

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



**TO**



**Rob Metkemyjer & Bas Olijve (Netherlands) are the winning team in the “Classic Team Race” event held in Perth Australia. It's always great to see the jovial “Ironman’ Robbi”. Robbi (flying T/R for over 60 years), has outlasted many of his pilots!**

**INSIDE:**  
**District Reports**  
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**Updated Contest Calendar**

**Torque Roll Issue #185**  
**June 2026**

## PRESIDENT – Bill Bischoff

Once again, for those who tend not to read all the way through, I will lead off with the NATS schedule. The control line racing events will be Monday, July 6 to Thursday, July 9. Monday will be Mouse I, and Vintage B team race. Tuesday will be AMA Slow Rat and combined AMA Goodyear/ Super Sport Goodyear. Wednesday will be Quickie Rat and Sportsman Goodyear. Sportsman Goodyear will have Gold, Silver, and Bronze finals. Thursday will be Super Slow Rat and Clown race. If you haven't signed up, and I know you haven't, **DO IT NOW!!!** The basic entry fee increases \$50.00 after **June 12**. If you've never attended a NATS, or haven't attended in a while, make this the year. This is the 100th NATS! All your racing buddies would love to see you (again). 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 be willing to give it a go, just let me know.

I am happy to report that I have secured sponsorship for most of the unofficial events. The Barnes and Barnes team is sponsoring Quickie Rat and the Gold, Silver, and Bronze awards for Sportsman Goodyear, Richard Kucejko is sponsoring Vintage B Team Race, I am sponsoring Super Sport Goodyear, and Clown Race will be sponsored by the Dallas Model Aircraft Association. Thank you to all of our sponsors. With a little bit of internet scrounging, I was able to get the award cost down to about \$50 for a set of three, which is about half of what we had been paying the last few years.

It's NCLRA officer election time again. The current officers have all selflessly volunteered for another term, but write-ins are welcome. If writing in someone besides yourself, please get their consent first. A ballot will be in the next newsletter. A formal ballot will not be used. Just send me an email or a good ol' letter. To vote for all the incumbents, you can just say "incumbents".

### Theme Newsletters

It's been over years since we've done a theme newsletter, focusing on a particular aspect of CL racing. I'm wondering if it's time to do it again. In the past, we've featured piloting, pitting, beginners, Goodyear, Mouse, and Slow Rat, but we're certainly not limited to just those topics. We could look at specific aspects of airplanes like tanks, control systems, shutoffs, landing gear, finishing, line wrapping, pitting equipment, or anything else you may be wondering about.

Shoot me an email with your request, and we'll do our best to beat the topic into submission.

*I ran the preceding paragraph last time, and got no response. I can't believe you're too shy, so either everybody knows everything they want to know, or nobody cares. I hope its the former, but I fear it's the latter.*

## NORTH CENTRAL – Paul Gibeault

The 2026 NW Regionals is now in the books. It was a very lightly attended affair this year with notable people like the Hazel/Thompson (Nitroholics) team, the Californians & several others MIA. The weather was quite warm with gusty conditions at times.

This year we only had one entry in NW Flying Clown race. The Leighton Mangels/Doug Powers team completed 63 laps for first place.

In the slower NW Sportsman Clown (aka "Geezer Clown"), Leighton Mangels again won first with 130 laps. His pit man Doug Powers ended up with a DNF for 2nd place.

In NW Sport Race it was Leighton Mangels (4:36) in first place followed by Mark Schluter (5:26) in second place. No final was flown.

In NW Super Sport (.40 engines) Paul Gibeault /Gerry Van Dyk (*Team Soft Shoe*) maintained their supremacy with a fast 3:39 heat. It was decided to forego the final & let the contestants stand on their heat times. Leighton Mangels team placed 2nd with a 4:26 heat. Mark Schluter's team placed 3rd with a 4:39 heat.

The last event, Dallas Sport Goodyear had the highest interest level with 6 entries & some new teams. All teams double entered. Due to the wind, it was decided to fly two up races. New racer Alan Stewart showed up with a fleet of extremely well built & finished models. Will Naemura really put Alan's models through the wringer on several landings, but they stayed remarkably intact. Lesser models would have incurred serious damage, but Alan's tough models soldiered on.



Grand championship team: Leighton Mangels (L) & Doug Powers (R).



