

**From: National Control Line Racing Association
Bill Bischoff 1809 Melody Ln.
Garland, TX 75042**



TO



Southwest District Rep Doug Mayer sent me this pic of his newest obsession, the F-1 Air Racer "Invictus". Doug said he will have scale drawings finished in time for publication in the April Issue.

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Torque Roll Issue #148
February 2020

PRESIDENT - Bill Bischoff

Happy 2020 everyone! I hope you all had an enjoyable and safe holiday season. That being said, let me start with a little safety story. A few weeks ago, a fellow club member was starting a hand launched sport aerobatic model. Per typical procedures, he was slightly hunched over his model. As he was flipping the prop, the draw string from his hoodie was dangling in the prop and was cut multiple times when the engine started. Fortunately, the draw string did not get tangled in the prop, otherwise it would have drawn the model towards his face and neck, and I shudder to think what could have happened. So, let's all start the new year by being a little more conscious of our own, and our friends' safety. There may not be enough luck to go around! We now join our regularly scheduled program...

My main focus lately has been on a new engine for Sport Goodyear to replace the ASP/Magnum 15. The good news is we have one! The SH .15 is about as close a replacement as we could hope for. It has the same mounting pattern (although I think the prop drive washer is a smidgen thicker), the same crankshaft thread, and accepts the same venturi. Flown back to back on the same day and same airplane, the SH 15 was within 1/10 second of a randomly chosen ASP 15 for 8 laps. The Dallas Model Aircraft Association has already approved it for the 2020 season. Revised rules and much more information can be found elsewhere in this newsletter.

Speaking of revised rules, we have also instituted a change in the F2CN rules. It is now specifically stated that exhaust shrouds/ covers as required in F2C are NOT required in F2CN. I think this was already generally understood, but now it's official.

Congratulations to **Brenda Schuette** for being chosen as manager for the 2020 US CL team that will be competing in Poland this summer. I believe this is Brenda's first involvement with FAI competition, but if she can keep Melvin in line, I'm sure she'll be able to handle the team.

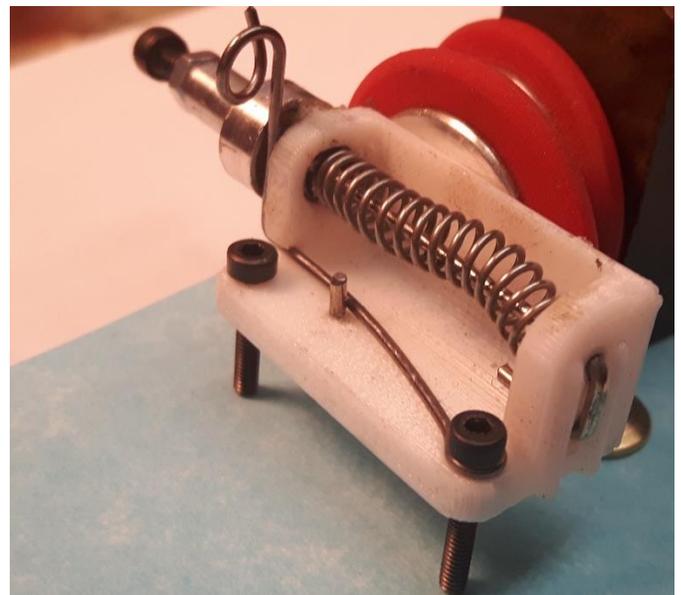
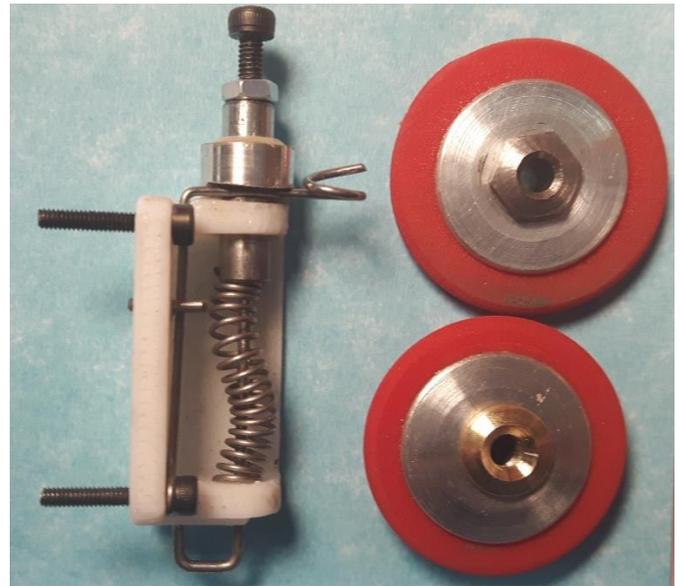
I'm still looking for someone to write an introduction to diesels article. Diesels are a mystery to a lot of folks, so what I would like are the basics. How do they work? What's in the fuel and why? What does the compression screw do? Why do they get such good fuel mileage? Are there any takers? How about you, retired team racer Bob? Or you, other retired team racer Bob? For that matter, anybody have anything to say about F2CN? There will be several opportunities to race it this year, so share what you know with those who don't.

