



**2011 Nats Rat winner Steve Eichenberger  
and 'King Rat' Bob Whitney**



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

**To:**

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## PRESIDENTS' REPORT- BOB WHITNEY

Well sports fans the Nats have come and gone. Overall it was a good contest we had some really good racing in Clown and Q-rat. I didn't see slow or sslow but think a new record was set as was in F2CN F2CN was very interesting as the Hallas Whitney team flubbed the start, nice going had the best air speed with good pits, Bill Lee was having to make adjustments on each pit and Les just plain had trouble. It was coming down to the last pit, Whitney had a two flipper and then Bill comes in for a good pit only to have the leadouts hang up and make his 6 in prop a 4 in prop . At point the race was ours!

Mouse 1 had some good racing with Les Bill and Hallas making the final at about 95 laps a line tangle took out Lee and Les, Hallas shut down to get out of the tangle & the race was called complete at that point.

Over all I thought the flying and pitting was very good this year. I must say that the team of Wilk, Fisher looked really good; I believe they got the final record from Lambert.

I am not going to name names but I want to thank the usual group that pitched in and helped make this a good contest. We still have a few that think that they don't need to help but such is life.

As I stated at the banquet which by the way was very good with some good food, there was something for everyone, and they kept our glass's full all night. Anyway I will not be running the Nats next year so some will need to step up and take charge. Tim has said he will give all the help he can and Dave McDonald has said he would go to the Nats meeting for us. We need to get going on the schedule for next year. Bill and I are available to help walk who ever through the processes.

The F2C team trials are coming up fast, good luck to all the teams.

THE PREZ

## VICE PRESIDENTS' COLUMN- BILL LEE

With the 2011 NATs now history, it's time to start discussion on what events that folks want for 2012 as well as the schedule for them during the week. This information needs to be available to give to AMA before the NATs planning meeting, usually held in late September.

The schedule for 2011 was this:

Monday  
Rat Race  
NCLRA Clown Race

Tuesday  
Slow Rat Race  
Super Slow Rat/Fox Race

Wednesday  
Scale Race  
NCLRA Quickie Rat

Thursday  
F2C  
NCLRA F2CN

Friday  
Mouse I

How would YOU change this schedule? Are there any events that you would add and/or delete?

(My only suggestion/request would be to put B-TR back in the schedule.  
(WRL))

Another item that must be addressed: Bob has indicated that he intends to fly stunt at the 2012 NATs and won't be available to run the racing schedule. Someone MUST step forward and volunteer to be the NATs Event Director for CL Racing.

Contact Bob Whitney, Bill Lee and/or Tim Stone.

## North Central District-Les Akre

We had the NCLRA meeting at the Chinese Buffet that was recommended by Dave McDonald. It was inexpensive with a great variety of foods to choose from. After dinner business consisted mostly about discussion of the upcoming F2C Team trials in September, and Bill Lee made a verbal presentation about the possibility of a World Cup F2A and F2C event in Bowling Green Kentucky around October of 2012. There should be more information included in this issue.

I made it back from the Nat's, not terribly worse for wear. A great big thanks to our President Bob Whitney, and everyone else who stepped up to help when needed. A special thanks to the Mary Kay Betz and Sandra Lee who once again spent all week baking in the Sun while performing timing duties.

A great big thanks also has to go out to our TR editor Tim Stone for making sure each of the days results got into the Nat's news.

Attendance was down again this year, no doubt the stalled economy, and in some places natural catastrophe's had plenty to do with it.

The North Central District was represented by the Dave Fischer/Steve Wilk team and myself. Not being involved with pitting an F2C this year allowed me to time and watch some very good races.

Fischer/Wilk only entered F2C, but made the most of it by posting a beautiful 3:17.37 heat time in the second round which saw everyone else falling in line behind them. So dominant were they that the second place qualifier of Aleksandr Elbert was a full 17 seconds behind.

By the end of the second round, the pecking order was set, as nobody except Dave Hull was able to improve on their race times in the third round. A quick tally was done and the feature race would consist of Fischer, Elbert, and Whitney. It was a great final, with Elbert and Whitney hard on the heels of Fischer/Wilk, but Steve was really in the groove having both an airspeed advantage and his pits were nearly perfect. The result was the first Nationals win in F2C for the Fischer/Wilk team and a National finals record of 6:43.80 as well.

Good job guy's, you deserved it!

After F2C was done, I Once again teamed with South West District Rep Dave Hull to form the Can-Am or (Canned Ham) team as Dave likes to call us (either one is true, depending on the situation), and we did fairly well in Goodyear and Rat, considering the huge amount of behind the scenes footwork needed to produce those results. We had more problems with these two events than any other except maybe F2CN. I hadn't expected to do very well in Goodyear since I was sorting out a new airplane/engine combination and had the myriad of problems that one expects with unproven equipment. Under the circumstances, the second place finish was extremely gratifying, and the lesson learned was that you never give up trying to make your equipment better. Oh, and you can never be too prepared!

Rat was much the same, although at a somewhat lesser level. After successfully figuring out how to keep a plug lit in the Nelson, and ditching the ball check valve that would always stick closed, we wound up with a hard fought 6:19.90 time which was good enough for second overall. I consoled myself that second place wasn't so bad... we finally beat self-proclaimed "King Rat" (Bob Whitney) and his smelly Diesel!

Steve Eichenberger who has spent much time and effort sorting out his airplane over the years, took first with a 6:17.00.

