

**From: National Control Line Racing Association
Bill Bischoff 1809 Melody Ln.
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TO



This issues Cover is graced by a 1954 Photo of a very young Bob Whitney, posing with his "Redskin" "B" Team Racer and the trophy's he won after his very first race. Bob is the new Southeast District Representative.

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Torque Roll Issue #154
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PRESIDENT - Bill Bischoff

Greetings, race fans. Let's get straight to it. In case you haven't heard, the 2021 NATS will not be at their traditional time. The control line events will be in the week of **June 20-26**. Racing will be Monday through Thursday. Monday will be F2C, Mouse I, and a new event, Dayton Buzzin' Buzzards' Vintage B team race. (Read more about that elsewhere). Tuesday will be AMA Slow Rat and Super Slow Rat. Wednesday will be AMA Goodyear and Sportsman Goodyear. Sportsman Goodyear will have concours judging, and Gold, Silver, and Bronze finals. Thursday will be Quickie Rat and Clown race. If you're attending but not flying all the events, considering running an event. It'd sure help me out. All you'll really need to do is run the actual races; I'll do all the preliminary stuff. If you think you might give it a go, just let me know.

We are also looking for sponsors for Clown Race, Quickie Rat, and Super Slow Rat. I can't say how much a set of awards will cost because I haven't shopped for them yet. Event sponsorship gets your name on the awards and helps offset the cost of the Thursday night pizza party/meeting.

And since the NATS dates have changed, maybe your club would consider having a contest on a normal NATS weekend. Texas in mid July would probably not be the best choice, but somewhere further north might be nice. How 'bout it, Chicago, Dayton, St. Louis? In the better late than never department, the 2020 CL World Champs and World Cup contest will be held August 6-14 in Poland. Good luck and best wishes to Team USA!

On the local level, I hope everyone's contest schedules have been reported to Les or their District Rep's. Speaking of District Rep's, Bob Whitney is our newest Southeast Rep, taking over Jim Bradley's old spot.

NORTH CENTRAL – Paul Gibeault

When I received that notice by Bill Bischoff that another report was due, I wondered what I was going to talk about this time. Then the light in my dim brain went on as I fondly began to recall all the times, I witnessed myself and many others performing acts of **self-sabotage** in the racing circles. Some of those instances were quite humorous, others were plain sad & tragic, which makes this the perfect lead in for the title of this report:

How Racers Defeat Themselves... Things I have learned along the way to the podium.

In the full size aviation industry our governing body *Transport Canada* is fond of this old saying:

"Learn from the mistakes of others as you surely won't live long enough to make them all yourself."

Question: So what kind of racers would knowingly sabotage themselves? *Answer:* **All racers** at one time or another have (often unknowingly or unwittingly) sabotaged themselves. The smarter racers learn from their mistakes whereas it's common for the lesser racers to place the blame on everything and everyone BUT themselves. **"And so I have discovered the enemy... and it is us!"** But there is hope. Discovering the real problem is halfway towards solving the problem.

There is essentially three parts to a successful racing team. The pilot (who gets all the press), the pitman (who generally gets tolerated) and the **model system** (which gets more press than the pitman). The model system includes everything: lines, prop, tank, model, shutoff, fuel and fueller.

Let's start with *the pilot*. When you have all good pilots, then the race boils down to the quality of models and pitmen. But a pilot can easily blow a race by not paying enough attention to everyone around him and lacking **"situational awareness"**. A decent pilot can stay out of trouble. A great pilot will focus on both other pilots as well, and often will stay out of a developing accident (or shut down) before things gets too serious. For example, if the great pilot sees the other model is squirrely and not flying stable, he will make a mental note to give this model a wide berth on overtaking. Often the other pilots don't like to see you high flying while passing, but when he's flying high while hunting all over the place then you gotta give him room! A great CD will call such a model down, but I've rarely ever seen that happen.

A great pilot **must always be ready with tight lines for takeoff**. I've had over exited pitmen start & launch their racer with no warning whatsoever and even when I was looking down while adjusting the handle! I've seen a pitman launch a TQR with the pilot not even holding the handle! This led to his model hitting the adjacent pitman & a DQ. I've had pitmen be so careful to tell me they will signal me before launching only to do the opposite and launch with no warning at all! This is a good way to destroy a model without hardly even trying.

Some pilots fixate and are quite vocal about how the other pilots are flying in the centre. Unless it's a blatant beginner (who needs help) I tend to not take on the role of CD from the centre and just concentrate on my own flying. This is not to say you can't talk to the other pilots, especially if they're wandering off the centre and such, but idle chatter like "you're flying too high or stop whipping!" is mostly a waste of breath. Let the CD make that call. I've even had a flustered pitman give me hell about my high flying in a race that I wasn't even flying in! (*You pilots look all the same and none of you except my pilot can fly right... kinda thing*).

Great pilots develop the ability to get their model to hop over lines lying on the ground. For good practise, some teams would use old pillows as interference objects with which to hop over. There seems to be many ground line snag incidents which makes this a really useful skill.

