

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



**TO**



**Future racing pilot Christopher DeGraff with plane and handle at the 2014 Nat's. Christopher is the Grandson of long time racer David Betz.**

**Torque Roll Issue #118  
February 2015**

## **PRESIDENT: Melvin Schuette**

To My Fellow NCLRA Members;

If the only two articles I had to write for the news letter was the one that had the Nats coverage in it and the one where I tell everyone about the next year's nationals my job as President would be a lot easier. Unfortunately founders of the NCLRA decided to publish a newsletter every other month. As I have stated earlier I was not born with the gift of gab. There are a number of other members in NCLRA that could do a lot better job of writing these articles than I have.

Writing my article for the newsletter is not the only thing I have put off; I haven't gotten any building done either. I will be having knee replacement surgery at the end of February, and hopefully I can take some of the time off I will have from work to get some work done in the shop.

There are two things I need to discuss with you at this time. The first is the trophies for the 2015 Nationals. I still haven't gotten the prices for them yet, but I need to figure out how we can insure that we don't throw trophies away like we did in 2014. There are two ways that I can think of; Firstly, the AMA base the number of trophies that we order on the number of pre entries we have for each of the NCLRA sponsored events. The problem with this, is if we only had two people pre enter an event and ordered trophies only through second place, but then have six entries in the event. What do we do? Do we only give out the two trophies or order more after the nationals?

An alternative is to order trophies without a year on them, so if you don't give them out this year you can use them the following year. Then you have to find someone willing to store them for a year.

A number of people have told me that most of the trophies they have earned over the years are stored in boxes. With this in mind do we still want to continue providing plaques or switch over to certificates?

The second thing we need to discuss this month is the rules governing F2CN. Our current rules state that a certain portion of the rules for F2CN are tied to the rules governing F2C. If they change the rules for F2C it automatically changes the rules for F2CN. As you know F2C is dealing with noise issues. Recently there was a rule change to help address the issue of the noise produced by the engines; and that is to require the use of a venturi with a maximum 3mm air intake hole.

I do not feel that we need to adopt this rule for F2CN. Our bylaws state that in order to make a rule change for an event we must form a committee to come up with rule for the officers to vote yes or no on. What I am proposing is that NCLRA tie the rules for F2CN to the rules for F2F. F2F is FAI's version of F2CN. The last two rule changes for F2C did not affect the rules for F2F.

As governed by our bylaws I will form a committee to address this matter. We should be able to have it done prior to the 2015 Nationals.

I will have the cost of trophies by the next issue of the newsletter. I will also include an unofficial Nat's entry form, so that we can get an idea of how many people we will have in each event. And a ballot on the type of trophy the NCLRA wants to award for unofficial events.

Melvin

## **SOUTH WEST: Ron Duly**

The Southern California Air Racers (SCAR) have come up with a preliminary competition calendar for the 2015 season. A set of four events was settled on for each contest: SCAR Goodyear, Quickie Rat, Super Slow Rat and Clown (NCLRA rules). The basis of selection was events that actually had supporting entries during 2014. Much was made of the lack of 1/2A Mouse racing for 2015. Suddenly it was the most popular event ever! As has always been SCAR policy, if enough entries show up AND ARE READY to compete, we'll run the additional event. We will also drop an event that lacks entries. The adoption of the NCLRA rules for Clown also brought a chorus of comments. Those that had actually flown under the NCLRA rules (60' lines and shut-off) were for it and those who had no experience with the rules opposed it. The first racing and speed contest of 2015 is set for February 7-8 with Racing events Sunday only.

## **SOUTH CENTRAL: Bill Bischoff**

Miscellaneous News from Dallas:

The Dallas Model Aircraft Association has set its 2015 contest schedule. New this year, we have added Sportsman Goodyear to our Presidents Day contest. My intent is to have everyone fly three rounds of qualifying. This will make all the races 3-up unless somebody withdraws. We will take the top three qualifiers to the Gold final, the next three to the Silver final, and the next three to the Bronze final. This will give the races more of a real air racing "feel". Also worth noting, we have put in a bid to host the F2C team trials on the weekend of September 19-20. I'm not sure when that decision will be made, but we have a good facility, the backing of a great club, and two hometown teams who will be competing!

It looks like *Model Aviation* will be publishing my construction article for a Sportsman Goodyear racer called Margaret June. Hopefully it will come out in time for people to get something built for the NATS. The article is quite complete, including details of the tank and shutoff, and I utilized off-the-shelf hobby shop parts as much as possible. I'll be curious to see what kind of interest it generates.