**New NW G/Y record holder: Alan Stewart.**

The 1st heat was Mangels/Powers (timing error) vs. Naemura/Stewart 4:27:75. The second heat was Van Dyk/Gibeault (9 laps) vs. Stewart/Naemura (4:41). Although Gerry's new Fora Jr. powered Alley Cat design appeared noticeably faster than the field, it quit every 2 laps for a DNF score of 9 laps. Cause yet to be determined... Very strange as it worked so well in practice earlier!!

Third Heat was Gibeault/Van Dyk (4:54) vs. Powers/ Mangels who crashed out. Given the windy conditions, it was decided to fly two 2 up finals.

The first final was close with Mangels/Powers (10:55) vs. Naemura/Stewart (10:45). The second final Gibeault/Van Dyk (10:11) vs. Stewart/Naemura (**9:39\*\***). Paul was on a record-breaking run until one slow pit stop put an end to his chances as Alan cruised by on to victory. **\*\***(Alan's **9:39** final eclipsed Mike Hazel's record set last year of 10:15).

Goodyear ended up with Al Stewart/ Will Naemura in 1st, Paul Gibeault/ Gerry Van Dyk 2nd, and Will Naemura/Alan Stewart rounding out the 3rd place podium finish, with Leighton Mangels/Doug Powers in 4th place. All teams used the Magnum 15 engine (or variation thereof) I believe. It was refreshing to see the new team of Alan Stewart & Will Naemura do so well for their first time out as a team. They can only get better with a bit more practice.

The 2026 racing grand champion was awarded to Leighton Mangels (Well done for an 80+ year old racer!!)



**The man who would be king: Gerry Van Dyk of Wetaskiwin, Alberta, Canada fielded his newly designed OR-71 Alley Cat with Fora Jr. for power. Very fast, but it just wasn't his day with tank troubles...**



**We'll be seeing more of Gerry's Fora powered Alley Cat in the future...guaranteed!**



Podium placers in the Classic-FAI Team-Race event. Well supported and much enjoyed by all.



Classic FAI Team Race competitors came from many nations.

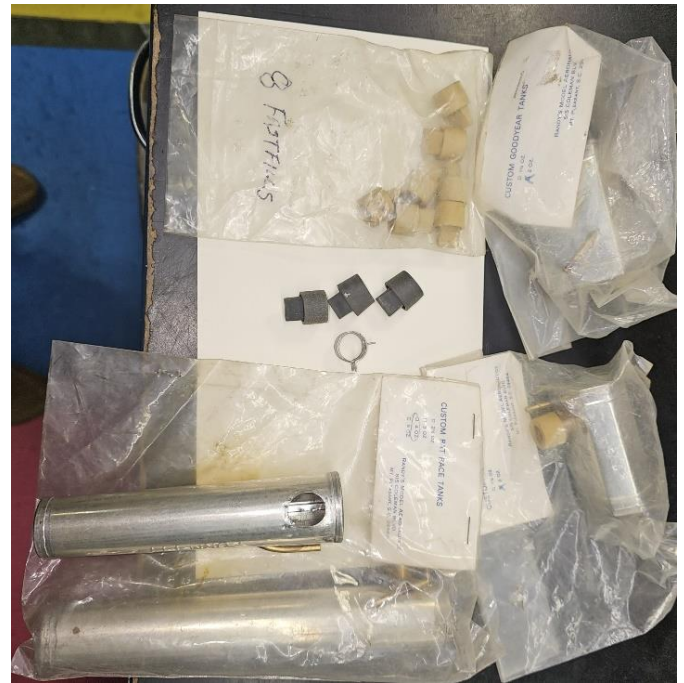


Very nice etched glass mugs were provided for the Classic T/R event.



The winning "Turtle" model of Rob Metkemeijer with classic FMV engine & classic "Metkemeijer green" paint scheme.

For Sale Randy's racing tanks & Don's fastfills  
\$20 + post



Used Glo-Bee Fireplug starting battery. US  
\$40 + post. \*\* Contact Paul  
Gibeault [pgibeault@shaw.ca](mailto:pgibeault@shaw.ca) \*\*Can be  
delivered to the AMA Nats.





## NORTH WEST – Leighton Mangels

Since the last Torque Roll issue we've had two races here in the Northwest.