Now, over to the lowly pitman. I personally find flying easier than pitting, and if I can find a decent pilot, I'll pit my own models. Pitmen can do all kinds of things to lose a race. Most errors are again from not having **"situational awareness"**. Launching your model underneath a landing model is certainly cause for a DQ. As is starting the model, and dropping it loose on the lines as if your job is over. **NO**, you likely have just set up your poor pilot for a loose lined free flight takeoff. A great pilot can often overcome such poor launches, but you're needlessly testing your luck and putting everybody in danger, more so when it's windy. **The key** here I would offer, is for the pitman to make absolutely sure that there is always tension

on the lines and **guide the model on its way**. Also, for the pitman to take that **precious second to look around** before launching. Pitmen also do dumb stuff during a race such as cutting their fingers on the prop and getting the battery wires & clip hung up on the model shutoff & even in the prop. Solutions to these involve using a starting glove or finger guard and using rubber bands or tape and such to keep those loose wires out of the way.

Both pilot & pitman: There once was a wonderful time when we could build & fix all day, drive all night, and be able to race the next day. Sometimes we could even party in between! Sadly, our aging bodies have made it clear that this kind of abuse is no longer tolerated. What results the next day is a team that makes the dumbest of mistakes for what seems like no particular reason. Some even chalk it up to plain old bad luck. *Oh contraire!* What we have done is set up our aging bodies for failure, from lack of sleep. Full size aviation pilots when they fly too long have reactions & thinking that are actually as if they are impaired by alcohol. (Which is why they have duty restrictions!). Model pilots are no different. Failing to get a good night's sleep before the contest is setting yourself up for failure the next day. At the least it tends to make the sleep deprived one sluggish & bitchy for no good reason. An extreme of lack of sleep is the sad story of a T/R pitman so tired he stepped on his own lines enroute to the official circle and broke them. Instant DQ for not showing up with a flyable model and in the process giving his opponents a nice easy 2 up race. "But I can't sleep because of the noise outside (or the jetlag, etc.)"! Well, there are several things that will help including selecting better quality hotels in quieter areas with nicer quality beds and linens. But sometimes there's not a lot of choice. To that I say: "*Better living through pharmaceuticals*". Sleeping medication ensures I always get a good night's sleep in a strange place. How you do it is up to you. Prescription grade or over the counter, but older people really need their sleep! In some cases, sometimes this even means getting separate hotel rooms. Are you prepared to ruin your whole contest over saving money by splitting a hotel room with loudly snoring roommates? Now we've all done one or all of these things, but the key to good judgment comes from **learning from what doesn't work!**

In addition to sleep is **proper nutrition**. Now I don't mean going on the KETO or some such diet. What I do mean is for the team to have a **hearty breakfast** in the morning. Sometimes, lunch at the contest is an unknown, so you'd better start off with a good meal in the morning to prevent your body & mind from "fading" later in the day.

Hydration: The smartest teams make sure they never run out of water during a contest. Allowing oneself to get dehydrated during a contest invites brain fog and in some cases leg cramps. Failing to pay attention to your body can often be related to missed catches, dropped line reels and other "bad luck" events.

Clothes: Failing to have adequate sun hats & sunscreen, can also lead to discomfort that again takes your mind off what you should be concentrating on. It seems us older guys often need more than just a ball cap for protection against the sun.

The good news is that even wearing a funny looking 'rice paddy' hat or something equally protective isn't going to attract the fashion Police at a contest.

Footwear: I've slipped and fallen down while racing in the wet. The culprit was the sole material was not rubber but some kind of lightweight composite. I threw those runners away!

Faulty Equipment

More races have been **given away** by equipment failures than most any other reason. These include but are by no means exclusive to:

Lines Failures: Unless somebody walking on your lines causes damage, generally line failures are a result of the owner neglecting to inspect his lines regularly. Most failures seem to happen at the line termination ends. Particular attention needs to be paid in neutralizing the acid when using an acid core solder. This is done by fastidious use of baking soda solution applied with a toothbrush after the soldering operation OR by using a rosin core type of solder. Using only solvent cleans off the flux fine, but **does not neutralize the acid**, which lies in wait to attack the lines later on. I note that if the wire wrap ends suddenly and the solder goes right to the end wrap, it seems a "stress raiser" is created. I leave a few bare wraps at the end of my line terminations to allow for more flexibility there. Sometimes those last wraps are epoxied. I suppose the very best racers throw out their lines at the end of the season and start the next season with new lines. Failing that, I find a real good look when cleaning lines (using acetone & a clean rag) at the beginning of every contest is necessary. Whenever a model's lines catch on a circle imperfection causing the model to roll in, is grounds for inspection at that point. At the end of the flying day, lines must again be **cleaned and inspected** before being rolled up for storage. My experience seems to suggest that solid lines are much more prone to breaking than braided lines.

Line connectors: The Perfect/Brodak type line connectors with the metal slider are a very poor choice for racing. They are made of soft plated brass which can deform during a race, clearing the slider & springing open in flight. Instant disaster! One solution is to remake this kind of connector out of spring steel music wire. Another is to use the much safer scissor type clips. The best (and most reliable) way however is to eliminate the use of line clips entirely. Double monoline loops on button type bellcranks are a safe attach method and will never get tangled up during a pit stop.

Landing Gear position. Not all landing gear plan positions are ideal! Too far forward and the model bounces on landing. Too far aft makes the model nose over on landing. The very best teams have adjustable struts and with practice know **exactly** where the best LG position is for a given model.

Model Leadout Position: A safe position can be found by hanging the model from the leadouts and looking for a 2 degree nose down attitude. The ultimate position however, can only be determined in the air under racing conditions. Models with adjustable leadouts can be tuned to fly fastest and takeoff safest, through practise.

Wheel(s) falling off. Often attached without the appropriate grade of Loktite, lack of abrading and cleaning of the strut before soldering, or poor grade of solder.

