

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



TO



**Tom Niebuhr photo
NCLRA President Melvin Schuette gets a leg up
on a hot landing during a recent contest in Dallas
TX. See Southeast report for details.**

**Torque Roll Issue #114
June 2014**

PRESIDENT-Melvin Schuette

To My Fellow NCLRA Members;

Hopefully you have been able to dig out from the bonds of winter and get some flying in. Here in the central part of the country the contest season has already begun.

Included with this issue of the newsletter you will find a ballot so you can vote on the officers that you want to represent the NCLRA. If you write in the name of someone you want to be an officer make sure they are willing to do the duties of the office you want them to hold. As I have said in the past that if I am reelected I am willing to fulfill the office of president for one more term, then after that someone else needs to take over. If I am defeated in this election I will support whoever the membership elects as president.

If you are planning on attending the 2014 AMA C/L Nationals and you haven't already done so it is time for you to get your entry form sent to the AMA. Remember that the number of trophies awarded in each event is determined by the number of pre-entries in each event. The cut-off date for pre-entries for this year's nationals is June 15, 2014. C/L racing does not have a late fee and I know that some of you may not pre-enter because of that. Remember this though, if you do enter after the cutoff date the trophy you should receive may be the one that doesn't get provided because you chose not to pre-enter. Remember this is only for official AMA events only. NCLRA sponsored events you can only enter at the Nationals on the day of the event at the racing site.

I have been asked and have often pondered, what do we do to get more people involved in C/L Racing? First we have to get more people involved in flying control line model airplanes. When was the last time you walked into a hobby shop and found any control line specific items for sale? If you did I would say that there is a 99% chance that it is stunt related. I know of only one kit available for racing use and that is the Clown Kit manufactured by Brodak. Most of the items that we use were designed for another aspect of the hobby only to be adapted for racing. If you do find anything for sale made for racing you more than likely had to buy it from someone running the business out of their house.

The only way I know of to get people to fly control line racing is if they find a way to make it a computer game or game you can play on a game station or an app for your smart phone. The thing that we need to do most is to find a way to have it available.

Fortunately everything at this time is running smoothly, but unfortunately I was not given the gift of gab, so I will close with hoping to see all of you at the Nationals this July or at least at a contest somewhere.

Melvin

SOUTHWEST-Ron Duly

Low contest turnout is something that is a concern to us locally and also on a national level. Most of us that are active in this area grew up making models. We are "old school" as they say. Try as we might, attracting new pilots/pitmen has not produced positive results. We do get support with timers but not participants. Transferring our knowledge is difficult - unless they ask and listen. Mine has come from surviving many mistakes and learning from them. Achieving instant success in racing doesn't happen. It takes hard work (practice). We have fun racing and hope others see what keeps our attention after all these years. The events we regularly fly are NCLRA Clown, Quickie Rat and 1/2A Mouse. Other events are added as requested such as SCAR Sport Goodyear, Super Slow Rat and F2CN. Formula Unlimited and CAL 15 Rat have been tried but are not favorites. With the exception of 1/2A Mouse, notice the lack of AMA events? Slow Rat, Scale Race and 15 Rat have not inspired anyone here to fly them. Several of us have suitable models hanging on the wall but have no desire to fly them.

What kills an event? The introduction of "super" car/truck engines has not helped Clown and Slow Rat. Engine modifications require a machine shop which few of us have. Lack of good K&B 40's has hurt TQR. We have tried EVO 36 engines in TQR planes with fair results. They are inexpensive and produce about the same speed. Age has taken its toll on us, also. The fastest, hardest pulling planes are no fun to fly so we don't. Interest in B T/R produced nearly a dozen planes locally a few years back. Interest died due mainly to the speed and pull of these beasts.

Am I not just a bundle of happiness and joy? Whatever, I still like to fly.

SCAR hosts six contests each year at Whittier Narrows Recreation Area, El Monte, CA. Racing and Speed events are flown each time: Speed on Sat/Sunday and Racing only on Sunday except for the October contest. Tether cars also run next to us from time to time. The next contest is June 21-22, then Sept. 20-21, October 25-26 and finally Dec. 6-7. Email me for full details.