North Central – Paul Gibeault

Well fellow racers, with our local temperatures around -40 C (-40F) there is no racing to be done here at the moment! For the most part we're staying fit by shoveling massive amounts of snow...

One thing I have come across recently is racing wheels and a 3D printed fuel shut off out of England. When Stu Robinson discontinued production, British racer Tony Toogood from Shropshire decided to go into production. I ordered some rather skookum 1" G/Y wheels from Tony that come complete with

mounting hardware. Just notify Tony when ordering whether you will be mounting your wheels onto music wire or sheet aluminum struts and Tony will alter the hardware accordingly.



Tony Toogood from the U.K. makes these fabulous racing wheels as well as a fuel shutoff with a 3D printed frame. See text for details.

In addition to these very nice wheels Tony has got himself a 3D printer which to develop more items with. Tony offers different styles of shutoffs but found that machining the aluminum was extensive. Now Tony offers a lighter 3D printed shutoff version out of nylon. On my workbench it appears to work really slick.

At least one set of these wheels is off to John McFayden in Dundas, ON. for use in their O.S. 15LA Sport G/Y racing event. Hopefully I can get a photo when his G/Y model is painted.

Further info from Tony...

"The 1" Diam. wheels, with hubs, having 3.3mm bore and washers, I usually solder the brass washer on the leg first, there is clearance in the hub for the wheel to run freely but I sometimes

cut a paper washer to slide up against the brass one, then solder the hub and wheel on. Tear the paper out and this gives a little more 'wacker' if required. I also wrapped up one of my 'shut offs' for you or anyone to play with, they can be mounted vertically on a profile or across behind the engine in the fuselage. I also do one a mirror image if you want to bring the fuel line round the inside of the model. Some prefer the feed to run on the outboard side like me, but others prefer to feed fuel in from the inboard, arguing that it helps to maintain a more even pressure.

I make the wheels in 1", 1.5", 1.75 and 2" sizes to suit F2c, Vintage A, Barton B and Vintage B. The 1" wheels are £10.00 each. The bigger wheels are £12.00 each. If anyone wants a shut off, they are going to be £20.00 each. If you try it, please give me any feed back as to malfunctions or modifications etc. Simple hold down screws at 25mm centres. The style has worked well in my Barton B and Classic 15 models, but I machined the bodies out of Aluminium which took for ever. These are new 3D printed bodies. Two sorts, to suit which ever side you fancy feeding the fuel in. Some feed down the outside, some prefer to bring it across the model and feed in from the inside of the model. I'm an outside man!! A lot at Barton are inside men! They can also be mounted vertically. It will be interesting to see how they perform..." Tony can be reached at: tonytogs@aol.com;

For those watching the International scene, Brenda Schuette is this years USA Team Manager. She set up a Facebook website with further information. <https://www.facebook.com/groups/1049170482132344/>

The 2020 Polish World Cup & World Championships Organizers have also set up their own Facebook website. <https://www.facebook.com/2020faif2abcdworldchampionships/>

Wishing you all the best this 2020 season. Don't hesitate to contact me if you have anything you want included or just to let me know how you're doing!