Props coming loose. Use of a too small 4-way wrench for insufficient torque. Lack of nut Loktite. Not rechecking spinner nuts before the race.

Bellcranks coming adrift. Lack of epoxy, Loktite or solder on bellcrank attach screws and nuts.

Hinges coming adrift: There are many suitable hinging methods, but the error here is: 1. Not inspecting the hinges before and after every contest. 2. Not using clear tape over the hinge line as a secondary back up.

Tank hold down failures: Metal brackets can crack and rubber bands can fail. So make more than one tank bracket and change the rubber bands every contest.

Fuel tubing cracks: Do you really think it's worth losing a race over your laziness to replace a dollars worth of fuel tubing? Do it!

Use of Don's rubber fast fills: On a pressure system these can work when new, but you never know when they will start leaking, so they're unreliable and tend to flake rubber bits into your fuel system. Don's fastfills on suction engines are a loser (in terms of reliability), as there is no engine pressure with which to blow the rubber flaps closed, so leakage is common. Two flexible steel tangs soldered inside the fastfill pipe can keep a steady pressure on the rubber flaps, but most racers cannot be bothered to do this most crucial step. Fortunately replacement mechanical fastfills are available to solve this reliability issue.

Plugged fuel filters: Fuel filters really need to be inspected and cleaned after every contest. If the filter is plugged, you need to find out WHERE the contamination is coming from. Clean the engines spraybar, as it's probably contaminated too.

Improper tank position: This needs its own article but I will say this: The entire goal in racing is to develop a model **that runs consistently from beginning to the end of the tank.** You will be surprised as to how much speed variance there is on your models if your tank position is not optimized. Often the engine runs rich to lean causing a hard to restart hot engine in the pits. Correct tank position is determined by the models balance, leadout position and position of the tank vents. Moving the tank inboard makes the engine run richer. If you have no more room left, move the engine outboard with a metal U-plate under the engine lugs. When I first told this to the very successful *Team Ryan*, Mac Ryan said that once he installed a metal U-Plate on his Clown Racer, "It totally changed the personality of my Moki engine" and caused it to run much steadier (& faster) afterwards.

Shutoffs: Inasmuch as I'm guilty off using oversensitive shutoffs, all I can say is there are many different types available, so use what you find works the most reliable for you. Test flying often sorts this out beforehand.

Corroded tank insides: This is very difficult to determine. Losing more than a race or two due to tank cracks, means either poor tank construction, poor solder, or poor tank material for the task at hand. The tank must therefore be replaced.

Some successful speed fliers fill their tanks with turbine oil and cap the vents in between contests to prevent internal corrosion. Fortunately, castor oil works reasonably well, but if left in for too long can congeal and form the "green slime" seen emanating from often old, restored racers, especially those with brass tanks. I think a good flushing with a castor dissolving solvent such as **kerosene** at the beginning of the season is a good practice.

Fuel bulbs & fuellers: I have to tell you I just love using a fuel bulb! However, they do have a definite service life before they start flaking rubber bits off on the inside. It occurred to me (like replacing fuel tubing) is it worth losing a race over a \$5.00 fuel bulb?? If your answer is NO, then buying a new fuel bulb at the beginning of every season makes perfect sense.

Fuel bottles: I actually prefer this over a fuel bulb because: 1. It's easier to pour clean fuel into from the contest supplied fuel jug. 2. Mine has a built in mesh filter in case I've allowed dirty fuel into the bottle. 3. My better fueling bottles have a spring loaded valve to keep the bottle sealed from the rain & dirt in between races.

Better fuel cans have tight caps with tubes soldered & capped with silicone tubing. Such cans/bottles expose the raw hydroscopic fuel to the absolute minimum exposure to the air. Essentially, keeping your fuel fresher (more potent by being less diluted with moisture) over time.

Dirt Everywhere! Darned if the flying circle/ field isn't a filthy dirty environment for our 2 stroke engine systems to operate in. (*"I see Dr. Watson, you have an amazing observance of the obvious."*) Knowing we'll never race in a sterile operating room, we must be very cognisant of our surroundings and doing all in our power to keep our engine system components scrupulously clean. People who leave their models lying in the grass uncovered are oblivious to this fact.

Changing environments: Some environments (like grass fields) are so dirty that a cleanable **venturi air filter** is a great idea. I'm surprised how much dirt can be picked up by models with inverted engines or bottom venturi's such as that found on the Cox .049 reed valve engines. Some smarter mouse racers even use top mounted venturi's for this very reason. To get the suction away from the dirty ground!

Carry a clean rag: I carry a clean rag with me at all times. I use this to:

1. Wipe down the lines in between races. Sticky lines lose races.
2. Wipe my hands if they become greasy. Greasy hands lose races.

3. Instantly cover a cut before first aid can be applied.
Note: I believe I helped save the life of Joe Armstead when a wayward model shattered his leg in the pit area. I used my race rag as an instant tourniquet above his knee to prevent him from bleeding to death. I've carried one ever since!

I do hope you're all keeping safe.

Keep those cards and letters coming!



Above is a new hot Streaker "mause" racer from Franz Weigl in Bavaria. It sports a hot Cox Venom for power. This one will be very easy for his pitman to see! Photo via our "Buddy" Peter Grabenstein from Mannheim, Germany.



Here's the underside of Jon's Odeyn's winning racer. In addition to using a Cox 290 motor with separate tank, he used a coil spring landing gear and metal nose skid. Jon's fuselage strength was much improved over the stock plan version. Very effective over grass.