We were better prepared for Clown Race, and Dave and I qualified 1-2, with my 167 laps just edging his 166 lap performance to set the heat record. We both qualified for the feature race so the "Canned Ham" team would have to split up. I spied Andrew Robinson from New Zealand lurking under the shade (He always seems to be hanging around on Clown Race day), and his smile got even bigger when I asked if he would do a little handle wigglin' for me in the final.

Dave picked up Bob Oge to pit for him and Bill Lee, with Russ Green piloting, rounded out the threesome. We all had a pretty good start and were running fairly close in airspeed when around 30 or so laps Dave Hull's entry came in for a pit. I thought this a bit odd as his entry was getting 47-48 laps in the heats. Perhaps his pitman had not filled the tank properly I thought, but when he came down early again, I suspected something might be wrong. A post-race, post mortem turned up a split fuel line

as the culprit for his lack of range, and a less than expected lap count of 254. After a 341 lap performance at Cabin Fever 2011, I know he was disappointed. Bill Lee had a few slow pits that arrested his performance somewhat and had to settle for 280 laps. Andrews' masterful piloting once again helped "Team Commonwealth" secure the Clown Crown for the second straight year with a 339 lap effort.

We were well prepared for TQR as well, and made it through the heats unscathed. I ran a different airplane this year, and was not totally familiar with it, but we made the feature race anyway as the third qualifier. The TQR final was one of the best feature races all week. The airspeed of all 3 finalists was about equal and there wasn't much passing going on except when someone was on the ground during a pit. In the end, Dave's skill at 3/8 lap shutdowns proved to be the difference as we out pitted the others and just got by Russ Greens entry by a scant three seconds; 6:19.31 to 6:22.32. Bill Lee took third with a 6:31.51.

F2CN did not go so well. I tried a new fuel mix that worked a lot better at preventing the airplane from going off cold after a pit, and with that we produced a best ever time of 4:29.41 in the first round. The next two rounds produced progressively worse results as I failed in an effort to find a setting that would give me the necessary laps to do a one stop race. I had thought this was the only way I was going to get closer to Bill Lee's record setting 4:14.84 time, as I certainly didn't have the airspeed that he and everyone else had. After a trip to the practice circle to regain the original settings, and a look at the preliminary results, I was confident we should do alright in the final.

Well, all I can say about the final is...at least Dave did his part right!

I, on the other hand put too much heat in engine during the warm-up and it went South about two laps after the start. After some fiddling I put it up again, but it was just too hot and went over right away. If only I'd had a water bottle handy... and I definitely need to work on the warm-up procedure for that model and the new fuel.

SSR/Fox had an odd amount of entries, so it was decided to run three heats each. For Dave and I that meant six heats, back to back as we both had

entries. I'm not sure we'll want to do that again, especially in the heat of Muncie!

The Fox's and SSR's were run together in the heats, but the results scored separately as there were awards to third place for both events.

Bill Lee's Brodak powered entry suffered a pilot snag at the 88 lap mark of his second heat and produced a rather large Divot on the Asphalt. The autopsy showed there wasn't much damage to the airplane considering it augured in under full power, but the engine needs a new crankcase. Bill should have it back in the air soon. Dave had three good heats which placed him as top qualifier, and eventual SSR winner with a 5:27.16 time. Dave's airplane is fast! My entry was Dave's old airplane with my engine. I had re-start problems in all three heats and less airspeed than Bill or Dave but still managed a third place finish.

The Fox users had much closer heat times with Bob Oge taking the win with a 6:20.36, Tim Stone next with a 6:22.22, and Dave Bett's with a good 6:35.88.

Mouse 1 was the most contested event with nine entries and everyone got a time in their first heat. Dave and I spent a great deal of time on the practice circle with his models trying to find an engine combination that would work. After much testing, and precious few good results, I lent him my second model to use which at least ran steady and got around 40 laps. The heat times were fairly quick this year and after putting in a sub 2:30 time, I got greedy and tipped the Nitro can in search of more go. That was where the wheels started coming off... the next heat was slower as I couldn't nail the right setting for the hotter fuel. Dave's entry was slower than mine, and a few pit blunders on my part didn't help his cause, Sorry Dave.

Since my first round time was good enough to make the feature, we made our way out to the circle and I spent a little extra time setting the needle during the warm-up. At the go signal we were off and soon discovered we had a rich setting again and came down for a pit way to soon (27 laps). A quick fueling, more fiddling with the needle and off we go...now we're too lean (and the wheels are really falling off now), thankfully the engine quits. On the next pit, we have a landing incident with Bill Lee's entry. After we get untangled and fueled, I then really concentrate on setting the needle and don't hear that a model is incoming and launch

underneath the landing model. Well...after the ensuing crash, I stare at my broken model, but am distracted by Bill's entry crashing a few laps later. I'm thinking this just isn't my day and sit down and watch Dave Hallas complete laps until he too would retire with problems.

After the dust settled, Dave Hallas was first with 92 laps, Bill Lee second with 71, and yours truly bringing up the rear for third with a DQ at 45 laps.

Slow Rat. Neither Dave or I had a dog in this fight, but we both figured into the mix anyway, although his contribution was in a more indirect way. The plan was to have Dave fly Jim Gall's entry. When that didn't pan out, I asked for a test flight, found out it wasn't so bad, so I flew Jim's first heat. Well, let me tell you, I haven't piloted in a race in a while, and Jim doesn't pit very often (do you see where this is going) so the first heat ended up more or less a throwaway. I did give everyone watching a good laugh though, and definitely proved to everyone present why I'm mostly on the flippy end of the model.