SOUTH CENTRAL - Bill Bischoff

A NEW ENGINE FOR SPORTSMAN GOODYEAR

As I'm sure everybody knows by now, the ASP engine factory in China has closed its doors for good. That means the ASP and Magnum 15's that were so successful in Sportsman Goodyear are now out of production. Fortunately, there is a new engine that has recently become available, and it has been tested and approved for the DMAA Sportsman Goodyear event.

The engine is the SH 15. It has the same mounting pattern as the ASP, takes the same venturi, has the same crankshaft thread, and even has the same backplate bolt pattern (so your backplate mounted shutoff will fit). It is dual ball bearing, and a true ABC. It differs from the ASP in that it has a head button and clamp arrangement rather than a one-piece head. This is good, since the stock head clamp is big and rectangular, more like a helicopter head. The one modification that will be allowed is to turn down the stock head clamp to a more appropriate size. More about that later. Also like the ASP, the factory head clearance may be a bit excessive, and removing

one or both head shims may yield a small performance improvement (also legal).

If you want to buy one of these bad boys today, go to justengines.co.uk. I got mine for about \$90 USD including shipping. I paid with Paypal and let them worry about the dollars to British Pounds exchange. If you can wait until March, mikegoesflying.com will also have them available. If you remember, they were the ones selling the Magnum 15 after Hobby Shack went away. I assume their price will be similar.



The newest DMAA Sportsman Goodyear approved engine, the SH .15. See text for details.

Let it be known that this engine may create a temptation to cheat. I say that because there is also an SH 16 engine. I bought one before I found out where to buy the 15. Externally, the longer mounting lugs and the fact the crankcase is marked "16" are giveaways. Internally, the 15 and 16 have the same stroke (same actual crankshaft), and the same liner outside diameter. This makes it a simple matter to drop the 16 piston/liner/rod and head button into the 15, but please don't. Removing the head and measuring the bore will quickly reveal the misdeed that only netted you a few tenths of a second anyway. Since we now all know it's possible, nobody needs to try. 'nuff said.

Here are the revised DMAA Sportsman Goodyear rules:

DMAA SPORTSMAN GOODYEAR RACING RULES REVISED JANUARY 2020 (changes in *ITALIC*)

OBJECTIVE: Sportsman Goodyear racing is intended to be a low-key sport racing event which can be enjoyed by both novices and experienced racers. By disallowing expensive, high performance racing engines, both cost and performance are kept down to a level which all modelers can manage.

APPLICABILITY: All AMA general and CL general rules, the AMA Unified Control Line Racing Rules, and rules for

event #317 Control Line Scale Racing shall apply unless modified below. In the case of a dispute, the event director shall have the final decision.

ENTRIES: Once a contestant has used an aircraft or engine in the event, that aircraft or engine may not be used by another contestant in the same event.

CONTROL LINE SPECIFICATIONS: Models must employ two multi-strand lines of at least .015" diameter. Line length shall be 52' 6" +/- 6", measured from the grip portion of the handle to the center line of the fuselage. Pull test is 25 pounds.

RACES: Heat races shall be 80 laps, with a minimum of one required pit stop. Feature races shall be 160 laps, with a minimum of three required pit stops. Races should run three-up whenever possible.

FIELD LAYOUT: The inner circle shall have a radius of 58'. The outer circle shall have a radius of 68'.

MODEL SPECIFICATIONS: Per Control Line Scale Racing. The builder of the model rule shall not apply. Only one fuel tank is allowed, with a maximum capacity of one fluid ounce. The fill, vent, and pickup tubes shall have a maximum outside diameter of 1/8". Quick fills are prohibited. Fuel shutoffs are permissible. Hot glove or hot thumb electrical contacts shall not be permitted. Additional model specifications are listed below.

PROPELLER SPECIFICATIONS: Only commercially available wood or injection molded plastic propellers are permitted. Composite propellers (carbon or glass fibers with synthetic resins) are not allowed.

