks	John Easton	
140 Laps - 10 miles			
Times	Owner	Pilot / Mechanic	
9:47	Steve Stefanovich	Pat MacKenzie	
9:57	Paul Smith	Steve Kott	
10:01	Jon Brzys	Ed Brzys	
10:16	Dan Birks	Lenny Bourel	
10:19	Steve Stefanovich	Peter Hanson	
11:05	Paul Smith	Vadim Polack	
11:16	Wayne McDaniel	Ivan MacKenzie	
11:16	Paul Smith	Ed Brzys	
11:43	Brad LaPointe	Wayne McDaniel	
11:50	Paul Smith	Vadim Polack	
11:54	Jon Brzys	Ed Brzys	
12:10	Dan Birks	Lenny Bourel	
13:36	Steve Stefanovich	Peter Hanson	

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- 1 each F2A style fuel shutoff \$15
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NATIONAL RECORDS

SLOW RAT

Jr (70 Laps)	5:16.20	Scott Matson	7/10/00
(140 Laps)	6:47.37	Scott Matson	7/10/00
Sr (70 Laps)	4:29.63	Howell Pugh	7/20/94
(140 Laps)	10:58.47	Doug Short	7/10/00
Op (70 Laps)	2:36.31	Bob Oge	7/18/91
(140 Laps)	5:24.94	Mike Greb	7/19/90

½ A MOUSE 1

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

½ A MOUSE 2

Op (70 Laps)	3:01.24	MacCarthy/Kerr	7/11/03
(140 Laps)	7:16.03	Whitney/Hallas	7/11/03

SCALE RACING

Jr (70 Laps)	2:50.65	Bob Fogg III	7/16/91
(140 Laps)	6:08.55	Bob Fogg III	6/23/92
Sr (70 Laps)	3:15.12	Doug Short	7/11/00
(140 Laps)	5:40.05	Bob Fogg III	7/11/95

Op (70 Laps) 2:39.38 Willoughby/Oge 7/15/97
(140 Laps) 5:33.04 Bob Fogg Sr 7/16/91

F2C TEAM RACING

Op (100 Laps) 3:15.46 Lambert/Fluker 9/04/05
(200 Laps) 6:57.36 Lambert/Ballard 7/15/98

F2CN (NCLRA RULES)

100 Laps 4:20.27 Bill Lee/ Russ Green 7/16/08
200 Laps 10:37.8 R. Whitney/D.Hallas 7/11/05

'B' TEAM RACING

Op (35 Laps) 1:24.34 Burke/Duly 7/12/05
(70 Laps) 3:11.51 Burke/Duly 7/12/05
(35+70 Laps) 4:35.85 Burke/Duly 7/12/05
(140 Laps) 6:45.1 Burke/Duly 7/13/04

RAT RACING (.15 RULE)

Op (70 Laps) 2:44.6 Jim Holland 7/15/04
(140 Laps) 5:33.1 Jim Holland 7/15/04
Jr-Sr No record established

NCLRA FOX

Jr (100 Laps) 5:57.11 Scott Matson 7/11/99
Sr (100 Laps) 5:28.09 Scott Matson 7/16/02
Op (100 Laps) 5:32.55 Tim Stone/Bob Oge 7/10/05

NCLRA CLOWN

Op (15 Min.) 331 Laps
Ron Duly/JohnMcCollum/Russ Green 7/12/06
Op (7 ½ Min.) 165 Laps
Al/ Pat Ferarro/ John Ross 7/14/08

NCLRA TEXAS QUICKIE RAT

Op (70 Laps) 3:04.28 Jim Holland/Bill Cave 7/14/05
(140 Laps) 6:07.01 John McCollum/Bill Lee 7/14/05

NCLRA SUPER SLOW RAT

(100 Laps) 5:53.06 Dave Hull/Bob Whitney 7/13/07

SLOW RAT PROVISIONAL (.25 ENGINE)

Op (70 laps) 3:15.87 Tim Stone/Bob Oge 7/17/08
Op (140 laps) 7:20.72 Russ Green/ Bill Lee 7/17/08

CONTEST CALENDAR

NOTE! Confirm all contest details with Contest Director! NCLRA cannot be held responsible for errors or omissions! This calendar is compiled from data collected at the NCLRA website nclra.org. Members can log in there and submit contest details. All contest information must first be posted to the web site.

NORTHWEST DISTRICT

OR

OCT 11-12--Salem. OR (A) Fall Follies Site: Bill Riegel Model Airpark. Events: Northwest Sport Race, and Northwest Flying Clown Race. Sponsor: Western Oregon Control Line Flyers #3464. CD: Mike Hazel, Po Box 126, Mehama, Oregon

97384. Phone: 503-859-2905(day) E-Mail: zzclspeed@aol.com WebSite: flyinglines.org Racing events will be flown on Saturday.

SOUTHWEST DISTRICT

CA

OCT 18-19--El Monte, CA (AA) 22nd Annual Virgil Wilbur Memorial. Site: Whittier Narrows. Events: Sat/Sun: Speed, all classes as % of record.

