

**From: National Control Line Racing Association
Melvin Schuette P. O Box 240
Auburn, KS 66402**



TO



**Southern California Air Racer club member
Doug Mayer's New Formula Unlimited "Buster"
390 square Inch Wing, K&B .40 Provides
Motivation.**

**Torque Roll Issue #110
October 2013**

PRESIDENT-Melvin Schuette

To My Fellow NCLRA Members,

Well the NCLRA is officially an AMA recognized Special Interest Group for another year. During this next year we have to decide if we want to continue as an organization, continue under the current leadership, or to continue with new leadership in some or all of the elected positions. This year we will elect the district representatives.

The dates have been set for the 2014 AMA Nationals. The dates for Control Line Racing are July 14th to the 17th. The events for Monday are F2C and F2CN Tuesday is Class I Mouse and Scale Race, Wednesday is Slow Rat, Super Slow Rat and B Team Race, and Thursday's events are Clown, Quickie Rat and Rat. All events will be flown in the order they are listed. Event fees for both official and unofficial events are \$10.00 each. There will be no late entry fee for racing. I would recommend however that if you do plan on attending the 2014 Nationals that you enter before the cutoff date. In 2013 the NCLRA bought the trophies thru third place that were not provided by the AMA. The NCLRA spent \$160 for official trophies in 2013; we would have paid less than half of this amount if everybody had entered before the cutoff date.

Typically this time of year is when I would start begging for volunteers to be event director for the next year's Nationals, but this year the decision has already been made. I will be running the events on Monday, Wednesday, and Thursday; while Jim Bradley will run the events on Tuesday. I know that every one of us travel a long distance to get to the Nationals, and want nothing more than to compete, however it is not fair to expect someone else to be the event director year after year. With this in mind I ask you to think about volunteering to be an event director in 2015.

When I first started attending the Nationals the AMA ran the entire Nationals. When AMA bought the Muncie Site they turned more of the decisions regarding the Nationals over to the Nats Planning Team. The special interest groups were put in charge of running their events. After the 2013 nationals AMA told us that there will be changes to the Nationals in the future. Some of these changes will not be apparent for a year or two. One change that AMA already made for this year was the cancelling of the Nats planning meeting. While AMA says that they may hold an online meeting, no date has been mentioned. The planning meeting normally is held in the fall. It was at this meeting when the Nats Management team got together with representatives of the different Sigs to discuss what did and did not work during the previous Nationals, along with what changes needed to be made to future Nationals. The Sigs were not given much if any input into the 2014 schedule. In the past the people at the Nats planning meeting were given a number of choices for a Nats logo and voted on which one they wanted to use. The Nats planning team had no say in the 2013 logo. Hopefully I am wrong but I feel that in the future we will be given more of a take it or leave it attitude. I think that money will be the driving force behind future changes. AMA did ask for input for a Nats logo

that could be used for more than one year. I can understand them wanting to pick a design that could be used for more than one year. Souvenirs not sold could be sold the next year, but how many shirts do you need with the same design on them? It's kind of like going to Muncie year after year, gets boring after a while. They are also talking about making the Nats Manager a paid AMA position. While I'm not totally sure what to think about AMA hiring a full time Nats Manager, given some of the problems we dealt with the ones they had in the past. Personally the only first place trophy I have says "First Place", this was done because the Nats manager at that time said that C/L event winners were not nationals champions. He said there could only be one C/L national champion. If AMA does make the Nats manager a full time position I feel that if that the person should be chosen from the current Nats Management team or someone who is a modeler and a competitor and has experience with running a nationals.

I will try to keep you informed as to any more changes to the current Nationals structure and its effects on C/L Racing.

EDITOR - Les Akre

District Representative Elections:

All of the current district representatives will be running for another term. The president will have the ballots mailed out at the same time as this issue. We still have some vacancies in certain districts. If you wish to step up, or if you know someone who would be agreeable to becoming a district representative, there will be "write in" category on the ballot. You have to live in the District that you wish to represent.

The following is a list of districts, and the area's they encompass.

1. **Southwest:** California, Arizona, Nevada, Utah, Hawaii.
2. **Northwest:** Oregon, Washington, Idaho, Alaska, British Columbia, Yukon.
3. **South Central:** Texas, NM, Oklahoma, Kansas, Colorado, Missouri, Arkansas, Louisiana.
4. **North Central:** Montana, N & S Dakota, Nebraska, Minnesota, Iowa, Wisconsin, Wyoming, Alberta, Saskatchewan, North West Territories, Manitoba, Ontario(Central Time Zone).
5. **Midwest:** Indiana, Ohio, Kentucky, Tennessee, Illinois, Michigan.
6. **Northeast:** everything north of North Carolina and east of Ohio, Ontario(Eastern Time Zone) and all Eastern Canadian Provinces, and all of Europe.
7. **Southeast:** Everything south of and including North Carolina and east of Louisiana.

