

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



**TO**



**Pilot helper Krystina Kusik and Junior Mouse race contestant Tristan Mayer display Tristan's First place Ribbon at the 2012 Virgil Wilbur contest.**

**Torque Roll Issue #105  
December 2012**

## President – Melvin Schuette

To My fellow NCLRA Members,

These last two months have gone by faster than I could imagine. It seems like last week when I sat down to do my last article, and now I have to start all over again. I have been thinking about what I want to say this time, but now that I am sitting here trying to put my thoughts into written word I am drawing a complete blank.

It is once again time to renew your NCLRA membership. Elsewhere in the newsletter you will find a membership renewal form.

Since the last newsletter I was asked why the rules for Clown Racing were changed. At the 2012 Nationals the people who had entered Clown Racing were talking about how, with the speeds that are now common in Clown, that the rotational speeds were starting to become difficult for the pilots especially in three up races. The easiest, simplest, and cheapest way to decrease the rotational speed is to change the line length. Then to make it easier for the pilots to get the plane back to the pits was to allow the use of fuel shutoffs during a race. If the change in the line length does not achieve the desired results, then we can easily change the line length back and look at different alternatives. Remember, at this time these rule changes will only affect the 2013 Nationals; the NCLRA is NOT pushing for these changes at the local club level. If local clubs wish to try this as well, it is up to the local club's decision makers if they want to accept these changes.

While on the subject of rules, do we have anyone who would like to volunteer to be on a rules committee? Or do we even need a committee?

I would also like volunteers to take a look at the by-laws. There are some changes I would like to see, but I don't totally want to be responsible for rewriting them. The by-laws currently state that a lot of the decisions regarding the running of the NCLRA are made at the annual meeting during the nationals. If we are to shift the focus of the NCLRA from running racing at the nationals to promoting racing in general, then the decisions regarding the NCLRA as a whole should be made by the general membership and not just those who attend the nationals. Yet those who attend the nationals should be the ones who make the decisions regarding the nationals. The by-laws also give the president almost unlimited powers. I want to put some limits on what the president can and cannot do. The president should have the authority to authorize the spending of NCLRA funds for the day to day operation of the organization and any other expenditure would only be authorized by being published in the Newsletter and voted on by either the officers, and or the membership.

I also want to look at restructuring the dues. At this time everyone pays the same amount with or without a printed newsletter. I am proposing a three tier dues structure. There would be a basic membership which comes with an electronic

newsletter. This basic membership with an electronic newsletter would be the same for those who live in or outside of the USA. If you want a paper newsletter you would pay a higher amount, which covers the cost of printing and mailing of the newsletter. International members wanting a paper Newsletter would pay a higher amount which would cover the cost of the additional postage. Those who receive a free membership would receive an electronic newsletter only unless they are willing to pay the difference between an electronic newsletter and a paper newsletter. We may even be able to reduce the current dues for those who receive an electronic newsletter. I should have an exact dues structure proposal in the February newsletter.

I have been asked how the NCLRA can promote C/L Racing. I have received the suggestion that the NCLRA provide kits, and/or motors to be given out to people on the local level. This may be a good idea, but it only promotes racing at contests that already have racing activities. What I would like to suggest is that the NCLRA provide either the trophies and or prizes to be used for racing events held at contests that normally don't have racing. This would also mean that we would have to have NCLRA members who would be willing to travel to these contests to enter and/or either help run the event. I personally don't think we need to invent a whole new event for this; we already have enough events official or unofficial that will work.

Even though I have tried, I am not a regular attendee on the forums. There are two major problems I have with them. The first is that many people develop courage when they sit behind the computer screen, and the second reason is that I find myself defending the actions of the NCLRA to people who are not members. The up side to the forums is that it is a fast and easy way to get information out there, and it is a great source of information. So if you have any questions or comments regarding the NCLRA I would prefer that you either email me at [mbschuette@cox.net](mailto:mbschuette@cox.net) or by phone at 785-256-2583 after 5pm central time.

Melvin

## Southeast District - Jim Bradley

The most important thing that has happened in the Southeast in the last 2 months was the unfortunate cancellation of the Rebel Rally. Due to several circumstances that came about the CD felt he needed to cancel the contest. I am hoping that the contest can be restarted next year.