Racing - Sat: Mouse I(JS)(O) Cox engines only, AMA Scale Race, SCAR Formula Unlimited, NCLRA S/S Rat, F2CN Racing - Sun: NCLRA Clown, NCLRA B-Team Race, SCAR GY(JS)(O), NCLRA TQR

Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: <http://www.MICROAIR.INFO/SCAR> Mouse I: Cox Engines only, JS SCAR GY Engine Plain Bearing 15 and Fox 15BB Engines

CA

DEC 06-07--El Monte, CA (AA) 19th Annual Toys for Tots Site: Whittier Narrows. Events: Sat/Sun: Speed, all classes as % of record.

Racing - Sat: NCLRA F2CN, F2C

Racing - Sun: Mouse I(JS)(O) Cox engines only, NCLRA S/S Rat, NCLRA Clown, NCLRA TQR

Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: <http://www.MICROAIR.INFO/SCAR>

NORTH CENTRAL DISTRICT

None

SOUTH CENTRAL DISTRICT

None

MIDWEST DISTRICT

None

NORTHEAST DISTRICT

NJ

OCT 19--Middlesex, NJ (UnSanc) Contest #1 Site: Mountainview Park. Events: Foxberg, Warbird, Clown Race Expert/Sportsman Sponsor: Middlesex Modelers #423. CD: Brian Silversmith, 86 Kingsland Circle, Monmouth JCT, NJ 08852. Phone: 732-274-8945(day)

NJ

NOV 02--Middlesex, NJ (C) Racing Site: Middlesex NJ Field. Events: 2 OZ. Big Goodyear, Warbird, Quickie Rat, Sponsor: South Jersey Aeromodelers #432. CD: Phil Valente, 1523 Ulster Way, West Chester, PA 19380. Phone: 610-692-6469(day) E-Mail: phil_valente@millipore.com

NJ

DEC 12--Middlesex, NJ (C) Pearl Harbor Day Racing Site:
Middlesex NJ Field. Events: Warbird, Quickie Rat, Slow Rat
Sponsor: South Jersey Aeromodelers #432. CD: Phil Valente,
1523 Ulster Way, West Chester, PA 19380. Phone:
610-692-6469(day) E-Mail: phil_valente@millipore.com

SOUTHEAST DISTRICT

FL

NOV 08-09--Starke. FL (AA) Rebel Rally 2008. Site:
Bradford County Fairgrounds, Starke Florida. Events:
Saturday: Fox Race & Super Slow Rat, .25 Slow Rat, Clown
Racing; Sunday: Texas Quickie Rat, F2CN, F2C Sponsor:
Jacksonville Flying Rebels #4423. CD: Mike Schmieder, 5390
Emerald Reef Court, Jacksonville, FL 32277 . Phone: (904)
371-499(day) (904) 357-4814(eve) (904) 703-8104(other) E-
Mail: mas23@comcast.net All events will be conducted
according to the most current edition of the appropriate rules
(i.e. AMA, FAI, NCLRA). Cash awards 1st, 2nd and 3rd place
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event's entry amount. (Will begin TQR on Saturday if time
permits with adequate daylight remaining following
completion of "Clown Racing")

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REBEL RALLY 2008



Bradford County Fairgrounds * Starke Florida - November 8th and 9th, 2008
Sponsored by the: Jacksonville Flying Rebels A

Contest Director: : (904) 743-4317 E-Mail: mas23@comcast.net

Entry Fee: \$10.00 1st Event, \$10.00 2nd Event, \$10.00 for 3rd Event or more.

2008 AMA License Required.

Rules: All Events Will Be Conducted According To The Most Current Edition Of The Appropriate Rules (i.e. AMA, FAI, NCLRA) with exceptions noted below.

Note:

Saturday 11/8/07 9:00 AM

Cash awards 1st, 2nd and 3rd place to be 50%, 35% and 15% respectively times 65% of each event's entry amount.

(Unless there are insufficient entries in a particular event, events will be flown in the order listed below, each day. If this order presents a hardship, please advise the Contest Director during the initial Pilot's Meeting each day. All consideration and accommodation will be made.)

Sunday 11/9/07 9:00 AM

Cash awards 1st, 2nd and 3rd place to be 50%, 35% and 15% respectively times 65% of each event's entry amount.

RACING	RACING
Fox Race & Super Slow Rat	Texas Quickie Rat (TOR)
.25 Slow Rat (if enough entries) **	F2CN***
Clown Racing	F2C
	(will begin TOR on Saturday if time permits with adequate daylight remaining following completion of "Clown Racing")

** - as per this NCLRA rule-set: <http://www.nclra.org/Rules/SlowRat/index.htm>

*** - External control requirement waived.

For additional event information contact:

Call, e-mail or write to:
Mike Schmieder
5390 Emerald Reef Court
Jacksonville, FL 32277
Home: (904) 371-4995
Cell: (904) 703-8104
Work: (904) 357-4814 (it is OK to call me at work)
m.as23@comcast.net



From the archives 2008 Nats F2CN L/R Dave Fisher, Ashley Wilk, Russ Green

Nelson

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Apply for membership by mailing annual dues of \$20.00 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.

USING PAYPAL-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 PayPal charges.

OR VIA THE WEB: Membership renewal can be easily done via the NCLRA web site at
<http://www.NCLRA.org/>