Jim and I then traded back to our usual jobs, and turned a time of 3:01.52 which was good enough to break the existing heat record. Jim eventually placed 3<sup>rd</sup> in the final.

Well that's about it, there was definitely some good racing in most of the events. It's just a shame that more racers don't show up and enjoy some of this close competition.

If anyone has any ideas of how it can be made better please say something. If possible, take a trip outside your area and go to a neighboring contest, you might find that some of their local guy's will repay your efforts in kind when you host a contest.

## **SOUTHEAST REPORT-JIM BRADLEY**

The NATS came and went with beautiful weather. Living in Florida I found it amusing that the locals were complaining about the high humidity, 50%-60%. As usual everyone pitched in and we got all of the official racing in well before the end of the day. It was nice to see there were contestants from all around the country. It would have been much nicer if we had a lot more. Make plans to attend next year

so you can be part of the biggest control line racing contest in the United States.

Jim DeMeritte and I were surprised by our win in Slow Rat. We considered slow rat one of our weaker events knowing we were down a little on speed. The buildup RCCS engine I use starts very well and that coupled with some problems the other teams had in the finals gave us a close win. Hey, a win is a win. Since those of you that know Jim DeMeritte and me know we also fly free flight I would also like to point out that Jim DeMeritte hung around for 2 weeks to fly in the free flight part of the NATS and won one event and was second in another.

Our intrepid NCLRA President, Bob Whitney, showed that he is not a one trick pony by finishing 10<sup>th</sup> in Old Time Stunt and 2<sup>nd</sup> in 21 Proto Speed. Dave Hallas and Bob were also 1<sup>st</sup> in Mouse I and 3<sup>rd</sup> in F2CN. Bob and Jason Allen were also 3<sup>rd</sup> in F2C and getting some practice in before the F2C team selection trials over Labor Day.

One thing that did happen to us at the NATS I would like to pass along is a lead out wire failure I had. Now these type of thing is not normal and the circumstances on how and when it happened were even more unusual. During one of the Quickie Rat heat races our engine went very lean, after the pit stop of course, but I was going to let it finish the race anyhow. Jim DeMeritte, pilot half of the team, decided to shut it down which I wasn't prepared for and the model got passed me and naturally came to at stop 10 to 15 feet inside the circle. By now the heat race had ended and the remaining two models were landing. Before I could snatch our model out of harms way another model landed and their lines caught our model. Jim had already put the handle down so there was no tension on our lines. Neither model was hurt nor the lines damaged. It really didn't seem like that much stress should have been applied to the lead outs. Upon inspection I found the up line leadout was broken at the bellcrank. The leadout wire was .025 music wire the "loop" was formed using round nose pliers and the end was soldered back into a piece of brass tubing. The leadout had broken at the base of the loop at the bellcrank. The model is about 3 years old and hasn't been flown so much that it should be an age issue.

When Jim returns with our stuff I am going to take the broken leadout to work where I can look at the wire under high magnification and see if I can identify the type of failure. I'll follow up in a future Torque Roll with my findings. I would suggest that while prepping you models for the next contest that you inspect the Leadouts / bellcrank area for unusable wear. I'll follow up later with what I find.

As I read through our NCLRA Rules I notice some things that are not consistent from one event to another. For instance, Clown allows shutoff for safety reasons but Fox Racing and Super Slow Rat don't allow shutoff at all. If it's a safety issue with Clowns why isn't it also a safety issue with Fox Racing and Super Slow Rat? Personally I think shutoff should be required for all racing events for safety. In events where we don't want shutoffs to be used to control pit stop simply change the rules to read "If the shutoff is used during the race for any reason other than safety or after the race has been completed the contestant will be DQ'ed for that race".

## **EDITORS' COLUMN- TIM STONE**

I'll keep it brief this issue as I have devoted much energy lately to Nats & Nats reporting. It is a tiring thing to compete & also produce the daily Nats report. I do it because I love the sport and think that those that cannot race for whatever reason deserve good reporting. Hopefully I have met this goal.

### **F2C innovating- Walt Perkins**

Walt sent me some pictures of his latest project. In his words; "For everyone following our work on a molded wing please see attached file for the first attempt with our new mold. To recap: balsa/glass cloth/carbon cloth skins, and HF31 foam inside. 73.8 grams out of the mold, trimmed of flash, and cleaned of release agents. This wing showed a couple of 'boo boos' caused by the balsa skins being cut too close to the cavity size- you can see one at the lower left tip. This wing will find a new home in our next 'guppy' model.

Best regards,

Walt Perkins  
walt.perkins@lmco.com (work)  
walperkins@aol.com (home)



Walt is also offering some slick wingtip skids perfect for F2C and other applications, set of 4 for \$20.00. They are Carbon Fiber with stainless steel wear edges.



## NATIONALS REPORT- TIM STONE

### MONDAY 7/4

Rat race has been run with maximum .15 cubic inch engines for about 4 years now and has failed to attract much new interest. The full pan, cowled designs still seem to suffer from reliability problems, and some choose just to enter their Goodyear in this event.



8 entries were signed up and 2 teams scratched on race day. For the past 3 years Floridian Bob Whitney has dominated this event using a F2C airplane & diesel engine. The worldwide popularity of F2C has led to some very reliable equipment; and current F2C engines are as fast as the fastest glow motors. This year some of the glow motor powered entries were game on, including Canadian Les Akre & Arizonan Steve Eichenberger. There were no records set this year but Steve posted an excellent preliminary time of 2:53. 2 final races were run with Eichenberger dethroning 'King Rat' Bob Whitney by 21 seconds with a solid 6:07 final. Congrats go out to Steve for a well deserved win. He has put a lot of time and effort in to this event and is a tireless supplier of great props & hard to find racing supplies.