SOUTHEAST DISTRICT – Jim Bradley

Nothing much has been happening down here in the land of large lizards, alligators, so I am going to devote this issue to a new project of mine, CL electric racing. I have spoken with some of you on and off about this idea with mixed views from rolling eyeballs to sounds like good idea. Actually the electric part is easy. All of the materials needed to build and fly electric powered control line models are already available. The real issue is how to format electric control line models for racing. Do we want/need to incorporate pit stops? How about looking at a 3 up drag racing format?

Actually I'm getting a little ahead of myself here. I think if we want control line racing to have a future we need to expand our horizons and look at new ways to start growing control line racing again. While electric powered models likely doesn't appeal to most of you I think it is one of the things that could save control line flying for one simple reason, it's quite. This quite part really opens up a new level from flying sites to it allows, and encourages, talking and harassment from the onlookers.

We need to start somewhere so I have decided to build a Brodak Clown kit I have using a brushless electric motor. I'm not going to try and build it as an all-out electric control line racer but more as a racer trainer. The motor I have chosen will put out about .4 HP, that's 300 Watts in electronics speak. This is about the same as very good Fox 15X from the 60's or a tired OS 15LA. I think it will fly in the 75 MPH range for about 3 minutes depending on the size, capacity, of the battery.

There is really very little that needs to be modified on the Brodak Clown once you get past going from a profile nose to a firewall mount. All electric motors are either front or rear mounted and some motors can be mounted either way. The battery will mount from the inboard side of the fuselage and be recessed in the fuselage but against the outboard plywood doubler. The ESC, Electronic Speed Controller, will be mounted on the outboard side of the nose likely using Velcro.

I hope to have the model built and flying by the next Torque Roll issue so I can offer an interim report on my progress. If the idea looks promising I plan to build at least a second model so I can bring the two models to the NATS next year for some unofficial electric racing after official racing is completed each day. If all goes well maybe we can even get some speed, combat, carrier or even stunt fliers to come over and try electric racing.

If this sounds appealing and you want to talk about it more you can always reach me via E-mail at bmp4carbon@aol.com.

NORTHEAST DISTRICT - Phil Valente

Sportsman Clown Racing (*new record) 7.5 minutes

Raul Diaz	139 laps
Al Ferraro	136
Tom Schaffer	125
Kim Vigani	120
Dave Edwards	99

In this event the air speed cannot be less than 22 seconds for 8 laps on 52 ft lines

Doc Jackson was the pilot for Raul

Previous record was 138 laps by Paul Brill and was tied by Walt Gifford

NCLRA CLOWN 7.5 minutes

Al Ferraro	156 Laps
Tom Schaffer	149
Jim Gall	116
Dave Edwards	99
Phil Valente	95
FOXBERG	

Al Ferraro	9:56
Tom Schaffer	10:20
Jim Gall	10:36
Jim Vigani	11:34
Raul Diaz	11:42

SECRETARY/TREASURER

- Dave Rolley

Colorado Happenings:

**2013 Rocky Mountain Control Line Championships
Aug 31-Sept 1 - Bill Ledden**

Mouse Race Class 1 (5 entries, one scratch)

1. Dave Rolley	3:30	3:15	7:30
2. Leroy Fuehrer	4:51	none	9:44
3. Tony Livaudais	DNF	4:26	DNF

Scale Race (Wichita Rules) (4 entries)

1. Burt Goldsmith	16:54
2. Leroy Fuehrer	118 laps
3. Tony Livaudais	84 laps

NCLRA Fox Race (3 entries, one scratch)

1. Burt Goldsmith	10:37
2. Tony Livaudais	DQ

Weather was decent, although it got breezy for Scale Race and a lesser extent for NCLRA Fox Race. Mouse 1 was better than usual because of the presence of an experienced racer. Scale Race is handicapped by the majority use of the Fox .15 Schnuerle Engines: at least of recent vintage. The winner Burt Goldsmith used first production plain bearing Fox 15 Schnuerle which started and re-started well. All remaining Fox engines bought recently seem to have a very short life when hand starting. One Fox of personal knowledge with probably less than 40 runs on 25% all castor fuel would not start reliably and was abandoned in favor of a MVVS 2cc diesel! It was actually in the race because of reliable re-starting before a crash (wind) put it down. I have called the Fox factory to let them know our sad results. A recent article in *Flying Lines* [345 Laps: A Clown Race Record](#) seems to indicate similar experience with recent Fox .15 production.

