

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



TO



**The 2015 U.S. F2C Team Selection Winners, (left to right)
Fischer /Wilk 1st, Topunov/Elbert 2nd, Hempel/Lee 3rd.**

INSIDE:

**District Reports
Sportsman Goodyear Wings
2015 USA F2C Team Selection**

**Torque Roll Issue #122
October 2015**

PRESIDENT: Melvin Schuette

To My Fellow NCLRA Members:

I have written this article over and over in my head for over two weeks. During that time the words flowed easily onto the paper. Now that I have started actually writing it on the computer the words come a lot slower, and the ideas that were in my mind to fill pages is trying hard to be more than a few sentences.

In my last article I stated that I will not be running for re-election. I would like to take some time to discuss the reason behind this. I decided to run for president of the NCLRA when faced with two options, either volunteer for the job or let the NCLRA disband. Hopefully the NCLRA will not be in the same position it was four years ago. I felt then and still do that the NCLRA is a viable organization and it is worth saving, it is just time for someone else to take the reins. Hopefully we can find someone that will do a better job than I have.

Even if the NCLRA was to disband there will still be a C/L Racing National Event. The difference would be that AMA would find someone to run racing, and they would receive the events fees that are now paid to the NCLRA. The event director then would have the authority to either keep the money for himself or distribute it how they see fit. I do not know how hard AMA would look for an Event Director or what would happen if no one volunteered to be the Event Director.

The job of president is to lead and grow the organization. At best I have kept the organization alive. I know that there is more than one person in the organization better qualified to be president, but for one reason or another choose not to volunteer.

I have talked to one of the people that I feel would make and excellent president and he said the reason that he doesn't volunteer is that if he did become president it would mean that he would be the Event Director for Racing at the nationals each year. I know what he is talking about. I wish we had enough people that would volunteer to be the Nat's Racing Event Director that you would only have to do it once every five or six years. Or enough volunteers that you would only have to run events for one day. So far I have been lucky to find someone to volunteer to run things for me long enough for me to fly one day during the week. I haven't really minded being the event director the rest of the time, but I am getting to the point that I would like to enter more than Mouse each year.

This year especially we had problems finding enough people to be pilots and or pitmen. In most cases if you weren't flying of pitting you were timing. AMA this year and in the past have stated that if events continue having low entry numbers they may drop the event. They have not stated how many people per event will have to enter to prevent the event from

being dropped, but unfortunately I feel most of our events will be on the chopping block.

AMA has also stated that it is the responsibility of the SIGs to promote their events at the Nationals. I have tried and tried, but the only idea I can come up with to build interest the Nationals is make it a traveling Nationals, but I still don't know if that will help. I know of only one place that is possibly large enough to hold a Control Line Nationals and that is the Tri Cities in Washington State. All military bases have been closed to the general public, so we cannot hold one there. I know of only two places outside of Muncie Indiana that have the facilities to hold a racing nationals.

I was not able to make it to the Nat's planning meeting due to a prior commitment. I asked Dave Betz to attend on behalf of the NCLRA. I will have all the details for the 2016 C/L Racing Nationals in my next article.

I will let those who were at the F2C Team Trials give use the details and the results

Remember we are looking for an Event Director for the 2016 Nat's also.

Melvin

NORTHEAST: Phil valente

RESULTS: South Jersey Aeromodelers Middlesex, NJ September 27, 2015

CD George Connors, Phil Valente reporting.

FOXBERG (100 laps with 2 pit stops)

1 st .	Dave Edwards	6:56:25
2 nd	Al Ferraro	7:08:47
3 rd .	George Connors	7:22:16
4 rd .	Steve White	8:11:06

HEAVY METAL (100 laps with 2 pit stops)

1.	Dave Edwards	7:00:69
2.	George Connors	8:02:05

AMA SLOW RAT (70 Laps with 1 pit stop)

1.	Al Ferraro	2:58:22
2.	George Connors	4:59:40

SUPER SLOW RAT (100 laps with 2 pit stops)

1.	Dave Edwards	7:02:56
2.	George Connors	7:14:38

MIDWEST: Bob Heywood

The 2015 contest season in the Midwest is pretty much over. It's time to shift gears and start thinking about next year.