ENGINE SPECIFICATIONS: Non-schneurle ported engines may be of plain bearing or ball bearing construction. Schneurle ported engines must be of plain bearing construction only, except that the Fox 15BB schneurle engine is specifically permitted in accordance with the constraints outlined below. Plain bearing conversions of ball bearing engines are specifically prohibited.

The following major components of the engine must have been produced by the original manufacturer for the specific engine in quantities of at least 1000: the complete crankcase including front and rear ends, or upper and lower portions as applicable, the crankshaft, cylinder and piston. Engine parts may be modified by removing material only, except that cylinder plating is permissible. Non-stock cylinder heads or head buttons may be employed; however glow engines must use a 1/4-32 thread glow plug if the stock cylinder head or glow head is not used.

ENGINE SPECIFICATIONS FOR MAGNUM/ASP/SH ENGINES ONLY: These rules supersede the above specifications for specific engines listed.

The Magnum XLS 15A and ASP S15A engines are identical other than the name on the crankcase. They are characterized by schneurle porting, ABC piston/ cylinder metallurgy, dual

ball bearings, and a 4-bolt blue anodized cylinder head. The Magnum XLS 15 is sold as part #210605, and the ASP S15A is being sold as part # 72P-S15A.

The SH 15 engine is made in Taiwan, ROC. It is a front intake, side exhaust engine with schneurle porting, ABC metallurgy, dual ball bearings, and a cast helicopter-type head clamp with separate head button. The manufacturer's part number is FS15S01R1.

Engines must be of stock configuration only. No material may be added or removed (except through normal wear and use), except the engine mounting holes may be enlarged or elongated. No non-stock parts may be substituted except for the glow plug, venturi, needle valve assembly, ball bearings, shims, gaskets, screws, prop washer and prop nut. *On the SH 15 (only), the stock head clamp may be cut down to a more appropriate size, but must still be used.*

Engines shall be equipped with a venturi and spraybar meeting the following specifications. The venturi shall have an inside circular bore of no more than 0.251". The venturi shall maintain this diameter for at least .155" at the throat of the venturi where the spraybar is located. The spraybar assembly shall be located precisely through the center of the venturi bore and shall have a constant circular cross section of at least .153" diameter for the portion of the spraybar in the throat of the venturi.

MODEL SPECIFICATIONS FOR MAGNUM/ASP/SH ENGINES ONLY: Lines may attach directly to the bellcrank, or leadouts may be used. The bellcrank and leadouts or lines must be external to the normal contours of the wing. The line/leadout guide(s) may be inset into the wing, but shall cover no more than 1/2" of the lines or leadouts. The bellcrank may pass through the fuselage but must be visible and not fully enclosed. The pushrod and elevator control horn shall not be recessed or enclosed in the fuselage. Fuel shutoff linkages are exempt from any of the above regulations.

SH 15 HEAD CLAMP EXCHANGE PROGRAM

For those of you who would like a cut down head clamp for your new SH 15 but don't have the capability to do it yourself, I am offering an exchange program. Send me your NEW stock SH 15 head clamp and \$10, and I will send you back a NEW head clamp turned down to approx. 1 1/4" diameter (as seen in the picture below).

If you are outside of the US, please contact me first so I can figure out a price with shipping to your location.

Bill Bischoff, 1809 Melody Ln, Garland TX 75042



MORE SPINNER CHOICES FOR GOODYEAR

MECOA (mecoa.com) took over the CB Associates line of spinners some time ago. A short time ago, I noticed they had small spinners that were appropriate sizes for Goodyear. They range from 1 inch to 1 5/8", in 1/8" increments. They have aluminum backplates, and plastic cones in white, red, and black. The cone is retained by a 4-40 screw that fits into the adapter nut per standard practice. Price for any of the sizes is \$6.95.

I ordered one to examine and believe it will be perfectly suitable. The backplate will need to be drilled out, and the prop cut-outs enlarged, and the correct adapter nut must be purchased separately. The nut for 5 mm shafts like the ASP is #5224, priced \$2.95. As shown in the photo below, the contour is similar to the old Supertigre spinner. The needle nosed Brodak spinner is also shown for comparison. Check 'em out!