There was an alternant racing event held in place of the Rebel Rally at Dave Wallick's field and hosted by Jose Soto, who is the AMA District V VP. The results are included in this issue, but there is no contest report available at this time.

There is some talking going on among Bob Whitney and myself about trying to hold some 1 day racing contests with only a couple of events. We have a place to fly here in Orlando but there is only room for one circle and we can't use the site on Sunday since it is shared with a group of stick ball

players. The events we have talked about holding are NCRA Clown (we may try the 60 foot lines), and Quickie Rat as there appears to be enough interest in the state to actually have some 3 up racing.

We need to get control line racing restarted to keep the current participants interested and hopefully attract some new people. Everyone needs to come together and support control line racing or it will cease to exist.

**Rule Bender Contest Nov. 9-11**

<b>F2C</b>	<b>Heat 1</b>	<b>Heat 2</b>
Fischer/Lambert	3:47	3:28
Brozio/Wallick	3:33	DNF
Fitzgerald/Holland	3:43	D/Q

**F2CN**

Fitzgerald/Holland	90 Laps	4:20
Brozio/Wallick	96 Laps	
?/Rodriguez	56 Laps	DNF
Gonzales/Ramos		4:26

**Clown**

Caballero/Caballero	129	118
Rodriguez/Ricardo	132	126
Fischer/Holland	55	100
Brozio/Wallick	DNS	

Caballero (Father and son) were also credited with a third heat result of 134 laps, but I have no record of any other entrant recording a result for a third heat.

Jim Bradley  
[bmp4carbon@aol.com](mailto:bmp4carbon@aol.com)

**North East District – Phil Valente**

It has been a busy contest season in the North East district, here are some of the contest results.

**MIDDLESEX MODELERS  
MIDDLESEX, NEW JERSEY  
JUNE 3, 2012**

Cd: Jim Gall  
Phil Valente Reporting

**CLOWN - NCLRA.....7.5 minutes**

1. Brian Silversmith.....155 laps
2. Al Ferraro.....152
3. Steve White.....117

**SCALE RACE**

1. Jim Gall.....4:04
2. Raul Diaz.....5:02
3. Brian Silversmith.....5:52

**FOXRACE**

1. Steve White.....6:57
2. Brian Silversmith.....7:07
3. John King .....8:05

**MIDDLESEX MODELERS  
MIDDLESEX, NEW JERSEY  
OCTOBER 21, 2012**

Cd: John King  
Phil Valente Reporting

**CLOWN - SPORTSMAN.....7.5 minutes**

4. Brian Silversmith.....138 laps
5. Shawn Cook.....136
6. Al Ferraro.....132
7. Tom Schaefer.....132
8. Roy Glen.....129
9. Phil Valente.....115
10. Larry Wilkes.....113
11. Jim Gall.....113
12. Jim Vigani.....103

**FOXBERG**

1. Jim Gall.....9:35
2. Brian Silversmith.....9:44
3. Al Ferraro.....9:57
4. Phil Valente.....10:54
5. Jim Vigani.....12:45
6. Steve White.....DNF