Our 3 events were run in under 4 hours; a constraint put upon scheduling by the availability of both contestants and judges doing other events. I believe this tempo is too fast, certainly it is for me. I extend my gratitude to all the contestants for putting up with my incessant drive to the next "call-to-fly". Likewise thanks to both the passers-by and participants I pressed into judging. At one point I was considering a net to throw over the next unsuspecting person in the area!

-Bill Ledden

Denver Racing Weekend 1: September 20 - 22

As indicated in the last Torque Roll, Racing is starting to make a comeback in the Denver area. With many folks trying Mouse 1 and Class 2 Scale Race, Melvin Schuette decided to travel from Topeka KS to Watkins CO to help folks out. Where is Watkins CO and why there? Watkins is about 10 miles east of the Denver metro area. One of our members, with the support of his family, has created a wonderful flying site that is shared with the Rocky Mountain Aeromodelers.



Aerial photo of the new flying site in Watkins, Colorado.

A two day fly-in ensued. Saturday saw lots of Mouse 1 and Class 2 Scale Race being flown. In between those flights and heats, several members also tried their hand at Stunt and general sport flying. Sunday was mainly F2CN and F2C flying.

It is amazing how much of an improvement can be had when there is more than one experienced racer available to work with interested participants. The quality of the racing is rapidly improving.

Denver Racing Weekend 2: September 28 - 29

The next weekend an intrepid group of racers descended on the Denver Coliseum, another of the flying sites the RMA club has access to. The Coliseum is located near the intersection of I-70 and I-25, just north of downtown Denver.

This weekend was again devoted to Mouse 1, Class 2 Scale Race, and a little F2C. Class 2 Scale Race had four models and the participants worked on pitting and two up racing. Some three up racing was attempted but problems with the model kept that from going beyond the first pitstop. However, the important thing was there were enough folks to fly and pit a three up race!

Mouse 1 was run once the Scale Racers were put away. Again there were 4 models. There were multiple practice flights. Once the practice flights were complete several two up 100 lap races were run.

There was also some F2C practice during the day.



Lynn Boss photo

From left to right: Tony Livaudais, Leroy Fuehrer, Bob Barthel, Dave Rolley, and Larry Fuehrer.

Texas Happenings:

Some of the Texas folks (DMAA) are seeing similar problems with new Fox 15BB engines used in Class 2 Scale Race as described in Bill Ledden's report from the Rocky Mountain Control Line Championships.

Two members, Mike Greb and Bill Bischoff, have been experimenting with the Magnum XLS-15A. It is a dual ball bearing ABC engine.

I've traded emails with Mike Greb about their experience with the engine. The following is not a direct quote from Mike, but is taken from his comments:

Both of our motors have a really nice fitting pistons and liners. The bottom ends feel really good. We have not burned any glow plugs. I have a plug that went bad, but it just might have been the microscopic dust and swarf inside the motor. The examples we have looked at have had no visible swarf in them, unlike the Fox.

Right now we are using adapter plates to mount the Magnum 15 on existing models. The performance on Bill's plane is better than his Fox 15BB. It is very easy starting. The one that I have may be a bit slower than the Fox 15BB on my airplane, but it may be due to some trim issues, my airplane is old and beat up. Between the 3/16 adapter plate and a slightly more outboard needle valve, we have been shimmying our tanks out about 3/8 inch.

Bill has been running Riches Brew 10%, and I have been running Powermaster GMA 10% nitro fuel, 11 castor 22 synthetic, and Powermaster 10% nitro 18% oil with mainly synthetic and small amount of castor. These motors do not seem picky on fuel at all.

It looks like we will be using a 1/4 drilled venturi with a 4mm spray bar going through the middle. On Bill's airplane a .280 venturi went a bit faster than we wanted it to go.

One thing to note is that the current ASP 15 is the same motor, Phil Dunlap has disassembled one and they are the same except for the name on the side, and small details on the carburetor, which we are not using anyway.

What else is going on in the South Central District? Drop me a note and it will get included next time!