### Rat race winners

Clown Race, once considered an entry level event has become one of the quickest and physically demanding c/l racing events. It was nice to see both 7 ½ minute prelims and a 15 minute final run this year. The hot motor this year seemed to be the O.S. .18 TZ conversion. Six teams came to do battle with some very respectable 7 ½ minute heat times: Les Akre/Dave Hull set a new preliminary record of 167 laps.

Les Akre/Dave Hull, 167 laps  
Dave Hull/ Les Akre 166 laps  
Bill Lee/Russ Green 162 laps



Jim Demeritte, Dave Hull, Russ Green

For the finals Les Akre recruited New Zealander Andrew Robinson for the 2<sup>nd</sup> year. Andrew had been waiting on the sidelines just waiting for the chance! Dave Hull enlisted veteran pitman Bob Oge for the race. The final was good for Les with a near

record 339 laps for the win. Bill Lee suffered a bad initial needle valve setting and took 2nd. Dave Hull sprung a fuel leak that limited him to 30 laps per tank for third.



**Clown winners**

## TUESDAY 7/5

Fox racing & Slow Rat racing were on today's racing agenda, a nice mix of an entry level event and a fast, 'big gun' event.

### SLOW RAT

This event switched over to max .25 cubic inch displacement three years ago. Some competitors have managed to get airspeeds pretty close to that of the formerly used fire breathing Nelson .36 engines. This is possible because the highly refined R/C truck engine conversions weigh 5 or 6 ounces less than a Nelson, and a much lighter airframe can be used. The engine of choice is the GO Tech .25 8 port (which can be hard to find)

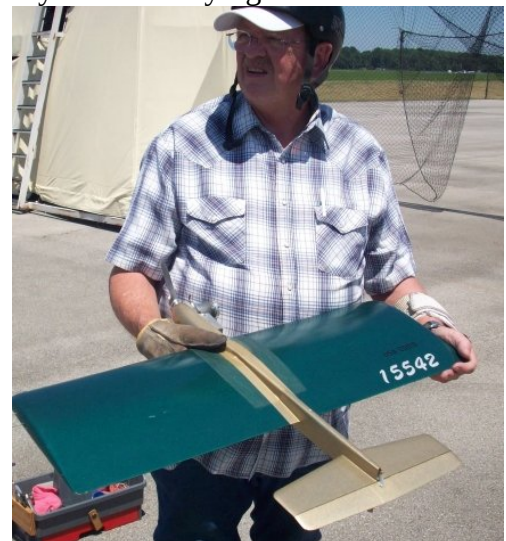
8 teams showed up to race this year, all pretty well prepared. The team of Jim Gall (New Jersey) with Les Akre pitting set a new preliminary record of 3:01.52 for 70 laps. Final times were slow due to pitting problems for most teams. In the first final Stone/ Oge bested Gall/Akre with 7: 01. In the second final Oge/Stone team was DQ'd when yours truly stepped outside the pilots' circle, and Jim Demerrite/ Jim Bradley coasted to a 6:51 for first place. Jim was using a .25 put together from several different motor brands, all manufactured by SH.



**Jim Gall with new Slow Rat record holder**

### FOX/SSR RACING

This event was not run last year at the Nats due to schedule change. It was nice to have it return this year. A few years ago a sub- class of Fox Racing was established by flyers that did not like the relatively hard vibrating Fox .35's. In SSR (Super Slow Rat) plain bearing .25 engines are used, and modern .25 engines can be faster than the Foxes. This year all but 1 team used Brodak .25's. This is a totally low tech entry level event. Between Fox & SSR there were 7 teams that flew 6 heats 'Round Robin' style- lots of flying!



**Bill Lee with Brodak powered SSR**

### Super Slow Rat finals

- 1<sup>st</sup>-Dave Hull/ Les Akre
- 2<sup>nd</sup>-Bill Lee/ Russ Green
- 3<sup>rd</sup>- Les Akre/ Dave Hull

### Fox Race finals

- 1<sup>st</sup>- Bob Oge/ Tim Stone
- 2<sup>nd</sup>- Tim Stone/ Bob Oge
- 3<sup>rd</sup>- Dave Betz/ Russ Green



**Goodyear winners**



### SSR winners.

Bill Lee's entry snagged the down line on another pilots' head causing a straight in pileup. The plane was in remarkable condition considering the impact.

## WEDNESDAY 7/6

### GOODYEAR

Turnout for Goodyear was very disappointing with only 5 entries. Les Akre showed up with a beautiful new 'Lil Mike' that he was running for the first time. Tim Gillott tuned Rossi MK 2 & 3, and Nelson .15's are still the motors of choice. This year there were generally sub- par performances by most teams; the fastest heat time was Akre/Hull with Les' new 'Lil Mike' with a ho-hum 3:06. Perennial Goodyear winner Bob Oge took home First with a modest 7:15 Tim Stone & Les Akre both finished their finals with broken fuselages.

### TEXAS QUICKIE RAT

The easy starting nature of the ringed K & B .40 always makes this a closely contested event. Races are usually close & this seems to be a spectator favorite.



**Jim Demeritte, Russ Green, Dave Hull**

In contrast to this mornings poor Goodyear showing, 8 well prepared teams took the flightline in TQR. Preliminary times were close to record speeds and only 8 seconds separated the top (Lee/ Green 3:01) and 4<sup>th</sup> places (Stone/ Oge 3:09). Bill Lee's 3:01 would have beat the old record of 3:04 but it was a 2-up race.