Below is 2019 Der Lassogeier Luftzirkus Mause Race Champion Jon Odeyn with his "Midge Mause Racer". *Note he doesn't use the standard tank bottom venturi. Their enlightened rules in Germany allow for a separate tank to be used, which allows for a lot more engine configuration choices. 35 foot lines & supplied fuel make the speeds just right.



MIDWEST – T.J. Vieira

Happy New Year race fans!

Let me start this off by apologizing for missing the last issue, my mistake! Life happened and time got away from me. But have no fear, I'm back! Grab a cup of coffee, this'll be a long one.

First thing's first, let's recap the Dayton Buzzin' Buzzards Fall Festival! In an attempt to breathe some life back in to the racing scene of the Midwest, the Buzzards modified their typical October Navy Carrier meet from a two-day open-deck event to Saturday Navy Carrier and Sunday race day! Events offered up were SSR/Foxberg, DMAA Sport Goodyear, and Mouse. First event ran was SSR/Foxberg.

There were only two entrants in SSR/Foxberg, Bob Heywood running a FliteStreak with a Fox 35, and myself running a home brew "Streakesis" with an OS LA25. Pitting for Bob was Mike Moore out of Cincinnati who had just come to watch but was pressed into service, and Richard Kucejko was pitting for me. Richard and I used up our one flip start warming up for the morning, and thus resulted in a delayed start for me, while Bob and Mike were able to get going without a problem. I crashed out with an excessively aggressive climb-out resulting in a stall. Bob had fun walking in circles and coaching Mike through a pit stop with a grumpy Fox while I sat there staying out of the way and finishing up with a victory wing-over at the completion. I'll get you next time, Bob! Next time!!!!

Then on to Sport Goodyear! We had an excellent showing, and even lured some Speed Elite pilots out for it! Entrants for Sport Goodyear were Richard Kucejko (Alabama), Mike Moore (campaigning one of Richard's fleet, Ohio), Bill Hughes (Illinois), Chris Montagino (Ohio), Bob Heywood (Ohio), and myself (Ohio). Racing was kinda fast and super fun! It has been some years since Chris and Bill had been out racing, but Bob had sweet talked them in to it "just for fun". I'll tell you what, Bill's a big dude, but knows how to make

himself even bigger in the center circle! Winds were iffy throughout the course of the morning, and it was fairly cool as well. My "Nemesis" was feeling mighty racey, turning around the circle pretty quick! That is, until I made a bonehead pitstop in my final which resulted in a shifted engine dragging on the airframe. Ugh. It would have been nice if I could have hit a pit to save my life and an engine that felt like restarting... The Chris and Bill tag team looked pretty sporty as well, it looked like they never left the circle! I flew Mike's entry of one of Richard's planes (Nemesis) for a qualifying heat, and while the fearless Bill Bischoff says his CG's are perfect, I find them tail heavy. Mike Moore learned the importance of the quick double check before release of a plane though! All of a sudden, it flew like it was on rails and a pleasure to fly! Well, turns out Mike had left the quarter turn Ni-Starter on the plane! We were of course VERY lucky it stayed put, and I had no idea what was going on, nor did anyone else. We all had a good laugh about that one after the race, and of course reviewed what needs to happen during a pit. Bob's Cassut was, well, it was Bob's Cassut (Trying to be nice Bob!). It ran smoothly and behaved itself throughout the event. Though, it did seem a little quicker than at NATS... Hmmmm... Bob also flew Richard's entry, a "Margaret June" which scooted around the circle as well. Chris and Bill, I am sorry, I cannot remember which models you were flying! Here's a link to one of the heats. Yeah yeah, we were flying kinda high....

<https://youtu.be/WJfPegNp7W0>



The Sport Goodyear Lineup at the Dayton Buzzin' Buzzards Fall Festival!

We decided to forego mouse as we had two entrants, myself and Richard, the weather was due to turn shortly, Pilots exhausted, Timers cold, Pit crews with sore knees and wrists,

and we could already feel the cool breeze picking up. Rain hit the Dayton area about 15 minutes after cleanup was complete, and it was a pretty good shower; sometimes we can be danger close to smart! I'd like to give a huge shout-out to the timing team, Ralph Hoebner, Anne Heywood, and Tom Vieira for sitting there on a chilly October morning running watches! Also our fearless Race Director Scott Reynolds for showing up out of the blue and saving the day! It was an awesome day had by all, and the Festival will return in 2021! Maybe next year we won't look like a mess of amateurs!

Results:

SSR/Foxberg (100 Laps)

- 1) **Bob Heywood 11:47.30**
- 2) **T.J. Vieira DNF**

Sport Goodyear (Gold Cup)

- 1) **Chris Montagino (Pilot T.V.) 9:57.97**
- 2) **Bill Hughes 10:05.0**
- 3) **Bob Heywood 10:10.95**

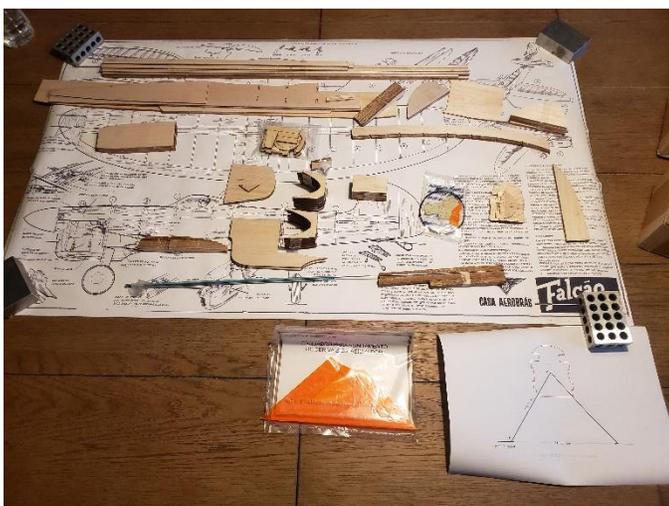
Sport Goodyear (Silver Cup)