## WARBIRD

4. Brian Silversmith.....5:12
5. Al Ferraro.....5:30
6. Phil Valente .....DNF

## SOUTH JERSEY AEROMODELERS CONTEST APRIL 29, 2012

**SITE: Middlesex , New Jersey**  
**REPORTING RESULTS; Phil Valente**

### 1 OZ GOODYEAR

1. Brian Silversmith.....9:37:41
2. Phil Valente..... 10:41:73
3. Raul Diaz.....56 LAPS
4. Steve White.....36 LAPS

## NCLRA CLOWN RACE (7.5 minutes)

1. Brian Silversmith.....157 LAPS
2. Roy Glen.....141 LAPS
3. Phil Valente.....131 LAPS
4. Raul Diaz.....56 LAPS

### ½ A Goodyear

1. Phil Valente.....10:05
2. Brian Silversmith.....10:50
3. Steve White.....11:16

## SOUTH JERSEY AEROMODELERS CONTEST JULY 1, 2012

**SITE: Middlesex , New Jersey**  
**REPORTING RESULTS; Phil Valente**

## NCLRA FOX RACE

1. Brian Silversmith.....6:39
2. Phil Valente.....7:42
3. Steve White.....8:56

## CLOWN RACE (SPORTSMAN)

1. Brian Silversmith.....123 LAPS
2. Phil Valente.....111 LAPS
3. Al Ferraro.....108 LAPS
4. Raul Diaz.....59 LAPS

## NCLRA CLOWN RACE (7.5 minutes)

1. Brian Silversmith.....157 LAPS
2. Roy Glen.....141 LAPS
3. Phil Valente.....131 LAPS
4. Raul Diaz.....56 LAPS

### ½ A Goodyear

1. Al Ferraro.....6:39...
2. Brian Silversmith.....9:50
3. Steve White.....10:16
4. Phil Valente.....10:22

## SOUTH JERSEY AEROMODELERS CONTEST AUGUST 12, 2012

**SITE: Middlesex , New Jersey**  
**REPORTING RESULTS; Phil Valente**

### 1 OZ GOODYEAR

1. Tom Schaefer.....7:17
2. Brian Silversmith.....7:47
3. Phil Valente.....9:29
4. Jim Gall.....9:42
5. Raul Diaz.....12:53

### 2 OZ BIG GOODYEAR

1. Jim Gall.....6:59
2. Brian Silversmith.....7:36
3. Tom Schaefer.....8:08
4. Phil Valente.....8:22
5. Steve White.....9:37

### ½ A Goodyear

1. Al Ferraro.....6:39
2. Brian Silversmith.....7:32
3. Steve White.....8:04
4. Phil Valente.....8:34

**2012 Bluegrass World Cup  
Bowling Green, Kentucky USA  
19-21 October 2012**

**F2C overall Results – Individual**

Name	Elim 1	Elim 2	Elim 3	Semi 1	Semi 2	Final
1. Perret,Matthieu/ Perret, Jean Paul	3:15.4	DNF	3:20.8	3:26.0		6:30.9
2. Fluker, Tom/ Lambert, Dick	3:20.4	3:30.1	3:18.7	3:25.1		7:07.0
3.Ross, Malcom/ Broadhead, John	DNF 39	DQ 95	3:22.0	3:31.6	3:26.2	DNF 69
4.Fischer, Dave/ Wilk, Steven	DNF 69	3:26.7	3:36.9	DQ 100	3:30.2	
5.Kramarenko,Valerii/ Iykovliev, Valerii	DQ:1	DNF 70	3:34.9	DQ 96		
6.Samuelsson, Bengt-Olof/ Axtilius, Kjell	3:37.0	3:23.7	DNF 29	DQ 34	DQ 34	
7.Topunov,Alex/ Elbert, Alex	3:50.0	4:07.0	DQ 73			
8.Orvos, Ferenc/ Metkemeijer, Rob	4:06.6	DQ 75	4:01.3			
9.Brozo, Mikhail/ Wallick, H. David	4:16.0	5:18.7	4:03.7			
10.Miles, Dick/ Holland, Jim	DNF 31	DNF 40	DQ 55			

**Virgil Wilbur Oct. 13-14**

Mouse 1	Heat 1	Heat 2	Final	Engine
1.Les Akre	2:27.17	4:02.54	5:24.83	Cox
2.Krystina Kusik	2:46.75	38laps	5:50.45	Cox
3.Dave Hull	2:49.37		7:11.91	Cox
4. Kevin Kusik	2:51.34		87 laps	Cox

Jr. Mouse 1	Time
Tristan Mayer	5:12.83

SCAR Goodyear	Heat 1	Heat 2	Final	Engine
Les Akre	5:03.07	5:08.16	8:38.01	Moki .15
Kevin Kusik	5:02.03		9:45.67	O.S. 15
Kristina Kusik	52 Laps	6:35.85	11:41.12	Cox .15
Dave Hull	5:24.47		162 Laps	O.S. .15
Ron Duly	8:56.59			Brodak .15

SSR	Heat 1	Heat 2	Final	Engine
Dave Hull	5:23.67			Brodak .25
Les Akre	7:31.67	5:25.18		Brodak .25
Don Burke	9:25.97	7:11.17		Brodak .25
Kevin Kusik	*PM			Brodak .25