One 3-up final was run and it was a close, clean, enjoyable race to watch. Jason Allen picked up the flying chores for Bill Lee and Mike Greb pitted for Russ Green in the final.



**TQR winners**

TQR Final results

Akre/Hull 6:19

Green/Greb 6:22

Lee/Jason Allen 6:31

**THURSDAY 7/7**

**F2C FAI TEAM RACE**



**Dave Fisher, Jason Allen, Dave Hull**

**Diesel day in Muncie.**

There was no World Championship this year in F2C so turnout was supposed to be better than last year. Unfortunately some of former U.S. F2C teams stayed home this year for reasons unknown.



**Steve Wilk & Dave Fisher were well prepared**

8 Teams signed up for F2C and 3 dropped out prior to race time. In practice the team of Dave Fisher & Steve Wilk, had fantastic airspeeds in the mid to 16 second time; they clearly looked like the ones to beat. They had been putting in a lot of effort in this event. This played out in the preliminary races where they came within one second of the current U.S. record.

2 Rounds of preliminary races were flown with Elbert/Topunov & Whitney/Allen posting some respectable times. The 3 up 200 lap final was a good clean race with few fouls and Fisher/Wilk setting a new U.S. final record time of 6:43. Elbert/Topunov took second and Whitney/Allen came in third.



**F2C Winners**

## F2CN

F2CN is a simplified version of F2C using profile fuselages, more affordable motors & simpler tank setups. This year 5 teams turned out to give us the best races to date. 3 Rounds were flown with some very close racing. Best Preliminary time and new record was Bill Lee/Russ Green with a 4:14; this shattered the old record by 35 seconds! Final best time was done by Dave Hallas/Bob Whitney with a great 8:54, which was also a new record due to line size change.



**F2CN winners**

## FRIDAY 7/8

### MOUSE RACING

The 2011 NATs wrapped up with the running of Mouse racing. This entry level event uses Cox .049's that while out of production, are cheap & plentiful.



**Bob Whitney with Cyclon powered Mouse**

There were 9 teams entered making this one of the more popular events. Most entries used Cox motors with high performance parts. Bob Whitney & Dave Hallas used a reed valve converted Cyclon engine, and one of Bob Whitneys' home made barstock engine.



**Dave Rolley with Cox Venom powered 'Streaker'**

Preliminary 5 lap race times were close;  
Dave Hallas/Bob Whitney 2:21  
Bill Lee/Russ Green 2:27  
Les Akre/ Dave Hull 2:29

Final 100 lap race ended with mid-air collision taking out all 3 planes. Dave Hallas & Bob Whitney were 8 laps from finishing to post the win with 92 laps.

### HIGH POINT CHAMPION

Canadian Les Akre won the award for the second time. Les came well prepared & put a lot of effort in to his fleet; the reward was well deserved.

### NCLRA SPORTSMANSHIP AWARD

At the banquet Wednesday David Betz was given the award. David is always the first one to lend a hand & was given this honor.

Thanks go out to our sponsor & fuel supplier Randy Ritch/ "Ritch's Brew" for supplying the contest fuel. It ran great & no problems were noted.

## 2011 NATs – CL Racing Results

Results highlighted with **cyan** are new national records

2011 NATs – Overall Results											
Name	F2C	F2CN	Goodyear	SlowRat	Clown	Rat	TQR	MouseI	MouseI JrSr	Fox Race	SSR
Number of entries:	5	5	6	8	6	6	8	9	0	3	4
Bill Lee		2			2		3	2			2
Tim Stone			3	2		4	4			2	
Robert Oge			1	4		5	5			1	
Robert L. Whitney	3						6	9			
Steve Eichenberger			5	7		1					
David O. Betz			4			6		8		3	
Les Akre		3	2		1	2	1	3			3
Melvin Schuette	5	5						6			
James F. Bradley, III				6	4		7				4
James Demeritte				1							
David Hull	4				3			4			1
Russ Green				5	5		2	5			
James Gall				3	6						
David J. Hallas		1				3		1			
George Reynolds				8							
Mike Greb							7				
Aleksandr Elbert	2										
Vadin Polak											
Dave Fischer	1										
Francisco Rodriguez		4									

2011 NATs – F2C									
Name	Laps	Heat1	Laps	Heat2	Laps	Heat3	FinalLaps	Final	Place
Dave Fischer	100	03:37.65	100	03:17.37	100	03:19.51	200	06:43.80	1
David Hull	100	03:59.34	100	03:54.74	100	03:49.66			4
Melvin Schuette	6								5
Aleksandr Elbert	100	03:34.79	100	03:38.23	34		200	07:21.11	2
Robert L. Whitney	100	03:30.37	100	03:54.79			200	07:36.85	3

**national records**

2011 NATs – F2CN									
Name	Laps	Heat1	Laps	Heat2	Laps	Heat3	FinalLaps	Final	Place
Bill Lee	100	04:14.84	100	05:24.97	100	04:25.55	155		2
Francisco Rodriguez	100	04:55.55	16		100	05:05.92			4
David J. Hallas	99		100	05:05.92	100	04:43.38	200	08:54.66	1
Les Akre	100	04:29.41	100	04:38.10	100	05:13.27	20		3
Melvin Schuette	0		78						5