- 1) **Mike Moore (Pilot Bill H.) 9:31.0**
- 2) **Richard Kucejko (Pilot Bob H.) 11:39.67**
- 3) **T.J. Vieira DNF (91 laps)**

What have you been building this winter? At our contest, we got to talking about the nifty looking old Vintage B Team Racers, so that's what I've been up to. I'm currently building a "Firecracker" by Dick Ealy, MAN 12/51. Power will be a proper vintage engine, a McCoy 29 rear rotor. For a change, I was able to be a bad influence on Bob Heywood, as he always wanted an ETA 29. So he started putting out feelers, and eventually circled in with Bob Whitney. Mr. Whitney had what Bob sought, and of course it descended in to "Soooooooooooo... Whatcha doin' with it???" Well, long story short, and after a mess of emails flying about, there will be a return of Vintage B Team at the NATS! Rules posted elsewhere in the newsletter. They are essentially the same as the current NCLRA rules, with the major exception being the use of a single bypass, baffle piston glow engine only. This is vintage racing after all, isn't it? The usage of diesels was discussed, however with ether being difficult to source for many people, glow-only was chosen. So far, we have 5 planes coming out, with a couple more "maybes". Come out Monday afternoon and play with us! **E-mail me for the complete rule set.**



T.J.'s "Firecracker" vintage "B" Team Racer design, McCoy 29 RR for power.



“Falcão” Vintage “B” team race kit, manufactured in Brazil, see text for details.

On a side note, it also turns out there is a kit manufacturer for Vintage B Team! They are out of Brazil and produce a very complete kit of the “Falcão”! Included in the kit are even a tank, hardware, lead-outs, shut-off, and a couple of plastic alignment triangles/contour gages! It is all laser cut, and I really can’t wait to build it. This particular design is intended for front rotor engines such as Enya, OS, K&B, etc. Luckily, I have a coworker that speaks Portuguese, so I had him go over the instructions with me, and there’s nothing overly crazy in there. Here’s a link if you’d like to take a look: www.aerotechmodels.com.br/product-page/aeromodelo-falc%C3%A3o-tr-2-vcc-u-control-Models

There are plenty of designs out there that were previously kitted or published in articles, I’m sure we could secure manufacturing rights to them... Never know, with the impending FAA regulations for UAS, we may see a rebirth of CL! Do we want to let the stunt grunts have all the fun with this, since they have all the kits ready to go???? Remember, some people are spooked by the idea of building from a pile of uncut sheets.... And while I am equally guilty of it, nobody will produce racing kits/engines/accessories/etc. if we don’t buy them when they are available! Playing catch up to demand is never fun. Just food for thought on that one.

Finally, the Pretty Points rules for Sport Goodyear!

- 1) Winner to be selected by a panel of three judges appointed by the Contest Director
- 2) No BOM required
- 3) Winner gets pit choice in their final heat (assuming they make it to the Gold, Silver, or Bronze Cup)
- 4) Judging before first round of qualifying heats

I spoke with a few people about my judging ideas, and was told I was making it overly complicated... I don’t think I can get simpler than the above. So, that’s the rule set to work to.

Since any future in racing will come from the younger generations, I’m working with my girlfriend’s eldest, Dylan, (below) on building a Sig Buster. Trying to get that racing itch to bite!



SOUTH CENTRAL - Bill Bischoff

The Dallas Model Aircraft Association has set its contest schedule for 2021. As usual, we will have four contests that feature racing.

The April and October contests will have racing on both Saturday and Sunday. The lineup for each of these contests will be as follows: Saturday, Quickie Rat, Super Slow Rat, and Sport Goodyear. Sunday will be Mouse, Clown race, AMA Goodyear, and Fox/Goldberg Race. These contests will also include speed and combat.

The June and September contests will have racing on Saturday only, including Mouse, Quickie Rat, Super Slow Rat, Sport Goodyear and Fox/Goldberg race. These contests will also include stunt and combat events.

The dates are:

April 23-24-25 Spring Warm Up
June 12-13 Bob Gieseke Memorial
September 4-5 Charles Ash Memorial
October 8-9-10 Fall Finale

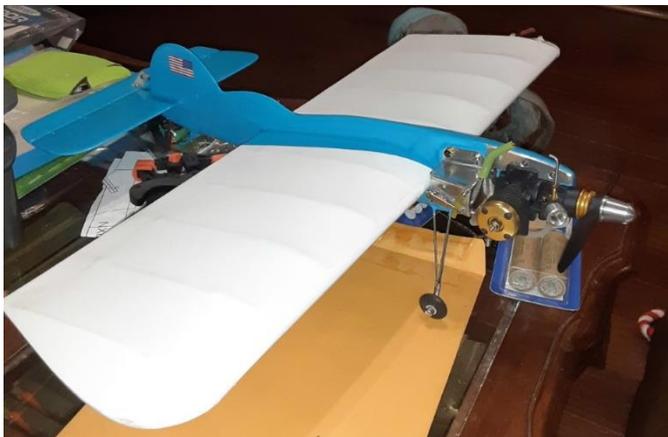
At all contests, NCLRA legal Fox racers may enter Super Slow Rat. Fox 35 appropriate fuel will be provided. I hope to see many of you this year.