\*PM= Praying Mantis Attack - Lap1

NCLRA Clown Race	7.5 heat	Engine
Dave Hull	165	O.S. 18TZ
Les Akre	150	Norvel .15 AME
Krystina Kusik	139	Moki .15
Kevin Kusik	109	Cox .15

F2CN	Heat 1	Heat 2
Dave Hull	4:28.34	
Les Akre	67 Laps	4:42.39
Jim Holland	DQ	Crash

**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**

None

**MIDWEST DISTRICT**

None

**SOUTHEAST DISTRICT**

None

**SOUTH CENTRAL DISTRICT**

None

**SOUTHWEST DISTRICT**

**WHITTIER NARROWS SCHEDULE**

Dec 1-2

TOYS FOR TOTS Speed and Racing

All speed events including electric, 301-310 & 606-607 + perky & NASS Sport Jet & C Speed.

Racing events Clown, SCAR GY, SSR, Musciano race (Mouse I rules, Musciano designs only)

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

Racing CD: Jed Kusik 714-669-0205

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

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

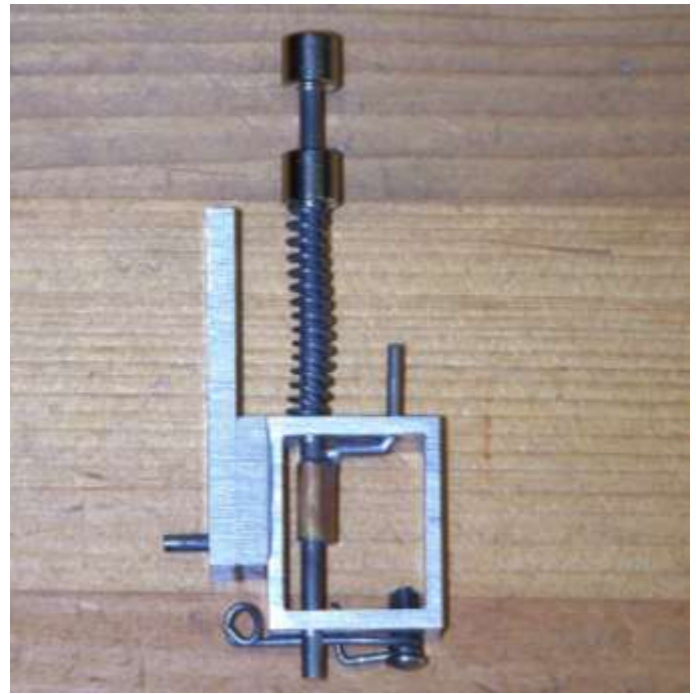
## F2CN Shutoff—Dave “McSlow” Hull (All photos by the author)

In 2011 I brought a nearly completed F2CN to the NATS but never flew it. It was missing a few pieces of hardware, of which the most perplexing was the shutoff. I had decided that I would use a push-to-shut-off mechanism that was driven directly from the bellcrank. This gets rid of the extra hardware and avoids the lack of stiffness that the “horn on the elevator” systems have. On a F2CN, the engine needs to be kept close to the wing to avoid having to add tail weight, so I estimated that if I left 3/8” between the wing and the engine I could make something fit. In the end, I was thrown off a bit by the lower wing position relative to the engine. I wanted a fairly direct run for the fuel line. And above all, I was not going to tolerate a Mickey Mouse setup on a diesel engine where a shutoff failure would lead to an engine burndown—that might junk the engine. So without a shutoff solution, I put the plane back in the truck and looked toward future contests.