SOUTH CENTRAL - Bill Bischoff

Hello everyone! I trust you are all back from your favorite Memorial Day racing contests! By the time you read this, I should have returned from racing in Houston, but since my crystal ball is down for repairs that report will have to wait until next time. We had our first racing contest in Dallas on April 25. It was windy enough that there were a couple of takeoff mishaps, and by the end of the day the SSR contestants decided to save their airplanes for another day. That being said, we had fun anyway, and we got to see the Magnum/ ASP sport Goodyears in actual racing for the

first time. Melvin Schuette had the only Fox 15 powered entry, and finished second. (Full results below). This makes me think we are in the ballpark performance-wise with the new engines, and they all seemed to pit very well. Still, I was hoping to see more new airplanes and contestants. Anyway, here's who did what to who, and by how much!

MOUSE I

- 1)Don Cranfill 6:08.7
- 2)Patrick Hempel 6:13.4
- 3)Mike Greb 6:32.5
- 4)Dave Ek 18 laps

FOX GOLDBERG

- 1)Dale Gleason 11:02.5
- 2)Don Cranfill 14:05.0
- 3)Melvin Schuette 57 laps
- 4)Patrick Hempel 4 laps
- 5)Dave Ek 1/4 lap

SPORTSMAN GOODYEAR

- 1)Bill Bischoff 8:57.9
- 2)Melvin Schuette 9:43.7
- 3)Don Cranfill 9:47.9
- 4)Patrick Hempel 10:12.0
- 5)Mike Greb 10:43.8

QUICKIE RAT

- 1)Bill Bischoff 6:49.0
- 2)Melvin Schuette 9:03.0
- 3)Mike Greb 106 laps
- 4)Bill Lee 104 laps

Since they say a picture is worth a thousand words, here are several thousand words worth of pictures. I hope the picture of Melvin catching his Shoestring makes the cover!(Yes it did, ED) I was flying for Melvin, and didn't come out far enough for the pit. Melvin reached for the plane, grabbing it by the wing. The fuselage flexed, and the tail end broke off. You did notice it by Melvin's head, didn't you?



Mike listens for the "GO" signal.



Mike Greb warms up Patrick Hempel's Mirage. David Russum and Joe Brownlee are the timers.



Stephen Jeansonne waits for the two minute warm-up period to start Dave Ek's Shoestring.



Mike Greb's new Polecat was built from Doug Mayer's outlines. ASP 15 power, APC 6.5x5.



Patrick Hempel and Don Cranfill taking it easy in Sport Goodyear.



Typical Texas Pilot meeting....Ok, no back biting, back siding or back talk.

EXTRA! EXTRA! LATE BREAKING NEWS FROM HOUSTON TEXAS!

Here are the racing results from May 24 in Houston. Sorry for the lack of pictures, but I flew in EVERY race, so there was simply no way for me to take pictures. With only three events being flown, we were not in a rush. This gave us time to fly heats AND finals. Mouse was flown first, and possibly because of wind, only finals were flown. Of course, as the day went on the wind actually subsided quite a bit. In Super Slow Rat, we flew back to back two-up heats and took the top three to the final. Mike Greb turned a pair of excellent heat times to earn the TQ spot. Don Cranfill and I both made improvements in our second heats to qualify second and third. Richard Oliver had problems getting a clean engine run, but managed to edge out Bill Lee by one second. After a mysterious but fortunately non-fatal control lock up at the NATS last year, Bill is still working to get his new plane sorted out and up to his usual high standard. Dale Gleason suffered a minor takeoff snafu that ruined his lines and put out of the running. Since the Biscuits and Gravy team had two planes in the final, Bill Lee was called upon to pit for me, and Dale Gleason stepped in to fly for Mike Greb. The final was a good close race, with Don Cranfill emerging victorious, me 4 seconds behind, and Mike Greb finishing at 6:00 flat.

In Sportsman Goodyear we also flew back to back two-up heats. When faced with only five contestants, I got Bill Lee to enter my Fox powered backup airplane to make six entries. Besides, I wanted to see how my Fox airplane would perform back to back with my ASP airplane. Both of my airplanes had good runs, within a couple of seconds of each other. This tells me that we got the new Sportsman Goodyear rules right, and the "new rules" airplanes can compete equitably with the "old rules" airplanes. Once the heats were finished, I was pretty well used up, so the top three qualifiers all agreed to stand on their heat times.