The October issue of *Model Aviation* asks the question, "What will be your winter build project?" AMA Plans Service is promoting a special 20% discount offer for plan orders placed through October 31st. This is the perfect time to get your hands on a set of Margaret June drawings or one of the other Goodyear / Scale Racer plans available from the extensive AMA plans library and build a Sport Goodyear racer.

The Margaret June team recently put up a post on their Facebook page highlighting Bill Bischoff's 2nd in Sport Goodyear at the Nationals. Another post included a link to the on-line *Model Aviation* article for the model. That's great promotion. By the way, Kent Cassels and Margaret June finished 4th @ 215.130 mph in the Formula1 Silver Final at Reno this year, only 1.591 sec behind 3rd. This was their best race speed of the week. Check things out on Facebook at "Margaret June Air Racing". It's a great way to keep up on the full size racing scene.

Another thing from Reno this year was the appearance of a brand new Shoestring "No Strings Attached", finishing 5th in the Gold Final. Not too hateful for a new build and a testament to the engineering of the original Shoestring design. With a few mods to reinforce the rear of the fuselage, the SIG Shoestring kit is an attractive alternative to get involved in Sport Goodyear.

Time to build.

"Fly Low...Fly Fast"

SOUTH WEST: Ron Duly

What if we sponsored a contest and nobody showed up? Could that ever happen? Yep, it did, right here at the birth-place of racing this past September 12th. (Anyone remember the FAST Club from the 50's?) For whatever reason (health, age, family, etc.) only the Burke/Duly team brought out planes. We had plenty of timers to support racing but lacked teams wanting to race. After waiting several hours we wandered over to the speed circle and helped time for them. They appreciated the help I'm sure. What is next? Coming up is our Virgil Wilbur two-day racing contest. Personal appeals have gone out to all known local racers so we'll wait and see what happens. Is this the beginning of the end or a wake-up call? Stay tuned..... Ron Duly

SOUTH CENTRAL: Bill Bischoff

The big news in the district this time is the recent F2C team trials, hosted by my home club, the Dallas Model Aircraft Association. The club really came through, and we had plenty of manpower (and woman power) for timing and lap counting. Bill Lee brought his portable jury platform and PA system,

and Linda Gleason made sure everyone had lunch on Saturday and snacks and drinks on Sunday. Dale Gleason was CD of record. The jury was led by Tom Fluker, and also included John Ballard and John McCollum. They were well qualified and fair. The FAI Jurist was Chuck Rudner. I am expecting that someone else will have the play by play analysis, so Just let me congratulate the 2016 team of Fischer/ Wilk, Topunov/ Elbert, and Hempel/ Lee. Less than 2 seconds behind were the alternates, Allen and Whitney. Well done, guys.

We still have two more contests this season, October 24 in Dallas, and November 14 in Houston. Dallas will be having mouse 1, Fox-Goldberg, sportsman Goodyear, super slow rat, and Quickie rat. Houston will be having sportsman Goodyear and super slow rat, possibly other events. Hope to see some of you there.

CONTEST RESULTS DALLAS, TX SEPTEMBER 5, 2015

It was sunny, hot and humid. With temp's in the mid-upper 90's, every one of the few clouds and few breezes provided a welcome bit of relief. Racing entries were down a bit this time. The Barnes team was MIA, Dale Gleason is still recovering from a hand injury, and the Houston guys didn't have enough hours in the day to fly Sport Goodyear and their stunt events.

In Mouse 1, Phil Dunlap has been working with John McCollum on engines, and had a fast new entry. With a bit more pitting practice, it will be a real contender. My Mouse 1, also a McCollum product, was also fast, at least until the crank broke!

Sport Goodyear seemed to be plagued with pitting problems, and we also had an incident between someone taking off and someone landing. Pilots AND Pitmen must be conscious of the other airplanes. Fortunately, we got away with only a squatted landing gear and a shortened prop. Mike Greb had the least problems, and got the win.

Super slow rat also had some pitting problems. Richard Oliver's 6:34 was a far cry from the very fast 5:14 he turned at the June contest. John Hill and Bill Lee have the potential to shave at least 30 seconds off their times as well.