On April 18th and 19th our club, the Northwest Fireballs, had our annual Jim Walker Memorial Spring Tune Up and this year the weather was lovely. We raced on Sunday and had Northwest Sport and DMAA Goodyear.

I'm happy to report that our club now has a new racing team consisting of Alan Stewart and Will Naemura. Both have many years of control line experience in many classes and they are off to a good start with a couple of very nice Goodyears and, hopefully, some other classes in the near future. They ended up in 1st and 2nd in Goodyear so they're off to a good start. An interesting experience in Northwest Sport was that I was flying against Mike Hazel and for the whole race we never saw each other's planes as we were totally even on speed. My racing partner and I were fortunate to get the win but it's always fun to fly with Mike.



Underside view of Alan Stewart's Sport Goodyear.

One reason for the "Tune Up" contest is to let people get ready for the Northwest Regionals which is the biggest contest in the NW and is traditionally held on Memorial Day weekend in Roseburg Oregon. We raced there this year on Friday 5/22 and there was 5 different classes to race so I emptied my stack of race planes and headed South with a car full of 5 planes. As it turns out our team was the only one with 5 entries which is too bad as they're all fun. It's always fun to see some of the racers we only see once a year including our good friends from Canada, Paul Gibeault and Gerry Van Dyk. It's a long drive for them but they

must enjoy it as they keep coming back. Race day was good weather albeit a bit windy which did have a negative effect on some of the racers. The largest entry was in Goodyear with 6 entries. As it turned out there were 3 teams but each team member had an entry. That made pairing up the heats a bit tricky but it all worked out. All the final results are available on Flying Lines so I won't repeat all the times here but I do want to note that our newest team, Stewart/Naemura, did themselves proud and ended up in the two top spots. I was fortunate to get the Racing Champion trophy due in no small part to the aforementioned car full of race planes. I will have to say that racing in five events is a bit taxing when you get into your 80's but I'm hopeful that I'll be able to do it for a few more years. This is a really fun three-day weekend of control line flying and I'd encourage everybody to put next year's NW Regionals on your to do list. We can always use a few more racers.

Leighton Mangels

## SOUTH CENTRAL – Bill Bischoff

The Dallas Spring Warm Up speed and racing contest was split into separate racing and speed events this year. Bill Lee and Patrick Hempel were both going to be in Perth at the CL World Championships during the contest's traditional weekend, and they run the speed events here at home. The most practical thing for racing was to just press on as usual. We ended up with only 4 contestants, locals Biscuits and Gravy, and the Barnes and Barnes team from Houston and Georgia.

Since the Barnes team hadn't flown since the last NATS, it was decided that we'd all get more benefit from a test and practice session than a contest, so that's what we did. All agreed it was the right choice.

Thanks to Tom Walker who came out to time and Mike and Claudia Pugh who came to time and spectate. At least we had a nice visit.

## SOUTH EAST – Bob Whitney

I feel like I am not earning my pay. As we are getting closer to the Nats, I am looking forward to some real racing. My legs have been feeling better lately so maybe I can do some pitting. The speed guys have taken a page out of the racing book and are promoting an electric perky class with everyone using the same model. They have produced a really nice kit for \$75 that contains everything that you need to build it except for motor and batteries. The wood is great! Oh, and to make it simple... it is a profile perky. They are calling the event "Perk-E". Looks like fun!

Congratulations are in order. Looks like our teams did real well at the W/C's winning first place in both stunt and speed and the combat team didn't do bad with Sam Londke getting 2nd in JR. with a 4 w and 2 loss record and David Fisher got a 6th also with 4 w /2 loss record.

We did not send a team racing team this time but AMA would like to send one to the next W/C. It will be wide open if you want to have some fun give it a try.

## PERTH AUSTRALIA 2026

Bill Bischoff

Well, I can't tell you how the US F2C team did at the World Championships in Perth, because there wasn't a USA F2C team this time! All the other US teams did well. Hats off to them. Instead of a report, here are a couple shots of local wildlife from Perth in 2016, the ubiquitous kangaroo and the colorful rainbow lorikeet.



## COMING SOON: "REAL SPORTY"

Bill Bischoff

If you were a modeler in the early 1980's, you may remember a Formula 1 airplane called "Real Sporty". It was a modified Cassutt with a tapered wing and a two-tone blue paint job. Sterling made a kit of it; two kits actually, a small rubber powered kit, and a 40" RC model. I thought it was a good looking model, and I liked the paint job. I never saw anything about the real airplane, except maybe a photo from Sterling. I have included a photo of the real aircraft and the Sterling model to jog your memory.