**Bill Bischoff's "Margaret June" Sport Goodyear.**

I was building a handle the other day, when it occurred to me that the project might be worth a few paragraphs and a couple of pictures for Torque Roll. Since the column might otherwise be a little thin, here it is.

### **HARDWARE STORE HANDLE**

This handle is based on the old Fox handle from the 1970's. Since it is "custom made", the size, line spacing and grip can be tailored to each individual pilot or airplane. Best of all, everything you need to build it is available at your local Lowe's home improvement store.

The frame is made from 1/8"x3/4" aluminum strap. It will take 15" +/- to make a handle, so a 4 foot piece will make 3 handles with very little waste (or give you 3 tries to make one good one!). The grip is a piece of 1x2, which is 3/4"x1 1/2" in actual dimensions. I used red oak so it would be pretty, but pine or poplar would also work. To make the adjusting mechanism, get a 10-32 x 1" brass screw, some #10 nylon washers, and a 10-32 knurled brass knob. The knurled knobs are typically located in the specialty hardware drawers on the nut and bolt aisle. The reason a

brass screw is used is because it is easier to drill a small hole through a brass screw than a steel screw. You will also need a foot of 1/16" stainless steel cable, and a package of swaging ferrules for 1/16" cable. Finally, you will need screws to hold it all together. I found what I needed in my junk drawer, but you need 4 pcs #4x3/4" pan head screws, and 2 pcs #4 x 3/8" pan head screws.

Before bending the frame, cut a few 16" strips of 3/4" wide cardboard, and make mock ups to determine the size and shape you want. The handle frame shown is about 4" tall, about 2" along the top, and about 2 1/2" along the bottom. Once you've decided on the dimensions, get to bending! I don't have an elegant way to do this. I used a vise, rawhide mallet, C-clamp, the edge of the work table, etc., and kept at it until I had something that looked like a handle.

Next, make the grips. They can be as simple as a couple of 1/2"x3/4" strips, or as elaborate and sculpted as you want. Follow this procedure for attaching the grips. Clamp or tape the handle and grips together, and drill 4) 1/8" holes through the back grip, through the frame, and barely into the front grip. The idea is to just mark the hole locations on the back side of the front grip. Then, from the back (flat) side of the front grip, drill 4) 1/16" holes about 1/4" deep. These will be the pilot holes for the screws that hold the handle together. The rear grip will need to be counterbored for the screw heads. I used a Forsner bit because I had one, but a regular drill just slightly bigger in diameter than the screw head can be used. Don't go more than 1/4" deep. Assemble the grips to the frame.



Now that you have a frame with a nice comfy grip on it, let's make the cable adjuster. First you need to know what line spacing you want. The handle shown is 3". Drill 1/8" holes through the handle frame at the desired line spacing, and drill two 1/8" holes at about a 2" spacing. Also drill a 1/8" hole in the center. Be sure to de-burr the holes where the cable passes through the handle frame.

Now cut a piece of wood approximately 3/8" thick, and slightly longer than the handle's line spacing. Shape the ends of the wood as shown in the photo. The finished length of this piece should be long enough that the wood blocks off a tiny bit of the holes that the cable passes through. This will keep the cable from chafing against the edge of the hole. Mount this to the handle frame with 2) #4x3/8" screws. Drill a 3/16" hole through the middle of the wood for the brass adjusting screw. Apply the desired finish to the wood adjuster and to the handle grips. I painted everything with a liberal coat of finishing epoxy, which was later sanded smooth and burnished with steel wool.

Drill a 1/16" hole through the brass screw directly below the head. File a small flat spot on the screw with a Dremel tool and cutoff wheel to allow the drill to start easier. Verify that the cable will pass through the hole in the screw, and enlarge the hole slightly if necessary. Slip the cable through the brass screw, then install the screw in the handle with a nylon washer under the cable and under the knob. Pass the cable ends through the handle frame. Verify that the adjusting knob locks the cable in position.

The last step is finishing the cable ends. I happen to own an actual cable crimping tool, so this step is easy for me. I believe I have seen them at Lowe's in the cable aisle (for use, not for sale), so you may be able to get it done there. Worst case, squeeze the ferrules flat in a vise or smash them flat with a hammer. If you don't want to do that, You can always wrap the ends of the cable like leadouts or lines. No matter what, give your handle a thorough pull test before use, pull test when you fly, and inspect the cable often for broken strands.