SHOW AND TELL

Welcome to this month's installment of "what Richard Kucejko and Kelly Hite are building". Richard's been extra busy (pics below). Not only is his AMA slow rat Bearcat almost ready to go, since last time he's built a Mockingbird SSR, a Clown racer, and has started refinishing his Margaret June AMA Goodyear, now sporting a Fora 15. Good thing he's retired!

Back in the .36 slow rat days, I made and distributed some slow rat foam cores and center sections to interested club members. Kelly Hite hung on to his and has built it into a super slow rat. What I have seen so far displays Kelly's excellent workmanship, and I'm sure the finished model will be beautiful.

Stay tuned for more about these models.



Kelly Hite's new SSR, uses an older Bischoff Slow Rat foam core wing. Looks good!

I've also been working on some things myself. Mike Greb and I have been travelling to the NATS together for years. We have packed models in many different, sometimes precarious, manners. Now that we are both concentrating on racing only, the task has gotten somewhat easier. Our current scheme involves a layer of tool boxes, suitcases, fuel cartons, and other miscellanea in the back of the van, with the model boxes stacked on top. The cardboard boxes I had been using as airplane racks weren't very durable, especially when they got rained on.



(Above) Bill Bischoff's new Model Transport Boxes, see text for details.

My new boxes are made from 6mm Coroplast corrugated plastic, held together with 3/4" aluminum angle and 4-40 screws. The wing cushion is made from 5/8" round foam caulking backer rod. I slotted the backer rod with 3 cutoff wheels stacked on a Dremel tool as shown (below). This was much less expensive than buying something pre-made or pre-slotted. The cushioning is glued on with clear RTV. These boxes should last for years, and I'm sure they will accumulate an abundance of stickers along the way to chronicle their journeys. If you need details, don't hesitate to contact me.



Bill Bischoff shows the slotting tool used for making the wing cushions for his transport boxes.

SOUTH EAST – Bob Whitney

Surprise Happy New Year, I am back.

Hi all, I just got tired of seeing our District with no name behind it.

What used to be one of the hot beds of racing is all but dead. There are still a few of us around but no place to practice or hold a contest. It is rough.

The Nat's are about it for us; speaking of which, I have been talking with bob Heywood and his side kick T.J., and they want to bring back the "B" Team Race event to the Nat's. Same rules as before except only single bypass baffle piston engines up to .29 allowed. I figure they will have about 6 entries, which is enough to have some fun. I pulled the old Red Skin off the wall and it still looks flyable. Dave Platt has a couple of ships he is going to let us fly as well. I know there are a couple of other "B" TR's out there that could be retro fitted with a baffled piston engine.

It looks like it will be held on Monday after Mouse 1. My first ever race was at the 1st King Orange Internats (1954) with a K&B 23 powered Red Skin I built myself, and it looked it. Somehow, with my Dad pitting we won, and I was hooked. I still miss F2C big time.

Anyway, lets try to keep the flag flying as long as we can.

RAD



Dave Platt's "B" Team race airplanes.

SOUTH WEST – Doug Mayer

I'm sure everybody was happy to see 2020 go and start a new year with 2021. unfortunately, we got off to a rocky start here in the SW District. It is with a sad and heavy heart that I share the passing of two of our longtime racing fellows.

Darrel Albert passed away on January 1, 2021. I found out about it via an email from Charlie Johnson right before I was ready to go out and fly some airplanes. I wrote a quick note on a piece of paper and took it along to the flying field with my son Tristan. We had a good day of practice at Whittier Narrows in honor of Darrell. We also stopped for a few minutes and said a prayer. Whittier was his Home for racing model airplanes with our SCAR club. Darrell ran the contests for our club for many years. He was a real trooper. He never flew any of his own planes but came out tirelessly and faithfully and ran all the races so the rest of us could have a good time. I went thru my old archive photos to find a photo of Darrell. I Found the best picture of Darrell ever. It is a photo of him, with his four granddaughters. He brought them to the races one weekend, and they helped count laps and time races all day for us. You can see the girls holding lap counters and stopwatches in the photo. When I took this picture, he was the happiest and proudest grandfather ever. He would be very happy to know that I shared this photo with you. Rest in Peace Darrell.



Darrel Albert and his trusty gang of timers and helpers. A staple of Southwest racing activity for many years.

Dave Hull shared these memories of Darrel Albert:

Darrell Albert was really the driving force behind our racing contests for a number of years. He ran the racing portion of our SCAR/Speed contests and took care of a lot of the details-- including trying to keep the events moving along using the bullhorn as needed. And boy, did some of our guys need nudging along to get their gear running and onto the circle! It got to be a contest within a contest to see if Dave Dawson could get onto the circle before Darrell could finish pouring another cup of coffee and blowing on it long enough to get his first sip. Or if Jim Holland would still be bolting on his engine. Darrell's heart was close to racing, and he wanted to keep it alive, so he commuted from way down south of here to get it done. He had a special fondness for several of the classic B-TR designs. In particular, I recall he liked the Jezebel and especially the Shadrach. Only recently did I suspect a connection there. Both of these planes were designed by Henry Bourgeois--who was a fellow Marine.