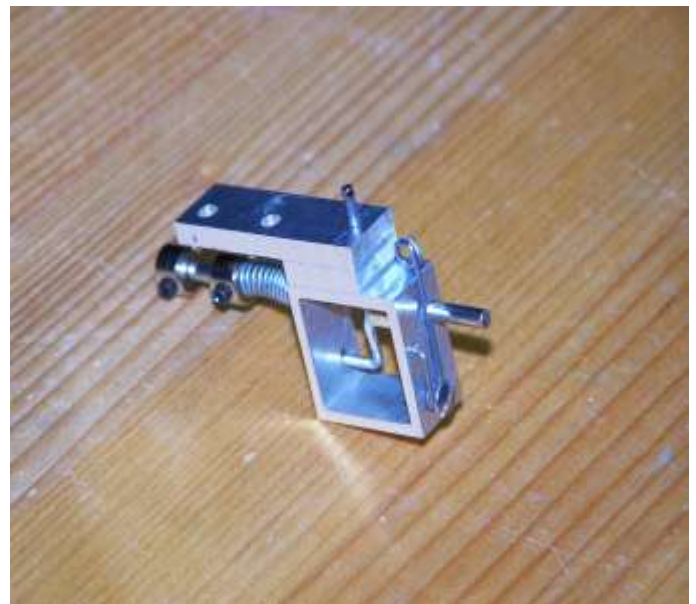
After the NATS I had other things that needed doing and so I set the shutoff problem aside. But I recently resolved to have the plane to fly at our October SCAR contest. So picking up where I left off, my eventual approach was to invert the trip wire location of a standard shutoff, and move the pinch location to the middle instead of the bottom. A sample made from 1” square tubing was too big, so I shrank it down until all the parts could be lined up: the trip wire with the bellcrank; the pincher with the fuel tank line; and, the push to reset button with the pitman’s thumb, situated above other obstructions.

The photos show what I came up with. A J-bar type shutoff with the crosspiece moved from the bottom up to the middle of the shaft by adding a soldered-on piece. One feature that I really like is the separately adjustable spring tension collar. You can put the thumb button collar where it needs to be for best access, and still adjust spring force independently. This is especially important in F2CN, where the fuel tubing tends to be much stiffer than the silicone tubing used with glow fuels. (The fuel tubing shown in the photos was obtained from Melvin Schuette, and is more flexible than most. Jed Kusik and Dale Long also sell tubing that is suitable.) With this arrangement, you can keep increasing spring tension until it seals, and not have the pitman trying to press on the bare end of the wire. (Pitmen are people, too!)

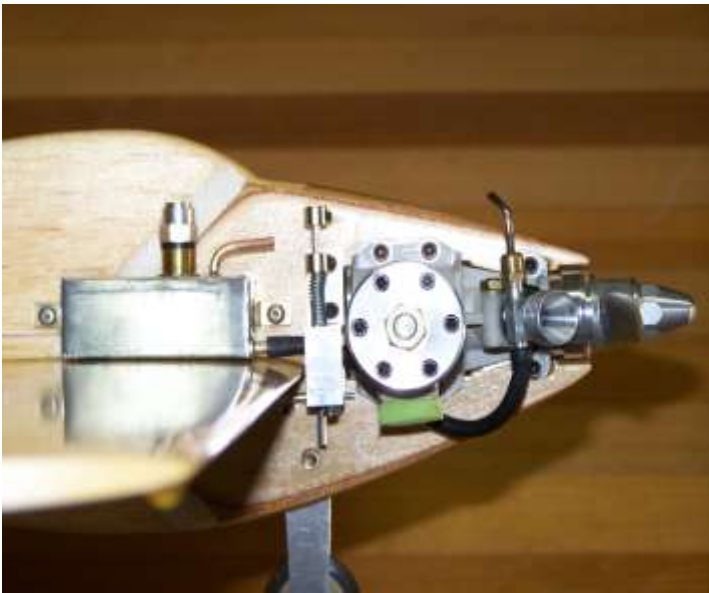
I hope the photos and explanations are helpful if you find that your F2CN project needs a shutoff and you decide to try a similar configuration. Tight Lines!



**Figure 1.** Rear view of the assembled F2CN shutoff in the “off” position. The frame is made from 3/4” square aluminum extrusion. Trip wire located on the bottom, and the pushrod loop located very close to the fuselage. Spacer block and mount to suit the installation held together with JB Weld.