2011 NATs – Goodyear							
Name	Laps	Heat1	Laps	Heat2	FinalLaps	Final	FinalPlace
David O. Betz			70	03:18.81	12		4
Les Akre			70	03:06.57	140	08:05.22	2
Steve Eichenberger	70	05:34.70	24				5
David Hull							
Robert Oge	70	03:21.34			140	07:15.95	1
Tim Stone	70	03:20.60			92		3

2011 NATs – Slow Rat							
Name	Laps	Heat1	Laps	Heat2	FinalLaps	Final	FinalPlace
Russ Green	70	04:05.56	70	03:21.30			5
James F. Bradley, III	39		70	03:26.28			6
James Demeritte	45		70	03:18.40	140	06:51.06	1
Steve Eichenberger	70	03:27.44	70	04:00.47			7
James Gall	70	04:27.02	70	03:01.52	140	07:54.96	3
Robert Oge	70	03:14.75	70	03:25.42	0		4
George Reynolds	0		0				8
Tim Stone	70	03:19.99			140	07:01.88	2

2011 NAT s – Clown				
Name	Heat1-Laps	Heat2-Laps	FinalLaps	Place
Bill Lee	145	162	280	2
James Gall	34	133		6
Russ Green	123	137		5
James F. Bradley, III	155	159		4
Les Akre	167	147	339	1
David Hull	51	166	254	3

2011 NAT s – Rat							
Name	Laps	Heat1	Laps	Heat2	FinalLaps	Final	FinalPlace
Les Akre	70	04:27.71	70	03:05.25	140	06:19.90	2
David O. Betz	37		38				6
Steve Eichenberger	70	02:53.75			140	06:07.00	1
Robert Oge	69		70	03:30.00			5
David J. Hallas	70	03:57.43	70	02:57.67	140	06:38.27	3
Tim Stone	70	03:13.46			28		4

2011 NAT s – Quickie Rat							
Name	Laps	Heat1	Laps	Heat2	FinalLaps	Final	FinalPlace
Bill Lee	50		70	03:01.21	140	06:31.51	3
James F. Bradley, III	49						7
Russ Green	70	03:04.40	70	03:10.20	140	06:22.32	2
Les Akre	70	03:05.80	70	03:08.00	140	06:19.31	1
Robert L. Whitney			70	04:48.35			6
Mike Greb	49						7
Tim Stone	70	03:39.54	70	03:09.21			4
Robert Oge	39		70	03:34.65			5

2011 NAT s – Mouse I – Open						
Name	Laps	Heat1	Laps	Heat2	FinalLaps	FinalPlace
David O. Betz	50	04:42.39	50	03:54.85		8
Les Akre	50	02:29.96	50	02:39.38	45	3
David J. Hallas	50	02:21.43			92	1
David Hull	50	02:47.86	50	02:51.82		4
Bill Lee	50	02:28.23	50	02:27.16	71	2
David Rolley	50	03:09.09	50	03:40.02		7
Melvin Schuette	50	03:03.31	50	03:02.28		6
Robert L. Whitney	50	03:57.95	35			9
Russ Green	50	02:52.27	50	02:52.64		5

2011 NAT s - Super Slow Rat								
Name	Laps	Heat1	Laps	Heat2	Laps	Heat3	No Finals	FinalPlace
Bill Lee	100	05:49.19	88					2
David Hull	100	05:27.16	100	05:35.78	100	05:28.25		1
Les Akre	100	08:39.81	100	06:11.84	88			3
James F. Bradle	100	08:00.94	100	06:56.26	77			4

2011 NAT s - Fox Race								
Name	Laps	Heat1	Laps	Heat2	Laps	Heat3	No Finals	FinalPlace
David O. Betz	100	06:47.28	100	07:07.75	100	06:35.88		3
Tim Stone	100	06:22.22	100	06:25.10				2
Robert Oge	100	00:00.00	88		100	06:20.36		1

## **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](http://nclra.org). Members can log in there and submit contest details. All contest information must first be posted to the web site.

### **NORTHWEST DISTRICT**

None

### **SOUTHWEST DISTRICT**

#### **SCAR CONTEST CALENDAR 2011**

All contests are held at Whittier Narrows  
All contests have a speed "Record Fraction" event held on Saturday and Sunday.  
Except for the Virgil Wilbur, Racing contests are Sunday only.  
The events for these contests are listed below  
Sanction numbers will be available later  
All contests are "memorial"

Sept: 17 5TH ANNUAL WAYNE TRIVIN  
Mouse 1, SCAR GY, CAL 15, NCLRA Clown and Q Rat

Oct: 15TH-16th 24RD ANNUAL VIRGIL WILBUR  
Sat: Mouse 1 (Cox engine), B-TEAN, CAL 15, ORANGE CRATE  
Sun: S/S Rat, NCLRA Clown, SCAR GY, Q Rat

Dec: -4th 21ST TOY FOR TOTS  
Mouse 1, NCLRA Clown, NCLRA S/S Rat, Q Rat

### **NORTH CENTRAL DISTRICT**

None

### **SOUTH CENTRAL DISTRICT**

KS

AUG 13-14--Wichita, KS (AA) Air Capitol Control Line Championships Site: Planeview Park, 2895 S. Oliver, Wichita, Kansas. Events: Saturday: Scale Racing (Class II), Quickie Rat, Goldberg Race. Sponsor: Wichihawks #315. CD: Kevin Seaton, . . Phone: 316-775-3427(day) E-Mail: [kevin.seaton@att.net](mailto:kevin.seaton@att.net) Flying Begins at 9 AM. Registration closes at 9AM