SOUTHWEST - Doug Mayer

Los Angeles is a funny place. We only get rain for maybe 6 months out of the year. Our rainy season starts in late October and goes till early April. Other than that, it simply does not rain except for thunderstorms in the surrounding mountains. Our annual Toys For Tots contest is always the first weekend of December. Entry fee is a \$10 unwrapped gift, no toy guns are permitted. The Toys are collected and given to the local Fire Department. Unfortunately, Toys For Tots is also smack dab in the midst of our rainy season. Historically, there's about a 30%-40% chance that the Toys for Tots may get rained out. This year was no exception.....well, sort of.....

The Forecast for Sunday was heavy rain. I really didn't make a serious commitment for going out to Whittier Narrows with the hope that it would rain, and I could sleep in, and stay in my warm bed. When I woke up, I was disappointed to see that the rain had not arrived, and I was overcome with guilt. I called Dave Hull on my mobile phone, and sure enough, the die-hard guys had showed up at the field. Now I felt even more guilt for not showing up. I looked at the forecast and pending rain was in the forecast. I just decided to bail and stay home and decorate the house for Christmas with my wife and kids. I probably watched some college football, and I might have gone back to bed and slept in??

I asked Dave to provide a report for the Toys for Tots, and he was nice enough to provide the following write up. Thank you Dave, and that's it for our SW District Winter Report. Cheers, Douglas Mayer

Toys for Tots contest, December 8, 2019 - A (very) brief summary by Dave Hull, AKA Divot:

Sunday – Racing - We had a few racers show up--but not enough to do more than sort out equipment and get some timed runs. Two had to go home soon after arriving due to some sort of violent stomach ailment. Hull's rebuilt mouse motor was ok, but nothing special. It was particularly hard to get the needle set. And hard to start cold, requiring opening the needle before each "race." A little more faith and doing a full warmup before resetting the needle was all it really needed. But... rush jobs being rushed; I think I tweaked the needle for three tanks each time before I hit it right. By then, a 50-lap race is long since over.... Mike Callas had no such trouble. His newly "hot-rodded" Black Wardrobe got laps, restarted and ran good. He had a "race" down in the 2:44's with two one flip starts from the greasy finger crew (Hull), giving Mike the best performance of the day.

The Duly had some hard times with his SCAR Goodyear Lil' Rebel. It would fire. It wouldn't run. Best was a kind-of-idle with no response from the needle. Better battery. Clear the case flood. Now runs out port prime. New plug, No improvement. Check fuel flow from tank. Seems ok. Pull NVA and clean it out. Big Booger in there. Still won't run more than prime unless venturi is almost completely covered with fat thumb. Take out fuel filter. Big rocks in there. Gravel pit size. King quarry size. Not sure how rocks that big could get in there. Will contact the mining bureau to see if they have some idea.

Went to fly the first GY flight and Mike reported his lines were locking up due to the sprinkles starting up (again). We promptly started packing and got more of the gear back in the trucks before the rain came down hard. Solid lines can lock up hard if not prepared using Rain-X beforehand. None of us were serious enough to have done that...so stopping when we did probably saved a plane. The weather was very flyable until 12:30 pm. Then we all bailed for lunch.

Thanks to Howard Doering the event CD and lots of help from Joe Brownlee.

The Divot

MIDWEST – Bob Heywood

Racing at Dayton.

The Dayton Buzzin' Buzzards are promoting C/L Racing at our **Fall Festival** this coming October 3 & 4, 2020. For the past couple of years this event has been exclusively for Navy Carrier but this year we decided to add racing.

Navy Carrier will be held on Saturday, Oct 3rd. All AMA & NCS classes will be flown. Scores will be submitted to the NCS Top Twenty rankings.

C/L Racing will be run on Sunday, Oct 4th. Mouse 1, Sportsman Goodyear, and Fox/SSR Combined are on the card. T.J. Vieira has been busy drumming up interest in the race and we hope to have a respectable turnout.