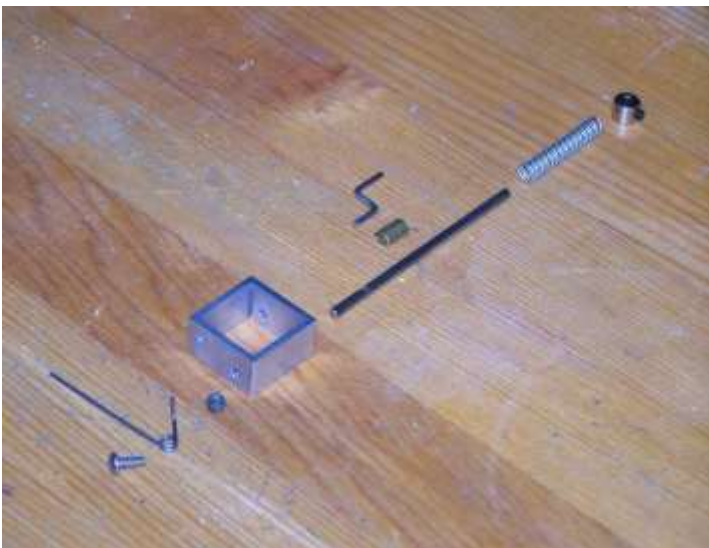
**Figure 2.** Bottom/Front isometric view of the shutoff shown in the armed, or run position. This trip wire geometry worked the best of those tried. The wire is .039” diameter (?) and is coiled 1-1/2 turns around the screw. The screw is left snug, not tight, and kept together with a 2-56 UNC locknut. The fixed end of the spring is in a loose hole through the frame. The cleanest notch can be cut in the 3/32” shaft with the smaller Dremel cutting disk. These are not fiber reinforced like the larger ones, so wear your face shield.



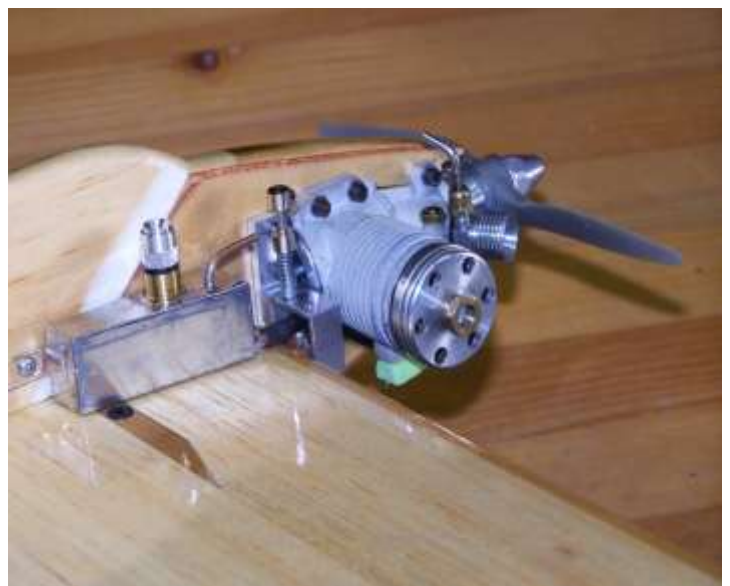
**Figure 3.** Installed shutoff as fitted to the airplane. Note that the position of the mounting screws in the bonded mounting plate allows assembly access. To avoid slipping of the mount on the fuselage with the offset screws, there is a 1/16" shear pin at about the level of the wing. A hole was drilled into the fuselage, which is hardwood at that location, for a press fit. The fuselage has threaded brass inserts for the screws.



**Figure 5.** Using an outboard bellcrank mounted under the wing requires the pushrod linkage to look something like this. The collar is used to adjust the trip position relative to the elevator for the sensitivity your pilot likes. A washer soldered to a bit of tubing makes up the "pusher" that contacts the trip wire. The collar is a bit too big to fit in the small space between the shutoff and the fuselage. The wire is trimmed so it just clears the engine case at full down elevator.



**Figure 4.** The major pieces before assembly. The S-shaped pinch wire is 1/16" diameter. The solder ferrule is made from ??? OD K&S brass tubing, flattened over the shaft in a vise. The length of the splice is the maximum that allows full shaft travel. Clean everything before assembly, then fit and tune before soldering the pinch wire onto the shaft. With this much surface area, 60/40 solder is plenty strong. Note that one collar is missing, and that the loop on the trip wire still needs to be formed. The last step is to make the spacer, mount, and drill for the mounting pin before bonding it all together.



**Figure 6.** What your pitman sees, when he casts a suspicious eye over things before the test flight. Does it rub anywhere? Can I get my thumb on the button without being double-jointed? Does it hang up or bind when the goofy pilot-guy wiggles the handle? And, if does actually trip, does it seal off the tubing, or is Mr. Nelson going to keep running? (Pitmen have to worry a lot.)