MOUSE 1

1)John McCollum	4:44.7
2)Mike Greb	5:40.?
3)Patrick Hempel	5:41.7
4)Phil Dunlap	6:11.1
5)Bill Bischoff	35 laps

FOX-GOLDBERG

1)John McCollum	9:22.5
2)Patrick Hempel	11:35.1

SPORTSMAN GOODYEAR

1)Mike Greb	8:49.2
2)Bill Lee	9:12.3
3)Bill Bischoff	10:15.9
4)Patrick Hempel	10:38.5
5)Stephen Jeanssonne	12:45.4

SUPER SLOW RAT

1)Bill Bischoff	5:20.8
2)Don Cranfill	5:29.3
3)Mike Greb	5:37.3
4)John Hill	6:01.3
5)Richard Oliver	6:34.9
6)Bill Lee	6:38.4

"NO CARVE" SPORTSMAN GOODYEAR WINGS

Bill Bischoff

Perhaps one of the biggest hurdles involved in building a Sport Goodyear is carving the wing. Recently, I have found a way to clear this hurdle with a minimum of effort. It only applies to constant chord wings, such as found on the Buster, Bonzo, Zipper, Stardust, and a whole plethora of Cassutts.

The good folks at Brodak sell a replacement wing for their Flight Streak Trainer for \$16.00. (It is listed in the paper catalog, but I could not find it online). The wing is one piece, 6" chord, about 37" span, and a bit over 3/8" thick. It has a pre-carved flat bottom airfoil, with a 1/8" thick trailing edge to accommodate the Streak Trainer's fixed flaps. It is the top wing in the photo.

I personally wanted a wing with 6 5/8" chord. First, I cut the wing apart 2" from the leading edge, and added a 1/4" x 3/8" spruce spar. This increased the chord by 1/4". Then I added a 1/8" x 3/8" spruce trailing edge, which increased the chord to the desired 6 5/8". I also cut 1/4" off the leading edge, and replaced it with 1/4" x 1/4" spruce for strength and impact resistance. This is the middle wing in the photo.

Once this was done, the spruce leading and trailing edges were shaped, and the high point of the wing sanded to blend everything together. The bottom wing shows the finished airfoil.



If a narrower chord is needed, a section of balsa may be removed from the high point area of the wing. For example, cut the wing leading edge at 1 3/4", then cut 5/8" off the front edge of the back part of the wing. Add the 1/4" spar and 3/8" trailing edge, and you are back to a 6" chord. This would be appropriate on the Stardust, for example.

It will also be necessary to install some sort of hard point for mounting the bellcrank. I recommend the tapered maple spar/bellcrank mount as featured on the Margaret June plans. This may be installed after the wing is assembled, but will be easier to fit and install before gluing the wing together.

Hopefully, this will be just what some of you need to start building your own Sportsman Goodyear racer.



2015 U.S. F2C Team Selection

By Tom Fluker

Well, the 2015 Team Selections are in the books.

Congratulations to the three teams that will represent the USA in Perth next year.

This year, I had a unique perspective (a least for me) to watch the races from the tower sharing jury duty with John McCollum and John Ballard. Even with 40 years of experience, I was still the rookie. Regardless of experience, there are always lessons to learn. Here are some that I picked up:

- The 90 second warmup is still the longest period of time EVER even from the jury tower. I hear mechanics think it goes quickly, but it is forever for pilots and juries.
- Racing is racing and your heart rate goes up at GO regardless of your role.
- Even from the jury tower, the last thing to go through my mind before go is "Please don't let me screw this up". This time it meant letting more than just my mechanic down if I messed up.

Fortunately for me, the experience (John & John know their stuff) in the jury tower was phenomenal. We took the position of letting teams race. There were several times where we had pilots behind their planes, but they were not blocking or putting anyone at risk, so we let them fly. We did have a couple of "Stop Racing" calls to preserve safety and equipment.

There are also a few things that are givens:

- It is always great to see old friends. Bob and Jason returned to the racing circle after a couple of years off.
- F2C is hard to get right.
- The Dallas crew knows how to host a contest. They are amazing hosts! Thanks to everyone for helping. F2C takes more people working than any other event.

Overall, things seem to go relatively smoothly. It did take a bit to get into the rhythm though. The format of the racing is 6 rounds with 3 up for each race. With 6 active teams, that meant 2

races per round. In general, we do expect issues that will lead to reflays for some. What I did not expect was that we would have 4 reflays and 2 DNF/DQs before we finally had a completed race. It settled down after the first couple of races and we started making progress until a bit of a weather delay.