BUZZIN' BUZZARDS FALL FESTIVAL

CD: Bob Heywood Ph: 937-890-7555 E-Mail: rheywood@woh.rr.com

OCTOBER 3 - 4, 2020

WEGERZYN GARDENS METROPARK

1301 E. SIEBENTHALER AVE

DAYTON, OHIO 45414

SATURDAY: NAVY CARRIER OPEN DECK – UNLIMITED LAUNCH ATTEMPTS

AMA – NCS – NWS40 SCORES QUALIFY FOR NCS TOP TWENTY RANKINGS

SUNDAY: RACING MOUSE 1 – SPORTSMAN GOODYEAR – FOX / SSR COMBINED

\$ 10 PER PILOT

9:00 AM – 5:00 PM

 @daytonmodelairplanes

www.buzzinbuzzards.weebly.com/



Blast from the past...



Ray Cote's Circus Circus Shoestring, currently hanging in the San Diego Air Museum.

(Top) Bill Bischoff circa 1985, (Bottom) Les Akre circa 1983



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 RACE

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 RACE

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

(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

(Top, middle) Les Akre (Bottom) Paul Gibeault at the 1990 Seebree Hayes Memorial Contest, at Whittier Narrows. Les is pitting and Paul is flying his Mouse 1 entry. Anybody know who the other two Guys in the circle are?

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

None

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

49th Northwest Control-Line Regionals on Memorial Day Weekend, May 22-23-24.

The Regionals this year offers 46 separate competition events. The contest will be held at Roseburg Regional Airport in Roseburg, Oregon. Limited RV space is available on site. Motels, restaurants and camping are within a short driving distance. The nearby Hampton Inn will be the Regionals host hotel. This AMA AA-sanctioned contest features four PAMPA classes of Precision Aerobatics, Old-Time Stunt, Classic/Nostalgia 30 Stunt, sportsman and expert classes of Profile Stunt; AMA Fast, High-Performance 1/2-A, 80-mph, Vintage and 15 Fast Combat; Profile, Class I, Class II, .15, Sport 40 and Nostalgia (profile and Class I/II) Navy Carrier; Mouse I, Northwest Sport, Northwest Super Sport, and Northwest Flying Clown Racing, Sportsman Flying Clown Racing; Authentic, Sport, Profile, 1/2-A and Fun Scale; and 1/2-A, 1/2-A Proto, A, B, C, D, FAI, Jet, Sport .21, .21 Proto, Northwest B Proto, Formula 40, F2D Proto and Northwest Sport Jet Speed. Information about the contest and copies of the contest flyer and advance entry forms can be downloaded from the flyinglines.org website. Rules for Northwest competition events also are at flyinglines.org. Further information on the Regionals can be obtained from John Thompson, 2456 Quince St., Eugene, OR 97404, [e-mail JohnT4051@aol.com](mailto:JohnT4051@aol.com), or phone (541) 689-5553.

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT

July 13-17 Speed & Racing NATS – Muncie, IN
Check the AMA website, modelaircraft.org for details.

SOUTH CENTRAL DISTRICT

DALLAS 2020 RACING CONTEST SCHEDULE (contests typically also feature other events)

February 22-23: Sportsman Goodyear Saturday

April 24-26: Saturday-Quickie Rat, Super Slow Rat/Fox Race (combined), Sport Goodyear /Sunday-F2CN, Clown, Mouse I, Fox-Goldberg.

June 13-14: Saturday- Quickie Rat, Super Slow Rat, Sport GY, Mouse I, Fox-Goldberg.

September 5-6: Saturday-Quickie Rat, Super Slow Rat, Sport GY, Mouse I, Fox Goldberg.

October 9-11: Saturday- Quickie Rat, Super Slow Rat/ Fox Race (combined), Sport Goodyear /Sunday F2CN, Clown, Mouse I, Fox-Goldberg.

All events held at Dallas Hobby Park. Contact Bill Bischoff for details (billbischoff@hotmail.com)

SOUTHWEST DISTRICT

2020 Whittier Narrows Speed, Combat, & Racing Contest Calendar
1511 Loma Av, Whittier Narrows Park, S. El Monte, Ca, 91733
Speed Circle Coordinates are DEC:+34.042737, RA:-118.070392
TENTATIVE

Apr 4-5 Bill Nusz Speed and Herb Stockton Racing Memorial, sanction #

All speed events including electric, 301-310 & 334,335 + all NW & NASS Speed classes.