Dale Long passed away on January 13, 2021. Dale was quite a character. He always had some jokes to tell and liked ribbing all the guys. He Especially like to give me a hard time. I guess it's because when I came on the scene, I was the new kid on the block. I lived in Venice Beach, so Dale was always telling me that all the weirdos lived in Venice Beach, and he called me "Beach People". That was my nickname for years. Every time Dale saw me show up at the races he would say "hey look, Beach People is here".

Dale was known for his fuel shut off's and his nickname, "Dirty D". Dale was a Pitman and he was always covered in grease and dirt, and always had a dirty shirt.

Dale and I teamed up for a couple of years. We never really became a fantastic team because I was busy doing a lot of other things at the time. I do remember driving out to Dale's house to pick up an old beach cruiser. He thought that was funny because he made fun of me for living at the beach, but I actually went to Riverside and bought this old beat-up bike from him (Pic Below). I stripped it down and repainted it, added new wheels and tires and some other parts and turned it into a beautiful beach cruiser. I'm sure if Dale saw that bike today, he'd be damn proud that I'm still riding it.



I dug through my photo archives and found a great photo of Dale and Dave Hull. It's surprising to note that his shirt is extremely clean. This is out of character for Dale, because I'm used to seeing him in a dirty pit-man shirt. Somehow Dale got in front of the Lens at just the right time. We will miss you Dale. RIP Good Friend.



Dave Hull with Dale Long.

Dave Hull shared these memories of Dale Long:

Dale Long: I was amazed when I saw Dale pitting his Cosmic Wind Formula Unlimited the first time. He could wing catch that thing, MonoKote and all. He just had a really soft, smooth grab. Dale provided a good many of us with fuel shutoffs for our profile machines. I'll always remember that he told me they were guaranteed to work--or he'd replace it right there at the contest. Of course, he pointed out that bending the trip wire in order to tune the sensitivity voided the warranty, so I ought stop doing that. Since then, I've always had an *intentional adjustment* somewhere else. And no failures. I also started buying, and later making an assortment of sanding blocks in the Dirty Dale Long style. Simple, inexpensive, and effective. Thanks for the education, Dale. We'll miss you, and your NASCAR TV at the contests....



Doug Mayer's tribute to Darrel Albert.

Mike MacCarthy shared this road trip story with Dale Long:

I went to Buckeye Arizona one time with Dale for the SW regionals. I think we won every race that weekend. We drove home with a trunk full of first and second place trophies. The highlight of the weekend was Saturday night. We were done racing, and we were hanging out on the second floor of the hotel, hanging out on the railing and drinking beer. There was a high school prom going on across the street, and all the boys and girls in their fancy clothes were waiting for the longest time to get into the prom. All of a sudden, this beautiful girl ran up the steps and ran up to us.....what?.....she just wanted to use the bathroom! We got a big kick out of this. Of course we let her use the restroom, and just hung out on the balcony. We got a good laugh. We had a great weekend and a great road trip, lots of trophies and memories! – Mike MacCarthy.

HANDY HINTS

Bill Bischoff

Most of you already know that can koozies are perfect for holding line reels when the lines stay attached to the model. Many of you also know that the rubber wristbands that are often used to promote various causes work well for holding the lines in place on the wings of Goodyears and Quickie Rats. It recently occurred to me that cut off T-shirt sleeves might work well for holding the line reels on slow and super slow rats. Sleeves cut from size XL shirts were too loose, but sleeves from M shirts work well. See photo for details.



bringing things to show and tell. First, I brought my Margaret June. Then, I brought a second Margaret June. Several other of my airplanes have since graced our meetings, and have gone to contests with me.

Now, I find that I may have sparked some new interest in control line racing. My fellow club members are really into the golden age of flying, and many of them are quite fond of Thompson Trophy Racers, Goodyear Racers, and such. I also found out that a couple of gentlemen have already built golden age racers - a Pasco Special and a Gee Bee R1, and the likes. So, now our club has decided we are going to do golden age racing! We're looking so forward to building replicas of these great old airplanes. The airplanes must be a 1930's vintage Thompson Trophy Racer. They are 0.15 powered, and the rules are very similar to sport Goodyear.

Our biggest problem is trying to get all the airplanes of similar size, because there is such a huge difference in physical size of the Thompson trophy racers from back in the day, but we're getting close.

While it is still a work in progress, it is coming along. Photos and further articles will follow. I think it's going to be a great event, and I think we're going to have a lot of fun! I will keep you posted and let you know how this turns out.

Richard Kucejko
Huntsville, Alabama

Member: North Alabama Control-Line Association

ASP 15 PARTS

Bill Bischoff

I discovered that Just Engines in England (justengines.co.uk) still has an inventory of parts for the blue head ASP 15 engine. I placed an order recently and let Paypal worry about all the money conversions. I've ordered from them several times and always received excellent service, so don't be shy about ordering from across the pond.

LETTERS

From Richard Kucejko

After a long hiatus from modeling, during which I was doing things like raising kids and putting them through college and what not, I had finally come to a point in my life where I was retired and needed something to do with my time.

I started looking into control line racing on the internet and was pleased to find out that it is alive and well in some places! I was also excited to learn that there was a control line club in North Alabama where I live.

Well, naturally, I rejoined AMA and was looking forward to renewing my passion for this hobby, only to find out that everybody in our club are stunt guys. I am not putting the well-seasoned stunt guys down, but I'm the only racer. Nevertheless, I enjoy attending the monthly meetings and



Two More Pics of T.J. Vieira's "Firecracker" "B" Team racer.