The weather did play a part in the contest on the first day. It started with a bit of a breeze, so third pick wasn't fun. Then we had a bit of rain. Fly in the rain or wind was ok, but both warranted a break since we had time. After an hour, the rain moved off and the racing continued. At the end of the first day, things were looking good for Fischer/Wilk, Topunov/Elbert and Allen/Whitney. All three had 3 times. The big question is would they hold.

Sunday started a bit better than Saturday. The pilots were a little more settled and the breeze a bit less (it came up later) and teams started getting some times posted. The result is that we had a dramatic run for the end. Patrick and Bill needed to post a time in their last race to be eligible for the team. They also needed better than a 3:50 or so to get the third spot. Based on the results, you can see they made it.

Observations: Having the perspective of watching from the jury tower plus flying the event in the past, there are a couple of things that I noted:

- Physical conditioning is going to be important – not just the pilots either. The stress on the mechanics is more than most people realize. Alex Elbert's stretching/exercise program really pays off on the field.
- Pilots absolutely must learn to land in their segment. We had too many situations of rolling through the prior segment. There is absolutely no reason for that even when there isn't another plane on the ground and doing so is flirting with disaster.
- Time is short. The World Championships are early this time since they are "Down under". That cuts 3 months off the usual preparation time. Our teams need to go faster to make a splash this time. In looking at the times from the European championships, it is going to take a 3:17 or better to get to the semis. Dave and Steve ran a traffic race at the end where they turned a time in that ballpark, but nothing official was close. The teams have airspeed, so it is just going to take practice and execution to get there.
- The new 3mm venturi is challenging to get engine settings. Trying for 50 laps thus cutting out a pit really creates heating issues. Everyone is going to need to do some research on cooling ducts and oil content. Weather changes have a more dramatic effect on settings, so the teams will need to know how to react to change.
- Practice racing even as a single team. I firmly believe you do in a race what you do in practice. Things like starting procedure, landing the right segment, hand in the right position, holding settings are all things that you

can practice on your own. After getting a setting, run a race including count down/warm-up through lap 100. If you can't get it right on your own, you won't get it right in a 3 up race. It was clear after watching the races, some of the things going on in the races were not natural to all of the pilots (some get it while others are still learning).

Thank you to everyone for letting me be part of the process. It was an honor to be part of the jury. Good luck to everyone in Perth. Go USA!!!!!!

	Rd1	Rd2	Rd3	Rd4	Rd5	Rd6	Ave/Place
Topunov/Elbert	3:30.45	3:47.03	3:51.24	3:38.45	3:44.43	4:03.20	3:41.70 2 nd
Hempel/Lee	DQ	DNF	3:42.5	3:54.97	DNF	3:48.56	3:49.01 3 rd
Fischer/Wilk	3:36.26	3:28.32	3:40.07	3:54.22	DNF	DNF	3:34.98 1 st
Allen/Whitney	3:49.29	3:42.33	4:04.25	4:08.19	3:58.66	3:54.99	3:50.83 4 th
Bischoff/Greb	DNF	3:02.25	3:41.45	DQ	4:51.80		3:11.99 5 th
Columbo/Wallick	DNF	DNF	DNF	DNF	-	-	

2015 F2C Team Selection Results.

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

- Nov 1** Heavy Metal Sportsman Clown FR/SSR SJAM Phil Valente (Brian Silversmith)
- Nov 15** Foxberg NCLRA Clown (60ft. lines) Sportsman Clown Phil Valente.

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

MIDWEST DISTRICT

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

OCT 23-25--Dallas Hobby Park (AA) Fall Finale Site: Dallas Hobby Park. Events: Record ratio speed, sport jet speed, Perky speed, mouse I, Fox/Goldberg, sportsman Goodyear, super slow rat, quickie rat, profile carrier,

sportsman profile carrier, 15 profile carrier, carrier I, carrier II Sponsor: DMAA #1902. CD: Bill Bischoff, 1809 Melody Ln, Garland TX 75042. Phone: 972-840-2135(eve) E-Mail: billbisch@hotmail.com WebSite: dmaa-1902.org Speed all 3 days, starts noon Friday. All racing on Saturday. Carrier Sunday. Carrier contestants may fly any class for a score in the NCS top 20.

SOUTHWEST DISTRICT

Whittier Narrows
Racing & Speed Calendar For 2015

Speed Events: All Speed events including electric, 301-310 & 606-607 + Perky, NASS Sport Jet, and C-Speed. Speed flying Saturday and Sunday.