Charles Ash Memorial Dallas TX 8-31-13 - Melvin Schuette

Racing results:

Mouse I		Sportsman Goodyear (1oz)	
1)Don Cranfill	6:04.65	1)Patrick Hempel	9:24.32
2)Mike Greb	7:21.00	2)Mike Greb	10:23.91
3)Patrick Hempel	8:01.63	3)Melvin Schuette	10:41.29
4)Melvin Schuette	90 laps	4)Don Cranfill	43 laps
		5)Dale Gleason	19 laps

Goldberg Racing		Quickie Rat	
1)Melvin Schuette	10:06.94	1)Mike Greb	7:17.12
2)Patrick Hempel	10:10.13	2)Phil Dunlap	28 laps
3)Dale Gleason	11:04.59		
4)Dave Ek	11:53.34		
5)Ray Blanchard	58 laps		

Super Slow Rat	
1)Mike Greb	5:28.97
2)Dale Gleason	6:53.46

Unfortunately between the heat (106 degrees at 4 in the afternoon) and being involved in almost every race I only got a couple of pictures.

The Dallas Sport Goodyear rules allow any plain bearing 15 or the fox 15BB, and everyone uses the Fox 15BB. The problem with the Fox engine is that not all engines are created equal. Bill Bischoff and Mike Greb have been experimenting with the Magnum 15, which is an abc engine. They flew it in Sportsman Goodyear as traffic and to see how it compared to the Fox. It is by far faster than the Fox, so if they rewrite their rules to allow the Magnum engine, plans are to restrict the venturi size along with a minimum spray bar diameter.

It appears that many clubs' have some form of 1oz Goodyear rules. Does the NCLRA need to develop a set of rules for a 1oz Goodyear event or are we better off leaving it alone and leave it as a local event?

-Melvin Schuette

F2C Community Mourns Bert Metkemeijer

The following picture and statement was sent out by longtime friend and fellow modeler Hans Visser.



Dear Friends,

This picture was printed on the inside cover of the announcement of Bert's death. The meeting in the crematorium was extremely well attended. Three ladies from his family did speak and I spoke about Bert as a famous modelling friend. We will all miss him, on the competitions that are ahead of us. We will remember him with warm feelings in our hearts.

Kind regards, Hans.

F2C Activities - Dave Rolley

Bill Lee has been coordinating the F2C Team Finals Contest this year. His email of September 10th pretty much says it all.

The Team Selection contest will be held in Dallas on October 19-20.

The original plans were to have the team selection during the week immediately preceding the Bluegrass World Cup contest in Bowling Green, KY. Unfortunately, the local sponsors decided they couldn't afford to support the contest and pulled the plug. The FAI event was canceled, and that left the team selection contest hanging in the breeze.

With no local support, the F2C Team Selection Committee decided to move the contest to Dallas, near where I live and with a great local club that will help. The attached letter gives details.

It is important that you know about this team selection and that you make every effort to attend.

As you may know, AMA has minimum standards that they require any FAI Team Program to meet in order to have funding and support for a World Championship team. F2C has been a very low participation event, and we are in grave danger of losing not only AMA's support, but also being prevented from attending a World Championships even if totally self-funded.

Terms:

"Funding": AMA covers many expenses (i.e., room, board, entry fee, and banquet) and a lump sum to cover other expenses for a team member.

"Support": AMA handles all the paper work associated with entering a team, all communication with the organizers, etc.

In order to retain support and 50% funding, the team selection finals needs to have 10 teams. Funding will drop to zero (support continued) if we have 7 teams, and if we have fewer than that, both funding and support (and, correspondingly, prohibition for attendance) will be terminated.

We badly need teams to show up at the team trials. Please consider attending and entering, even if you know you are not a serious contender for the team. Your support, your attendance is badly needed.

Regards
Bill Lee

Letters and Requests

Racer Charles Smith wrote and asked: "I would like to build a TQR for my MVVS diesel 15 engine. Are plans and or kits available for that?"

Bill Lee replies:

"Quickie Rats are just too simple! Almost anything works o.k.