MOUSE 1 100 laps
 1)Patrick Hempel 6:41.9
 2)Don Cranfill 7:25.1
 3)Mike Greb 10 laps

SSR	100 laps	100 laps	100 lap final
1)Don Cranfill	6:11.7	*5:33.8	5:37.5
2)Bill Bischoff	5:51.9	*5:39.7	5:41.5
3)Mike Greb	*5:16.8	5:21.2	6:00.9
4)Richard Oliver	6:08.0	*6:00.0	
5)Bill Lee	*6:01.6	6:57.3	
6)Dale Gleason	19 laps	----	

SPORTSMAN GOODYEAR	80 laps	
1)Bill Lee	*4:04.5	4:05.7
2)Bill Bischoff	4:12.9	*4:07.6
3)Don Cranfill	*4:16.3	4:23.1
4)Patrick Hempel	6:04.8	*4:24.7
5)Mike Greb	*4:25.7	5:05.2
6)Stephen Jeanssonne	6:52.3	*5:24.7

* = better heat time

NORTHEAST – PHIL VALENTE

RESULTS: South Jersey Aeromodelers
 Middlesex, NJ April 27, 2014
 Phil Valente, CD / & reporting.

SPORTSMAN CLOWN RESULTS (5 entries 7.5 minutes)

1 st .	Tom Schaefer	134 laps
2 nd .	Jim Vigani	133
3 rd .	Shawn Cook	128
4th.	Al Ferraro	105
5th	Raul Diaz	104
5 th .	Brian Silversmith	119

“Sportsman Category.” We fly 71/2 minute races; each contestant had two chances. Speed maximum 22 seconds for 8 laps on 52 ft lines. A contestant is disqualified if his speed exceed 22 seconds for 8 laps or number of laps exceed 140. This has become our most popular event

We had so much fun that we ran it again

1.	Shawn Cook	134 laps
2.	Jim Vigani	130
3.	Al Ferraro	113
4.	Tom Schaeffer	1 lap
5.	Raul Diaz	DNF

1 Ounce GOODYEAR (3 entries)
 100 lap feature no pits required

1 st .	Tom Schaeffer	7:47
2 nd .	Raul Diaz	9:06
3 rd .	Steve White	DNF

SLOW RAT (3 entries) 70 laps 1 pit

1.	Al Ferraro	3:08
2.	Tom Schaeffer	3:29
3.	Raul Diaz	4:29

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

MIDDLESEX MODELERS & SJAM 2014 RACE
SCHEDULE

June 1 15 Rat Race, NCLRA Fox Race, NCLRA Clown, Super Slow Rat.

June 22 One Ounce Goodyear, Foxberg, Sportsman Clown

June 29 Foxberg, NCLRA Clown, Sportsman Clown, 1/2A Scale Race.

July 27 Foxberg, **Heavy Metal***, 25 Slow Rat, 1/2A Scale Race.

August 24 **Heavy Metal***, Foxberg, Sportsman Clown

September 28 Foxberg, **Heavy Metal***, 25 Slow Rat, Super Slow Rat.

October 5 **Heavy Metal***, Sportsman Clown, Carrier.

October 19 Foxberg, **Heavy Metal***, Sportsman Clown.

November 2 **Heavy Metal***, Fox Race, Super Slow Rat.

November 16 Foxberg, NCLRA Clown, Sportsman Clown.

***Heavy Metal** - This event has been designed to include all of our current or past racing planes in one event that better fits our needs and still provides an exciting racing competition. Provisional rules follow:

1. Aircraft requirements: Any plane that fits the current Slow Rat rules or larger. Examples: AMA Slow Rat, Warbird, 2oz Goodyear, Foxberg, Super Slow Rat.
2. Engines: Displacement of .21 to .40. No other requirements.
3. Control lines: .018 x 60' stranded cable
4. The Race: 100 laps with 2 pit stops
5. Speed Limit: 19 seconds for 7 laps If the speed is exceeded during a heat the contestant will forfeit that heat.

This event allows a very wide range of aircraft/engine combinations which should encourage much creativity in pursuit of the ultimate race time.

The rules state a plane of at least 300 square inches, however, because this is a new/provisional event for this season, we will allow other types to compete in order to evaluate their performance in this particular formula. Example: A Flying Clown with an NCLRA legal engine. In this case an engine from .19

down will be allowed to use .015 x 60' lines.