Racing Events: Super Slow Rat/Fox Race, NCLRA Clown, NCLRA Quickie Rat, and SCAR Goodyear/AMA Nationals Sport Goodyear. All four classes flown at the six scheduled events Clown will be flown using 60 foot lines. Other Racing events may be flown if three entrants show up ready to race.

Racing Sunday only.
Carrier Events: April 2015 contest only.
Combat Events: Speed Limit and One-plane-F2d held at the April contest, same events at Toys For Tots, and Knight's Dale Kirm Memorial TBA

October 10-11 RACING BOTH DAYS

Virgil Wilbur Speed & Racing Memorial
CD & Speed ED: Howard Doering

December 5-6 2015

Toys For Tots Speed & Racing

Musciano Log Racing, Speed Limit and One-plane-F2d
Combat included in this contest.
Entry Fee: One new unwrapped toy, approximate value \$10-\$20
CD & Racing ED: Jed Kusik

Whittier Narrows Park now charges \$6.00 per weekend day entry fee! You can buy an annual pass from the bureaucrats at the Park Headquarters (weekdays only) for \$25.00 if you are a member of one of the local clubs. All events are AMA sanctioned. Membership is available on site. All pitmen must wear protective headgear while racing or during practice. Before you set out on a cross-country trek, verify the event date and location have not changed.
Speed contacts: Howard Doering (714) 638-4937 Cell (714) 394-5304
Joe Brownlee (714) 895-1857 Cell (714) 393-1940
Jon DeFries (951) 315-3929
Racing contacts: Ron Duly (818) 843-174
Don Burke (714) 329-1457

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) 3:42 Fisher/Wilk 7/13/15
(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.) 150 Laps Bischoff/ Lee 7/15/15
Op (15 Min.) 284 Laps Bischoff/Lee 7/15/15

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

SUPPLIERS

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line of Russian FAI speed gear. PROFI Engines, Pipes, Pans,
Props, Tanks, Handles and FAI Speed Models in kit form or
ready built. (Tomas Mejzlik) Phone: 420-5-432-18888 Fax: 420-
5-432-18880 e-mail mejzlik@brno.comp.cz

NELSON COMPETITION ENGINES

121 Pebble Creek Lane, Zelenople, PA 16063
Manufacturer of NELSON Racing Engines and parts, FAI Pans
for F2A & FIC Custom Button Heads, Nelson Glow Plugs, many
other specialty engine items. (Henry Nelson) Phone: (724) 538-
5282 e-mail: nelcomp@fyi.net

MARC WARWASHANA

Rubber fastfills, vintage Dons' racing wheels.
11577 North Shore Dr.
Whitmore Lake, MI 48189-9124
Phone: 734-449-7355 E-Mail: whellieman@gmail.com

OLD MAGAZINE PLANS & MORE ON CD

Tom Wilk, 301 W. Redwing St.,Duluth, MN 55803
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
f2cracer@aol.com

BISCHOFF'S SPORTSMAN GOODYEAR RACING PARTS

ASP/ Magnum 15 VENTURI	
1/4" ID, 4mm spraybar, fits 10mm hole	\$10.00
RSM Supertigre style needle assembly	\$10.00
Aluminum landing gear struts	
.090" 2024-T3, undrilled, per Margaret June plans	\$10.00
Wheels and axles	
1 1/4" Williams Bros. wheels, 1/4" axles	\$6.00
1/4" axles w/o wheels with hardware; Requires 1/4" hole in wheels	\$2.00
1 oz fuel tank	
per Margaret June plans	\$20.00
2" metal bellcrank with buttons	
includes line eyelets	\$10.00
Bellcrank button kit	
includes hex buttons, eyelets, screws	\$2.00
Aluminum engine mount plate	
fits Magnum/ ASP engine	\$2.00
Fuel shutoff trigger wire	
per Margaret June plans	\$1.00
Super slow rat fuel tank	
also works for Fox race	\$20.00
Shipping \$5.00 per order including fuel tanks/ \$3.00 per order without fuel tanks. I accept paypal or personal checks. Paypal: billbisch@hotmail.com / mail checks to William Bischoff, 1809 Melody Ln, Garland TX 75042. For questions, call (972)840- 2135 or email billbisch@hotmail.com	

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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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