NM

AUG 20-21-- Albuquerque, NM (AA) High Desert Control Line Fiesta. Site: Maloof Airpark. Events: NCLRA Fox Race, NCLRA Super Slow Rat Sponsor: NM Coalition of CL Addicts #4323. CD: Richard L. Perry, 427 Live Oak Lane NE, Albuquerque, NM 87122. Phone: 505-263-0763(day) 505-856-7008(eve) E-Mail: [tailhooker@comcast.net](mailto:tailhooker@comcast.net) WebSite: <http://www.nmcccla.org>

TX

SEP 03-04--Dallas, TX (AA) Charles Ash Memorial Contest/Dist 8 Aerobatic Championships Site: Samuell Hobby Park. Events: 312, 313, Fox/Goldberg, Sport Goodyear, Quickie Rat, Muffler Rat(Demo Event) Sponsor: Dallas Model Aircraft Association #1902. CD: Thomas E. Farmer, 3621 S. Elm St., Grand Prairie, TX 75052. Phone: 972-262-4772(day) (same)(eve) E-Mail: [Tom.Farmer@sbcglobal.net](mailto:Tom.Farmer@sbcglobal.net) WebSite: [www.DMAA-1902.org](http://www.DMAA-1902.org) Contact CD for 'Muffler Rat' rules.

TX

OCT 08-09--Houston. TX (AA) Houston Columbus Day Contest Site: Scobee Field. Events: Saturday: Goldberg (Dallas Rules), Texas Quickie Rat (NCLRA Rules). CD: Frank Williams, 15410 Park Estates Lane, Houston, TX 77062. Phone: 281-282-2852(day) 281-488-1371(eve) E-Mail: [lonestar\\_77062@yahoo.com](mailto:lonestar_77062@yahoo.com)

### **MIDWEST DISTRICT**

None

### **NORTHEAST DISTRICT**

NJ

AUG 21--Middlesex, NJ (A) Racing Site: Mountainview Park. Events:  
312 - AMA Slow Rat  
FOXBERG - MM Rules  
Clown Race - Sportsman  
Sponsor: Middlesex Modelers #423. CD: Brian Silversmith, 86 Kingsland Rd, Monmouth Junction, NJ 08852. Phone: 732-274-8945(day) E-Mail: [phil\\_valente@millipore.com](mailto:phil_valente@millipore.com)

NJ

SEP 25--Middlesex, NJ (A) Racing Site: Mountainview Park. Events:  
315 - 1/2A scale Racing (COX ONLY)  
2 Oz Big Goodyear  
1 Oz Goodyear  
Sponsor: South Jersey Aeromodelers #434. CD: Phil Valente, 1523 Ulster Way, West Chester PA 19380. Phone: 610-692-6469(day) E-Mail: [phil\\_valente@millipore.com](mailto:phil_valente@millipore.com)

NJ

OCT 16--Middlesex, NJ (C) Racing Site: Mountainview Park. Events:  
WARBIRD - MM Rules  
FOXBERG - MM Rules  
Clown Race - Sportsman  
Sponsor: Middlesex Modelers #423. CD: Brian Silversmith, 86 Kingsland Rd, Monmouth Junction, NJ 08852. Phone: 732-274-8945(day) E-Mail: [phil\\_valente@millipore.com](mailto:phil_valente@millipore.com)

NJ

OCT 30--Middlesex, NJ (A) Racing Site: Mountainview Park. Events:  
312 - Slow Rat, 2 Oz Big Goodyear, FOXBERG

Sponsor: South Jersey Aeromodelers #434. CD: Phil Valente,  
1523 Ulster Way, West Chester PA 19380. Phone: 610-692-  
6469(day) E-Mail: phil\_valente@millipore.com

NJ  
NOV 13--Middlesex, NJ (A) Racing Site: Mountainview Park.  
Events:

312 - Slow Rat, WARBIRD, FOX Race  
Sponsor: South Jersey Aeromodelers #434. CD: Phil Valente,  
1523 Ulster Way, West Chester PA 19380. Phone: 610-692-  
6469(day) E-Mail: phil\_valente@millipore.com

### SOUTHEAST DISTRICT

None

### NATIONAL RECORDS

#### SLOW RAT (.25 engine)

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

#### ½ A MOUSE 1

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

#### ½ A MOUSE 2

Op (70 Laps) 3:01.24 MacCarthy/Kerr 7/11/03  
(140 Laps) 6:18.13 Whitney/Hallas 7/10/09

#### SCALE RACING

Jr (70 Laps) 2:50.65 Bob Fogg III 7/16/91  
(140 Laps) 6:08.55 Bob Fogg III 6/23/92  
Sr (70 Laps) 3:15.12 Doug Short 7/11/00  
(140 Laps) 5:40.05 Bob Fogg III 7/11/95  
Op (70 Laps) 2:39.38 Willoughby/Oge 7/15/97  
(140 Laps) 5:33.04 Bob Fogg Sr 7/16/91

#### F2C TEAM RACING

Op (100 Laps) 3:16.47 Lambert/Fluker 7/07/09  
(200 Laps) 6:43.80 Fisher/Wilk 7/07/11

#### F2CN (NCLRA RULES)

100 Laps 4:14.84 Bill Lee/ Russ Green 7/07/11  
200 Laps 8:54.66 D. Hallas/Whitney 7/07/11

#### 'B' TEAM RACING

Op (35 Laps) 1:24.34 Burke/Duly 7/12/05  
(70 Laps) 3:05.73 Green/Lee 7/10/09  
(35+70 Laps) 4:33.91 Green/Lee 7/10/09  
(140 Laps) 6:08.80 Green/Lee 7/10/09

#### RAT RACING (.15 RULE)

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

#### NCLRA FOX

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.) 344 Laps Les Akre/Andrew Robinson  
07/14/10

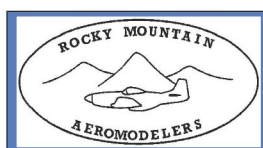
Op (7 ½ Min.) 167 Laps Les Akre/ Dave Hull 07/05/11

#### 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) 5:14.30 Bill Lee/Russ Green 7/05/09



rma@icnetwork.com

## COLORADO'S

### 35th Annual Rocky Mountain Control Line Championships

September 3 - 4, 2011



Excellence in Control Line

Enjoy the Championships at Front Range Airport!