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 T. Ryan / P. 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

CONTEST CALENDAR

Due to Covid-19 virus, many contests listed may be cancelled or re-scheduled, check and make sure before travel.

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

None

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT

2021 AMA Nat's

International Aeromodeling Center, Muncie Indiana

Racing: June 20-26

Proposed schedule, to be confirmed

MONDAY F2C, Mouse I

TUESDAY Slow Rat, Super Slow Rat/ Fox Race (combined)

WEDNESDAY Goodyear, Sport Goodyear

THURSDAY Clown, Quickie Rat

October 2-3 Buzzin' Buzzards Fall Festival

Wegerzyn Gardens Metropark 1301 E. Siebenthaler Ave.
Dayton, Ohio 45414

Sunday: Racing

Sportsman Goodyear (DMAA) rules.

Vintage "B" Team Race (Buzzin' Buzzards Rules)

NCLRA Fox Race/SSR Combined.

CD: Bob Heywood Ph: 937-890-7555

E-mail: rheywood@woh.rr.com

SOUTH CENTRAL DISTRICT

The Dallas Model Aircraft Association has set its contest schedule for 2021.

April 23-24-25 Spring Warm Up

Racing on both Saturday and Sunday.

Saturday, Quickie Rat, Super Slow Rat, and Sport Goodyear. Sunday will be Mouse, Clown race, AMA Goodyear, and Fox/Goldberg Race.

June 12-13 Bob Gieseke Memorial

Racing on Saturday only. Mouse, Quickie Rat, Super Slow Rat, Sport Goodyear and Fox/Goldberg race.

September 4-5 Charles Ash Memorial

Racing on Saturday only. Mouse, Quickie Rat, Super Slow Rat, Sport Goodyear and Fox/Goldberg race.

October 8-9-10 Fall Finale

Racing on both Saturday and Sunday.

Saturday, Quickie Rat, Super Slow Rat, and Sport Goodyear. Sunday will be Mouse, Clown race, AMA Goodyear, and Fox/Goldberg Race.

At all contests, NCLRA legal Fox racers may enter Super Slow Rat. Fox 35 appropriate fuel will be provided.

SOUTHWEST DISTRICT

None



BUZZIN' BUZZARDS FALL FESTIVAL

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

AMA SANCTION (Pending)

OCTOBER 2 - 3, 2021

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 ~ SPORTSMAN GOODYEAR (DMAA Rules)

VINTAGE B TEAM RACE (Buzzin' Buzzards Rules)

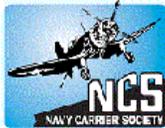
FOX / SSR COMBINED (NCLRA Rules)

\$ 10 PER PILOT

9:00 AM – 5:00 PM

 @daytonmodelairplanes

www.buzzinbuzzards.weebly.com/



DMAA Spring Warm-up Gene Hempel Memorial April 23rd, 24th & 25th 2021 Control Line Racing, Speed & Air to Air Combat Site: Samuell Garland Park

Northwest Highway & Garland Rd. Dallas, Texas

11500 McCree Rd. Dallas TX. 75238

GPS 32.866867, -96.671400

Class AA AMA Sanction # 10891

Pilots Meeting at 9:30 AM Saturday & Sunday 10:00 AM on Friday

Friday 04-23

Record Ratio Speed

NASS Sport Jet

NASS Perky Speed

Saturday 04-24

Texas Quickie Rat

Sportsman Goodyear

Super Slow Rat

Sunday 04-25

Mouse I

Clown

AMA Goodyear

Fox Goldberg

Air to Air Combat 75mph

Speed events all three days. All events are (JSO). Helmets required for racing pit crews.

Entry Fee: \$15 first event, \$5 each additional event.

Contest Director: Patrick Hempel
For additional info. On event rules.
See Web Site: www.dmaa-1902.org

Sponsored by
Dallas Model Aircraft Association
Fuel and awards provided
By NASS, DMAA & NCLRA
AMA: License & Entry fee required

Racing Event Director: Bill Lee
Combat: Event Director: Lester Haury



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f2cracer@aol.com

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RSM Supertigre style needle assembly	\$11.00
Aluminum landing gear struts	\$12.00
.090" 2024-T3, drilled & tapped, with screws Edges pre-rounded.	
1 1/4" Williams Bros. wheels, 1/4" axle holes	\$4.00
1/4" axles w/o wheels (Pair)	\$2.00
With hardware- requires 1/4" hole in wheels	
1 oz fuel tank	\$20.00
Per Margaret June plans, or with pinch-off overflow-your choice.	
Bellcrank button kit	\$2.00
includes hex buttons, eyelets, screws	
8 oz. fuel bottle with fitting	\$10.00
Racing handle, 3" spacing	\$25.00
metal frame, wooden grip, stainless cable (other spacing available by request)	
Globee style glow igniter battery	\$50.00
see the October 2020 <i>Torque Roll</i>	
Clothespin type glowplug lead	\$10.00
36" wires, Deans style connector	

Shipping: \$10.00 per order including fuel tanks, bottles, or handles.
\$4.00 per order without fuel tanks, bottles, handles. I accept paypal or
personal checks.

Paypal: billbisch@hotmail.com/ Mail checks to: William Bischoff,
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Basic membership is free. Simply apply on the web site : <http://www.NCLRA.org/> You will get the Torque Roll newsletter electronically every other month. In addition, you will get voting privileges for whenever a vote by the membership is required.

If you would like to receive a paper newsletter

A paper copy subscription is \$10.00 for US and non-US residents. Send payment to the Secretary/Treasurer listed above.

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