Recently, the topic of "Real Sporty" came up at the flying field. Dallas stunt flier Steve Moon had previously built a Margaret

June sport Goodyear just for fun. More recently he built the small rubber powered Sterling Real Sporty. He happened to mention the idea of a sport Goodyear version of "Real Sporty". That got the wheels turning in my brain. I found downloadable kit plans on **Outerzone**, and got my local print shop to scale them to Goodyear size and print them for me. I have completed the basic plans, and now they will be turned into a complete and pretty set of plans. Hopefully, they will appear in the August issue of Torque Roll.



The actual "Real Sporty" F1 racer.



Picture of the Sterling "Real Sporty" model.

## DITCH THE FILTER

Bill Bischoff

During the last few seasons, I have noticed that some of my models weren't shutting off cleanly. Some would do it intermittently, while others would do it continuously. Switching to different fuel line and/or adjusting the pinching tension on the shutoff didn't seem to work. I leaked checked my filters (several different brands) and they all seemed fine. I've used filters for years with no problems, so I'm at a loss to explain it. All I know is that replacing the line and filter with a continuous fuel line from tank to spraybar instantly fixed the problem. I guess I'll just be careful about filtering the fuel when refilling the pit bottle, and maybe figure out a filter for inside the bottle.

### WAIT! A BETTER EXPLANATION

I was discussing this matter with Bill Lee at the flying field recently, after I had already written the above. He immediately latched onto the question of how fuel could keep getting to the engine if the shutoff was closed. He inspected one of my airplanes and quickly came up with a very plausible explanation. It appeared that the engine exhaust was blowing on the metal fuel filter. This was probably heating the filter enough to boil out the

remaining fuel, feeding the engine for a few more seconds after the shutoff was closed. I didn't test the theory, but both the cause and the result make sense. Therefore, I suggest that before removing the filter, try repositioning the filter out of the exhaust path. You may need to use a screw eye or small bracket to keep the fuel line in place, but c'mon, how hard is that?

## 2K AEROSOL WHITE PAINT Bill Bischoff

Last time I discussed clear coating an airplane using SprayMax 2K clear catalyzed urethane aerosol spray paint. At the end of the article, I mentioned that I would be trying their 2K gloss white as well. I recently had an opportunity to try it on a new sport Goodyear model. Here's how it went.

First, it's hard not to love the convenience of an aerosol. No equipment to set up, no mixing, no equipment to clean when you're done.

I was trying to keep the model light, applying just enough paint for the white to be sufficiently opaque. After applying two coats, I thought one more coat would make it perfect, so I stopped instead. I added 20 grams with the white paint, which I thought was comparable to what Klass Kote epoxy would have added. The "whiteness" was satisfactory, and actually looked a bit better after the paint had cured overnight.

Compared to the 2K clear, I felt that the white didn't lay down as smoothly. Perhaps the higher solids content of the white made it go on drier, or perhaps one more wet coat would have fixed it. The slight orange peel texture could have been easily wet sanded smooth, and either polished or clear coated, but it was minor enough that I just left it alone.

All that being said, I think next time I'll go back to KlassKote epoxy for white, trading the convenience of aerosol for the greater control afforded by an airbrush and the ability to reduce the paint as necessary. I will certainly use 2K clear again though. It went on well, but most importantly, the clear is *CLEAR*.

## ENGINES FOR SALE

(Engines can be hand delivered at the NATS for no shipping.)

### SH 15 engine, set up for Dallas Sport Goodyear. \$100.00

It has the legal venturi and needle assembly, and the head clamp has been turned down as allowed by the rules. It has only a couple of minutes of bench running. Also included are the stock muffler, carb, and blue anodized spinner nut, as well as some extra head shims, still in their packages. Comes in original box with SH stickers, but no instructions. Ready to install.



### ASP 15 engine, set up for Dallas Sport Goodyear. \$125.00

Includes the correct venturi and needle assembly. It only has a few minutes of bench time. Includes stock RC carb, but no muffler, box, or instructions. Ready to install.



### Brodak 25 CL, new in box

\$135.00

Unrun, unmounted. Includes muffler, instructions, and extra stock needle valve assembly. #1 choice for Super Slow Rat.