**Figure 7.** It is always a blast to have a new plane ready to test fly. This one was highly anticipated since it took over a year to get the finishing touches on it! Despite this being my first wing, it turned out to have an exceptional groove and the shutoff works great. Now I just need to paint the fuselage and add the pilot!

## NATIONAL RECORDS

### SLOW RAT (.25 engine)

Op (70 laps) 3:01.52 Jim Gall/ Les Akre 7/04/11  
 (140 laps) 6:17.59 Russ Green/ Bill Lee 7/07/09  
 (no Jr or Sr record)

### ½ A MOUSE 1

Jr (50 Laps) 2:37.57 Scott Matson 7/15/99  
 (100 Laps) 5:17.68 Scott Matson 7/17/99  
 Sr (50 Laps) 2:44.68 Dave Rolley Jr 7/15/99  
 (100 Laps) 5:20.11 D.J. Parr 7/16/98  
 Op (50 Laps) 2:12.3 Jim Holland 7/16/04  
 (100 Laps) 4:22 Ryan&Gibeault 7/15/99

### ½ A MOUSE 2

Op (70 Laps) 3:01.24 MacCarthy/Kerr 7/11/03

(140 Laps) 6:18.13 Whitney/Hallas 7/10/09

### SCALE RACING

Jr (70 Laps) 2:50.65 Bob Fogg III 7/16/91  
 (140 Laps) 6:08.55 Bob Fogg III 6/23/92  
 Sr (70 Laps) 3:15.12 Doug Short 7/11/00  
 (140 Laps) 5:40.05 Bob Fogg III 7/11/95  
 Op (70 Laps) 2:39.38 Willoughby/Oge 7/15/97  
 (140 Laps) 5:33.04 Bob Fogg Sr 7/16/91

### F2C TEAM RACING

Op (100 Laps) 3:16.47 Lambert/Fluker 7/07/09  
 (200 Laps) 6:43.80 Fisher/Wilk 7/07/11

### F2CN (NCLRA RULES)

100 Laps 4:14.84 Bill Lee/ Russ Green 7/07/11  
 200 Laps 8:54.66 D. Hallas/Whitney 7/07/11

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

### NCLRA TEXAS QUICKIE RAT

Op (70 Laps) 3:04.28 Jim Holland/Bill Cave 7/14/05  
 (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



# NCLRA Membership Form

Name \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Country \_\_\_\_\_ ZIP \_\_\_\_\_

Home Phone# \_\_\_\_\_

Work Phone# \_\_\_\_\_

Cell Phone# \_\_\_\_\_

E-Mail \_\_\_\_\_

AMA or Other National Organization # \_\_\_\_\_

Would like electronic Newsletter ONLY: \_\_\_\_\_

(Must supply an e-mail address if checked)

Send Dues & Membership Form to:      US Dues: \$20  
Dave Rolley      (Add \$.90 if paying by PayPal)  
P.O. Box 468      International: \$22  
Bennett, CO 80102      (Add \$1.10 if paying by PayPal)

(Membership Expiration date on mailing label)

Payment can be by check or Money order to the address above.

Payment by PayPal to Treasurer@NCLRA.org

## **Officer's Addresses**

### **President**

#### **Melvin Schuette**

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### **Midwest Representative (none)**

### **Southwest Representative (none)**

### **South Central Representative (none)**

### **Southeast Representative Jim Bradley**

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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 Tim Stone at the address given on this page. While this is preferred format, we will take submissions in just about any format, they can be written, typed or mailed to Tim Stone.

Apply for membership by mailing annual dues of \$20.00 to the Secretary/Treasurer at the address on this page. Make checks out to the order of "NCLRA" and be sure to provide the correct address for receiving the newsletter.

USING PAYPAL-To pay dues with PayPal, first log in to your Paypal account, then send dues to; Treasurer@NCLRA.org

Note that a \$.90 (\$1.10 for foreign membership) surcharge is added for the PayPal charges.

OR VIA THE WEB: Membership renewal can be easily done via the NCLRA web site at  
<http://www.NCLRA.org/>