Racing Sunday only: mouse 1, SCAR Goodyear, NCLRA Clown, Super Slow Rat/Fox Race and Quickie Rat

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

Racing ED:

Sept 12-13 Wayne Trivin Memorial Speed and Racing, sanction #

All speed events including electric, 301-310 & 334,335 + all NW & NASS Speed classes.

Racing Sunday only: mouse 1, SCAR Goodyear, NCLRA Clown, Super Slow Rat/Fox Race and Quickie Rat

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

Racing ED:

Oct 24-25 Virgil Wilbur Memorial Speed, Combat, and Racing, sanction #

All speed events including electric, 301-310 & 334,335 + all NW & NASS Speed classes.

Top 20 score MACA Combat: Saturday 80 mph combat, double elimination and HP 1/2a 42 foot lines, single elimination. Sunday F2D fast combat, double elimination, and f2d for cuts, single elimination.

Racing Sunday only: mouse 1, SCAR Goodyear, NCLRA Clown, Super Slow Rat/Fox Race and Quickie Rat

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

Racing ED:

Combat ED: Don Jensen flyjensen56@verizon.net Cell 909-576-3430

Dec 5-6 TOYS FOR TOTS Speed, Combat and Racing, sanction #

All speed events including electric, 301-310 & 334,335 + all NW & NASS Speed classes., Torquette Speed, Hollow Log Speed.

Top 20 score MACA Combat: Saturday 80 mph combat, double elimination and HP 1/2a 42 foot lines, single elimination. Sunday F2D fast combat, double elimination, and f2d for cuts, single elimination.

Racing Sunday only: mouse 1, SCAR Goodyear, NCLRA Clown, Super Slow Rat/Fox Race and Quickie Rat, Musciano Log Racing

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

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

Racing ED:

Combat ED: Don Jensen flyjensen56@verizon.net Cell 909-576-3430

NOTES:

1. Contact CD or ED to confirm contest dates before traveling long distances.
2. All speed events included for AMA, NASS, and Northwest rules.
3. All Racing events Sunday only, 313, Quicky rat, NCLRA, super slow rat, NCLRA clown
4. Same Racing events each contest
5. Clown will be flown on 60' lines per NCLRA NATS rules
6. Other Racing events may be flown if two entrants show up ready to race
7. All combat is top 20 MACA score eligible. Sat: 80 mph dbl elim & HP 1/2a 42 foot, snl elim. Sunday F2D fast double elim & f2d cuts, single elim.

SUPPLIERS

BRODAK MANUFACTURING

Everything c/! 100 Park Ave, Carmichaels PA,15320
724-966-2726 email flyin@brodak.com

CS ENGINES AMERICA

113 North Chase Ave., Bartlett, IL 60103
G/Z .049/.061 Engines; sales, service & parts. (Bill Hughes)
e-mail williamhughes4@comcast.net 630-736-6036

DARP

969 Cedar Street Allouez, MI 49805
DARP Speed Pans for classes including
A, B, D, and 21 Sport. (Barry Tippett)
e-mail: Barry@Petrockfarm.com 906-337-4533
www.Petrockfarm.com

JIM DUNKIN

Engine reference books 816-229-9671 dunkin@discovernet.com

ELIMINATOR PROPS

Steve Wilk 3257 Welcome Ave. N. Crystal, MN 55422
763-531-0604 e-mail swilk@cpinternet.com
Online store <http://eliminatorprops.com/store/>

STEVE EICHENBERGER

Custom Fiberglass Performance Props: Moulded tops. Steve
Eichenberger 480-730-0016

GOODYEAR PLANS- DOUG MAYER

Douglas Mayer 5010 W. 123rd Place
Hawthorne, CA 90250
310-463-0525 cell
douglasmayer58@gmail.com

JUST ENGINES LTD

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