Above prices do not include shipping. I will ship outside of US. Please contact me for a total. Paypal is the easiest way to pay. I will provide account info when I provide the total. Contact Bill Bischoff, [billbisch@hotmail.com](mailto:billbisch@hotmail.com).



### FORA Junior .15, new

The NCLRA has only four Fora Junior 15 engines for Sportsman Goodyear left. I don't know when more will be available, so if you want one, you'd better get it now!

These Foras come with 1/8" venturis, whereas all the others that I have seen have venturis with a nominal 4mm bore. We have been conducting most of our tests with a 4mm venturi, and at the NATS, we told people they could drill their venturis out to 4mm (5/32") diameter if they were smaller. This will be the rule for 2026. I will drill the venturi for you if you request it.



For experimenters, we also have 4 Nelson head buttons available for \$5 each. They will **not** be legal for Sport Goodyear.

The engines are \$150. US shipping is \$10. Please contact me for international shipping costs. By Paypal, please send payment to [billbisch@hotmail.com](mailto:billbisch@hotmail.com), and select the "send money to friends and family" option to save NCLRA the fees. By check, make payable to NCLRA, and send to Bill Bischoff, 1809 Melody Ln, Garland TX 75042.

## CONTEST CALENDAR

**NCLRA cannot be held responsible for errors or omissions! This calendar is compiled from data collected at the NCLRA website [nclra.org](http://nclra.org), and other published sources. Members can log in to [NCLRA.org](http://NCLRA.org) and submit contest details.**

### NORTHWEST DISTRICT

None

### NORTH CENTRAL DISTRICT

None

### NORTHEAST DISTRICT

None

### MIDWEST DISTRICT

100<sup>th</sup> AMA Nats AMA Aeromodeling center.

July 6 to July 9.

Monday will be Mouse I, and Vintage B team race. Tuesday will be AMA Slow Rat and combined AMA Goodyear/ Super Sport Goodyear. Wednesday will be Quickie Rat and Sportsman Goodyear. Sportsman Goodyear will have Gold, Silver, and Bronze finals. Thursday will be Super Slow Rat and Clown race.

Contact Bill Bischoff for details [billbisch@hotmail.com](mailto:billbisch@hotmail.com)

### SOUTHEAST DISTRICT

None

### SOUTH CENTRAL DISTRICT

#### DALLAS 2026 CONTEST SCHEDULE

\*June 6-7 Bob Gieseke Memorial

Mouse, SGY, TQR, SSR Saturday Carrier and Stunt Sunday

\*September 5-6 Southwestern CL Championships

Mouse, SGY, TQR, SSR Saturday

Carrier and Stunt Sunday

\*October 2-4 Fall Finale: Speed /Racing

Other racing events can be held on Saturday if there is interest. Please ask well in advance! We will have these same racing events in June and September. Contact Bill Bischoff for more information. [billbisch@hotmail.com](mailto:billbisch@hotmail.com)

### SOUTHWEST DISTRICT

None

## 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 7/05/0

## Suppliers

### BRODAK MANUFACTURING

Everything c/! 100 Park Ave, Carmichaels PA,15320  
724-966-2726 email [flyin@brodak.com](mailto: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](mailto:williamhughes4@comcast.net) 630-736-6036

### ELIMINATOR PROPS

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

### OO SHIRTS

Custom T-shirts at good prices.  
Upload your artwork, or create it on their site.  
Fast shipping, good service. <https://www.ooshirts.com>

### GOODYEAR PLANS- DOUG MAYER

Douglas Mayer 5010 W. 123rd Place Hawthorne, CA 90250  
310-463-0525 cell Email: [douglasmayer58@gmail.com](mailto:douglasmayer58@gmail.com)

### AIRCRAFT SPRUCE AND SPECIALTY

Source for Super Fil filler, spruce sticks and strips, sheet aluminum.  
<http://www.aircraftspruce.com>

### McMASTER-CARR

Source for hardware and fasteners, metal sheets, rods, and bars,  
and tons of stuff that can be repurposed for model use.  
<http://www.mcmaster.com>

### MECOA

Fox bellcranks, CB Associates spinners in small sizes for Goodyear,  
spinner nuts, Cox, Fox, K&B parts. <http://www.mecoa.com>