Contact Tom Schaefer for event details:

earthingbrush2@yahoo.com

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

Northwest Speed & Racing Championships June 27-29 2014
Salem, Oregon All AMA Speed classes, F2A, and Northwest Speed events.

Racing events include: Mouse I, Northwest Sport Race, Northwest Super Sport Race, Northwest Clown, Northwest Sportsman Clown. Racing Sunday
Mike Hazel CD 503-871-1057 zzclspeed@aol.com

MIDWEST DISTRICT

AMA Nationals July 14-17 Muncie, Indiana

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

June 14th- Dallas, TX

Mouse I, DMAA Fox/Goldberg, DMAA Sportsman Goodyear,
NCLRA Super Slow Rat, NCLRA Quickie Rat
contact Bill Bischoff (billbischoff@hotmail.com)

August 30th- Dallas, TX

Mouse I, DMAA Fox/Goldberg, DMAA Sportsman Goodyear,
NCLRA Super Slow Rat, NCLRA Quickie Rat
contact Bill Bischoff (billbischoff@hotmail.com)

October 11th- Dallas, TX

Mouse I, DMAA Fox/Goldberg, DMAA Sportsman Goodyear,
NCLRA Super Slow Rat, NCLRA Quickie Rat
CD- Bill Bischoff (billbischoff@hotmail.com)

SOUTHWEST DISTRICT

Racing Calendar For 2014 at Whittier Narrows

June 22th – Bev & Bill Wisniewski Memorial

Events are NCLRA Clown, Super Slow Rat/Fox Race, Mouse I, and F2CN Team
CD – ?: (?) ??

September 14th – Wayne Trivin Racing Memorial

Events are SCAR Goodyear, Quick Rat, Formula Unlimited and Mouse I
CD – ?: (?) ?

October 11 & 12th – Virgil Wilbur Racing Memorial

Saturday's events are F2CN Team, Super Slow Rat/Fox Racing, Formula Unlimited and NCLRA Clown
Sunday's event are Mouse I, SCAR Goodyear, and Quickie Rat

CD – Howard Doehring: (714) 638.4937

December 7th – 24th Annual Toys For Tots Racing

Events are SCAR Goodyear, Super Slow Rat, Musciano Log and Quickie Rat

CD – ?: (?) ??

- · All events are AMA sanctioned. Membership is available on site
- · All pitmen must wear protective headgear while racing or during practice
- · Please verify the event date and location have not changed, before you set out on a cross country trek.

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.)
 Op (15 Min.)

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

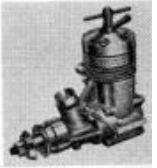
NCLRA SUPER SLOW RAT

(100 Laps) 5:14.30 Bill Lee/Russ Green 7/05/09

REWORKING THE SUPERTIGRE 15D

By John Barr

Supertigre 15D has already enjoyed considerable success in F.A.I. team racing overseas, and now that these motors are becoming available on the Australian market, it would be a good time to take a look at some of the modifications employed to make them really sing. To anyone who reads American magazines, John Barr of the Barr-Norsikian Speed Team (B.N.S.T.) will need no introduction; for those who don't it should be sufficient to mention that B.N.S.T. have won the F.A.I. race at the American Nationals for the past two years, and race times of 4:45 are nothing out of the ordinary for them. What follows is John's description of B.N.S.T. engine preparation after 4 years of racing with Supertigres.



Super Tigre 15D.

Disassemble engine completely with the exception of removal of the bearings from the crankcase. Clean all parts as thoroughly as possible by soaking and rinsing in a good solvent bath such as methyl alcohol or carbon tetrachloride. The ball races should not be spun violently at this time but rotated very gently. When the parts are dry and clean the fit of the shaft to the bearing should be checked. If it is not a light incomb press fit or tight sliding fit (not rattling!) the shaft should have its diameter reduced until this fit is obtained. A lathe (or drill motor) and 400 and 600 paper can be used to make this very small adjustment. With the entire front end clean and dry (no oil) the shaft should be a free spinning fit with no detectable break away friction. One test is to rotate the crankcase slowly and observe the counterweight motionless — no tendency to follow the rotation.

When installing bearings, they should be a drop fit when the case is hot enough to "sizzle spit". Care should be taken not to overheat the case, however. If the bearing has been pounded out or the hole otherwise too large, the bearing should be epoxy cemented in with Loctite or similar compound.