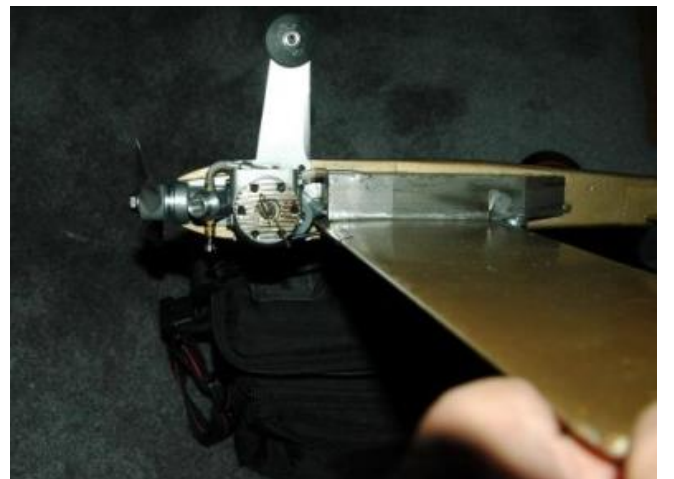
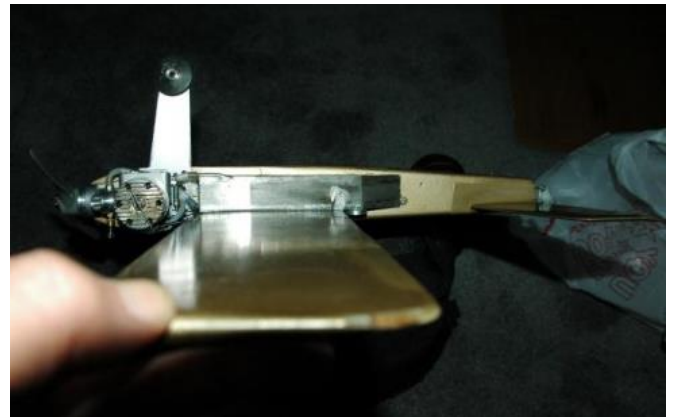
As an example, the record-holding TQR is a simple 29.75" wing span, 4.75" center cord and 3.75" tip chord. Wing is positioned 3.625" behind the thrust washer of the engine and fuselage is 15.125" from thrust washer to elevator hinge line. Stab is 11.75" span, 2.5" center chord and 1.5" tip chord. Elevator is 1.25" center chord and 1" tip chord.

Construction is also simple, key being to make a very solid fuselage (we use the plate carbon for doublers over maple mounts) to about the mid-point of the wing, a spruce longeron to reinforce the fuselage. This particular model does not even have a cheek cowl.

I'll attach a couple of pictures that will show the tank set-up.

If I was building one of these for a 2.5, I would just build an 80% version."

Bill





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

NORTHEAST DISTRICT

2013 RACING SCHEDULE

South Jersey Aero Modelers

03-Nov

SLOW RAT - NEW .25

WARBIRD

FOX RACE

CD PHIL VALENTE 16155

17-Nov

FOXBERG

CLOWN RACING-NCLRA

CLOWN RACING-SPORTSMAN

CD PHIL VALENTE 16155

CONTEST SITE: MOUNTAIN VIEW PARK "MIDDLESEX, NJ"
COME OUT AND ENJOY CONTROL LINE RACING.

INQUIRES.....CALL or write PHIL VALENTE
1523 ULSTER WAY "WEST CHESTER, PA 19380
(610) 692-6469



NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

MIDWEST DISTRICT

None

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

None

SOUTHWEST DISTRICT

October 12-13 Virgil Wilbur Memorial Speed and Racing

All Speed events including electric, 301-310, 606-607, Perky,
NASS Sport Jet & C-Speed

Saturday Racing events include: F2CN, Super Slow Rat/Fox
Race, Formula Unlimited & NCLRA Clown

Sunday Racing events include: Mouse I, SCAR Goodyear &
Quickie Rat

Speed & CD: Howard Doering h.714-638-4937 c.714-394-
5304

Racing ED: Volunteer

December 7-8 Toys For Tots Speed & Racing

All Speed events including electric, 301-310, 606-607, Perky,
NASS Sport Jet & C-Speed

Racing Sunday only, events include: SCAR Goodyear, Super
Slow Rat/Fox Race,

Musciano Log Racing & Quickie Rat

Entry fee: 1 new unwrapped toy, approx value \$10-\$20.

Racing & CD: Jed Kusik 714-669-0205

Speed ED: Volunteer



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) 6:43.32 Fisher/Wilk 7/16/12

F2CN (NCLRA RULES)

100 Laps 4:14.84 Bill Lee/ Russ Green 7/07/11
 200 Laps 8:37:10 Wallick/Brozo 7/15/13

NCLRA '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 (7 ½ Min.) 167 Laps Les Akre/ Dave Hull 07/05/11
 Op (15 Min.) 344 Laps Les Akre/Andrew Robinson
 07/14/10

NCLRA TEXAS QUICKIE RAT

Op (70 Laps) 2:58:72 Bill Lee/Bill Bischoff 7/18/13
 (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

Random Pictures From The Nat's



Don Sopka Warming Up His "B" Team Racer.



Dave Betz, Charlie Johnson with The Betz Rat Entry.



Two F2C Models Try To Occupy The Same Space.

SUPPLIERS

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Engine reference books 816-229-9671
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Phone: 218-724-0928(hm) E-Mail: tawilk36@cpinternet.com

ZALP ENGINES

Zalp F2C&F2D engines- Bob Whitney
456 Garvey rd sw, Palm Bay FL 32908
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