### MIKE GOES FLYING

Magnum and SH engines and parts. <http://www.mikegoesflying.com>

### LEE MACHINE SHOP

827 SE 43rd Street Topeka, Kansas 66609 785-266-7714  
[Sales@LeeMachineShop.com](mailto:Sales@LeeMachineShop.com) [www.LeeMachineShop.com](http://www.LeeMachineShop.com)

### RITCH'S BREW

Fuel ready mixed top quality finest ingredients.  
4104 Lark Lane, Houston, TX 77025 713-661-5458

### MBS MODEL SUPPLY

Solid Wire Sets and other C/L needs Contact Melvin Schuette, 5322 NE  
Early Ct, Topeka KS 66617 email: [mbschuette@cox.net](mailto:mbschuette@cox.net) or 785-221-7042.

### ZALP ENGINES

Zalp F2C&F2D engines- Bob Whitney 2905 Victoria Pl, apt 3G,  
Coconut Creek, FL 33066 [f2cracer@aol.com](mailto:f2cracer@aol.com)

### ZZ Props

Full line of quality Glass & Carbon Fiber props for CL Speed & Racing.  
Contact Mike Hazel at: 503-871-1057 24 Hour Phone. Email:  
[zzclspeed@aol.com](mailto:zzclspeed@aol.com)

### NELSON COMPETITION ENGINES

121 Pebble Creek Lane, Zelenople, PA 16063  
Manufacturer of NELSON Racing Engines and parts, Nelson Glow  
Plugs, many other specialty engine items. (Henry Nelson) Phone: (724)  
538- 5282. e-mail: [nelcomp101@gmail.com](mailto:nelcomp101@gmail.com)

### MTM RECOGNITION

Trophies and plaques. Supplier for the NATS NCLRA unofficial event  
awards. Great service. <http://www.mtmrecognition.com>

### OLD MAGAZINE PLANS & MORE ON CD

Tom Wilk, 301 W. Redwing St.,Duluth, MN 55803  
Phone: 218-724-0928(hm) E-Mail: [tawilk36@cpinternet.com](mailto:tawilk36@cpinternet.com)

### JON FLETCHER

Custom replacement engine parts, needle valves.  
33 Lagari Close, Wingham, NSW 2429  
Australia Tel. 61 2 6553 4548

### BILL'S Rent-A-Racer PARTS AND ACCESSORIES

Low drag landing gear for Goodyear complete set with wheels, hubs, aluminum struts and mounting hardware.	\$22.00
aluminum struts only (with screws) bent, drilled, tapped, edges not rounded.	\$10.00
wheels only, 1 pr., 1 1/8" dia. Urethane.	\$7.00
brass hubs and screws only, pair.	\$7.00
fuselage mounted FUEL SHUTOFF bottom pull, specify Goodyear (1 1/4") or Quickie Rat (1 1/2").	\$20.00
Sullivan medium fuel tubing soft silicone, great for shutoffs.	\$2.00/ft or \$5.00/ 3 ft
ASP/ Magnum 15 VENTURI (blue) 1/4" ID, 4mm spraybar, fits 10mm hole.	\$10.00 <b>Only 1 left!</b>
Prop Drill for ASP, Magnum, SH 15 knurled 1/2" aluminum handle.	\$5.00
ENYA Supertigre style needle assembly.	\$16.00
replacement needle only fits all Supertigre style spraybars.	\$6.00
OS aluminum spinner nut 5mm x0.8 thread fits SH, ASP, Magnum.	\$10.00
1 oz Sport Goodyear fuel tank with pinch-off overflow.	\$20.00
5 oz. mouse fuel bottle.	\$7.00
8 oz. fuel bottle with fitting.	was \$10.00 <b>Spring special \$8.00</b>
16 oz fuel bottle	for 1/8" fill tube \$12.00 for rubber quick fill \$15.00

### Shipping

\$12.00 per order including fuel tanks, bottles.  
\$8.00 per order without fuel tanks, bottles.

I accept paypal or personal checks.  
Paypal: [billbisch@hotmail.com](mailto:billbisch@hotmail.com)/ mail checks to William Bischoff,  
1809 Melody Ln, Garland TX 75042. For questions, call (972)  
840-2135 or email [billbisch@hotmail.com](mailto:billbisch@hotmail.com)

## **Officer's Addresses**

### **President**

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### **Secretary/Treasurer**

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C- 903-288-6029  
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### **Editor**

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