The piston should have the crown radiused with a smooth stone, and should fit loose below the ports and when clean and dry a smooth light drag above the ports.

Assembled and oiled lightly with "3 in 1" or similar, the engine should be broken in fast with an 8-3 or 8-4 prop with not less than 20% oil. The setting should be rich and compression right "on" or biased slightly on the low side. Runs should be 10cc to 30cc of fuel at a time for about 1 to 2 quarts of fuel until a lean setting can be held throughout the run without any sign of overheating.

The engine should be flown, care being taken to avoid lean or over-compressed runs. The Supertigre is not easily worn out, and only a slight deterioration in starting can be noticed with very advanced age.

Normal maintenance does not include removal

of the shaft, but the piston and cylinder should be disassembled periodically and scrubbed with "Comet" or similar household cleanser, and steel wool (abrasive pad). This is done especially if any sign of carbon deposit or varnish is detected and before each contest. Be sure to put several flights on before the contest to re-seat the piston-liner.

As far as fuel goes, the mixture has been tending more toward the use of "Oliver mix". The latest BNST fuel contains no nitrobenzene, 20% oil and 2% primary amyl nitrate (ethyl corp. DB-86).

A good Supertigre should turn 12000 to 12500 r.p.m. static on a 7-6 Tornado nylon.

Modifications are small. Purging the exhaust and allowing fresh air to be drawn in during the period of sub-piston induction is important. BNST drill a .125" to .140" hole in the exhaust stock pointing directly in at the port in the liner and able to receive the blast of propwash.

Piston modifications to allow a slight increase of sub-piston induction are sometimes good for a few more r.p.m. with this modification.

A 1x28 tap run through the head will allow an Allen head screw to be used for compression adjustment, making a cleaner cowl. The carburettor should be modified to a needle valve type. Use the Supertigre valve with the body filed to a diamond shape (.156" width across edges) or with flats filed across the edges to trade range for speed (.138" width). The needle has ratchet adjustment added for positive control. The Venturi is as illustrated below:

A well broken-in Supertigre adhering to these specifications should fly a clean model at 92-94 m.p.h. for 34-38 laps. This with solo flights and no leading. Of course weather will make a difference but on good days this performance is within reach. Competition races of about 4:45 are nothing out of the ordinary for BNST with two of their usual fast stops. Additional experience with this engine which our readers could profit by will be welcomed.

—F.A.I. News Letter



Ye Old Editor Tuning The Mouse 1 Entry at The 2013 Nat's.

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Bill Bischoff billbisch@hotmail.com

Officer's Addresses

President

Melvin Schuette

P. O Box 240

Auburn, KS 66402

Home: 785-256-2583

Work: 785-221-7042

Cell(or other): 785-221-7042

E-Mail: mbschuette@cox.net

Vice- President

Les Akre

13336-129st.

Edmonton, Alberta T5L-1J8

Canada

Home: 780-454-5723

Cell(or other): 780-919-2792

E-Mail: scaleracer@hotmail.com

Secty/Treas

David Rolley

P.O. Box 468

Bennett, CO 80102-0468

Home: 303-644-3715

E-Mail: soar.rubber.duck@gmail.com

Editor

Les Akre

13336-129st.

Edmonton, Alberta T5L-1J8

Canada

Home: 780-454-5723

Cell(or other): 780-919-2792

E-Mail: scaleracer@hotmail.com

Northwest Representative

(none)

North Central Representative

Steve Wilk

3257 Welcome Ave. N.

Crystal, MN 55422

Home: 763-531-0604

Cell: 763-257-3588

E-Mail: swilk117@yahoo.com

Northeast Representative

Phil Valente

1523 Ulster Way

West Chester, PA 19380

Home: 610-692-6469

E-Mail: phil_valente@millipore.com

Midwest Representative

(none)

Southwest Representative

Ron Duly

1806 Karen St.

Burbank, CA 91504

Home 818-843-1748

Email: rduly@earthlink.net

South Central Representative

Bill Bischoff

1809 Melody Ln

Garland, TX 75042

Phone Numbers:

972-840-2135

972-245-8379

Email: billbischoff@hotmail.com

Southeast Representative

Jim Bradley

1337 Pine Sap Court

Orlando, FL 32825

Home: 407-277-9132

BMP4CARBON@aol.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 Les Akre at the address given on this page.

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