Be a part of an exciting 8th year at our beautiful contest site.

- ◆ Featuring 5 smooth paved circles
- ◆ Saturday evening dinner Maps available at registration.
- ◆ Breakfast and Lunch available onsite (Proceeds benefit the RMA)

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#### Saturday

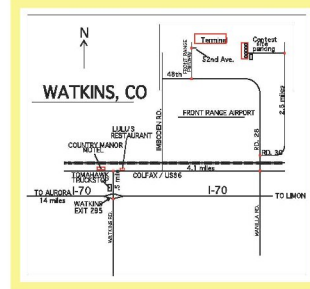
- \* Aerobatics-Old Time, Classic
- \* Speed- (all classes combined, record ratio =POR)
- \* Vintage Speed, Perky, Sport Jet
- \* Racing- Mouse 1, NCLRA Fox Race  
Class II Scale Race (Dallas Rules)
- \* Balloon Pop

#### Sunday

- \* Aerobatics- Beginner, Intermediate, Advanced,  
Expert, Profile Stunt
- \* Speed- (all classes combined, record ratio)
- \* Vintage Speed, Perky, Sport Jet
- \* Racing- Make up day if needed.

#### Location

Front Range Airport is located 14 miles east of Aurora, in  
Watkins, CO. From I-70 go North on Manila Rd. (Exit 299)



#### Entry Fees

Open: \$15 First event / \$5 each additional event  
Junior / Senior: \$10 Max

#### Schedule Notes

Pre-Register by August 18<sup>th</sup> (Requested But Not Required)  
Registration Saturday and Sunday from 8am-10am.

Pilots meeting at 7:30am - Both days

Awards: Sunday following the last flight.

Speed will present a traveling trophy, and awards  
thru 5<sup>th</sup> place.

#### Other Information

AMA membership required for all participants.

AMA membership available at registration.

Only participants and officials allowed in flying areas.

Absolutely no alcoholic beverages on the field!

No person is allowed beyond the coned or roped off area  
into the airport ramp area!

#### Accommodations

Watkins: Country Manor Motel - 303.261.9650

Rate: \$40/person \$10 for each additional person.

Aurora: Hilton Garden Inn- 303.371.9393

Aurora: \$89 Block of 10 rooms.

Mention you are with the Rocky Mountain  
Control Line Championships!!!

Contest Director: Bob Spahr

8542 S. Lewis Way Littleton, CO 80127 720.981.9908

SPONSORED BY: The Rocky Mountain Aeromodelers & Front Range Airport

2011 Rocky Mountain Control Line Championships Pre-Registration Form \* Pre-Register by August 18th 2011

Name: _____	<input type="checkbox"/> Balloon Pop	<input type="checkbox"/> 1/2A Speed (301)	<input type="checkbox"/> AEROBATICS
Street: _____	<input type="checkbox"/> S P E E D	<input type="checkbox"/> A Speed (302)	<input type="checkbox"/> Old Time (Pampa)
City, State, Zip: _____	All classes combined J/S/O	<input type="checkbox"/> B Speed (303)	<input type="checkbox"/> Classic (Pampa)
Email Address: _____	Record ratio	<input type="checkbox"/> D Speed (304)	<input type="checkbox"/> Beginner (323)
Phone: ( ) _____	<input type="checkbox"/> Vintage Speed <input type="checkbox"/> Perky	<input type="checkbox"/> 1/2 A Profile Proto	<input type="checkbox"/> Intermediate (324)
AMA# _____ <input type="checkbox"/> Junior <input type="checkbox"/> Senior <input type="checkbox"/> Open	<input type="checkbox"/> Sport Jet	<input type="checkbox"/> 21 Sport Speed (307)	<input type="checkbox"/> Advanced (325)
Entry Fees: Open: \$15 First Event		<input type="checkbox"/> Formula 40 (308)	<input type="checkbox"/> Expert (326)
\$5 each additional event		<input type="checkbox"/> Jet (309)	<input type="checkbox"/> Profile Stunt
Junior / Senior: \$10 Max		<input type="checkbox"/> F2A Speed (310)	<input type="checkbox"/> RACING
Total: _____		<input type="checkbox"/> Sport Jet	<input type="checkbox"/> Mouse 1
Please select your events and email, or mail bottom		<input type="checkbox"/> 21 Proto Speed	<input type="checkbox"/> NCLRA Fox Race
portion to Contest Director "Bob Spahr"		<input type="checkbox"/> 1/2 A Mouse Proto	<input type="checkbox"/> Class II Scale Race (Dallas Rules)
<b>Do not send money. Pay Upon Arrival.</b>			

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Email scaleracer@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 Times New 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 \$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 \$.90 (\$1.10 for foreign membership) 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/>