### **F2CN Rule interpretation/ change**

Melvin has asked me to take the reins on this one. I'd like to hear from all the F2CN participants, both current and future, about this question. The current NCLRA F2CN rules are tied to the F2C rules in such a way that it seems to mean that the new 3mm venturi restriction in F2C should apply to F2CN as well. The question is, "do we want this?" Do you think we should impose the 3mm restriction on F2CN? If "yes", there really isn't anything to change. We just to make everyone aware of it. If "no", we should probably add a sentence to the F2CN rules, such as "F2C venturi size specifications shall not apply to F2CN". Either way, we should have this settled in plenty of time for the NATS, so both teams can be prepared! Email me your thoughts at [billbisch@hotmail.com](mailto:billbisch@hotmail.com)

## **SOUTHEAST: Jim Bradley**

Well the holidays are over and it's time to start planning your building, and racing schedule for 2015. For most people this is the building time of the year so get busy, Spring is just around the corner.

I hope to get started on my Sport Goodyear for the NATS soon. The engines are broken in and they ran much better than I thought they would and start with 1 or 2 flips, and that's with only with about 15 minutes of run time on them. I plan to start building my Chico Puro real soon so it's ready to start flying in early April, at least that's the plan.

I think most of you are familiar with the ST style needle valve assemblies from Hobby Fasteners. They are also available from other places under a different name but Hobby Fasteners seem to be the source.

I thought the only one they had was a copy of the standard Super Tigre needle valve assembly that also fits Fox 35 but after looking around I found out they also have a NV assembly one for the Super Tigre 46 that also fits the OS FP 40 and another one that is for the Super Tigre 60.

Actually what is more important to us is the distance from the fixed end to the center of the fuel feed hole so I bought one of each to measure them. The distance from the fixed end to the fuel feed hole on the standard ST 51/ Fox 35 NV assembly is .26 inches. The distance from the fixed end to the fuel feed hole on their ST 46/OS FP 40 assembly NV assembly is .33 inches. The distance from the fixed end to the fuel feed hole on their ST 60 assembly is .45 inches. They range in price from \$10 to \$17. Hobby Fasteners also sells the needle valve separately. I did find a lot of variations in the taper of the needle valves and some of the needle valves would not fully shut off fuel flow when fully closed.

Another Needle Valve assembly I have found that I like is the Enya S5020 NV assembly. It is made similar to the to the normal Super Tigre style but has a internal silicone insert between the needle valve and spray bar to close off any air leaks. The fixed end to fuel feed hole on this assembly is .36 inches. One real nice feature, because of the silicone seal, is the needle valve/spray bar Collet doesn't have to be tightened real tight to keep the needle valve from rotating when the engine running.

So far there isn't any racing schedule here in the Southeast this spring that I know about. I hope to maybe try for some Saturday practice racing days here in Orlando.

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

## **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](http://nclra.org). and other published sources. Members can log in to [NCLRA.org](http://NCLRA.org) and submit contest details.

### **NORTHEAST DISTRICT**

None

### **NORTH CENTRAL DISTRICT**

None

### **NORTHWEST DISTRICT**

#### **May 22-23-24**

44th **Northwest Control-Line Regionals**, Roseburg Municipal Airport, Roseburg, Ore. The Regionals returns to the site where it was held from 1996 to 2001.

**Friday:** Speed, Navy Carrier, Old-Time Stunt, 15 Fast Combat, Beginner-Intermediate Precision Aerobatics

**Saturday:** Speed, Navy Carrier, 1/2-A Combat, 80mp Combat, Classic/Nostalgia 30 Stunt, Profile Stunt, Scale static judging

**Sunday:** Navy Carrier, Advanced-Expert Precision Aerobatics, AMA Fast Combat, Scale flying, Mouse Race I, Northwest Sport Race, Northwest Super Sport Race, Northwest Clown Race

**Download a flyer** with all the details or **E-mail for information**.

Discount advance forms will be posted here shortly.

Sponsored by the [Northwest Regionals Management Association](#).

### **MIDWEST DISTRICT**

None

### **SOUTHEAST DISTRICT**

None

### **SOUTH CENTRAL DISTRICT**

FEB 14-15--Dallas Hobby Park (UnSanc) Presidents' Day contest Site: Dallas Hobby Park. Events: Old Time Stunt, Classic Stunt, Sportsman Goodyear Sponsor: DMAA #1902. CD: Bill Bischoff, 1809 Melody Ln, Garland TX 75042. Phone: 972-840-2135(eve) E-Mail: [billbisch@hotmail.com](mailto:billbisch@hotmail.com) WebSite: [dmaa-1902.org](http://dmaa-1902.org) stunt Saturday, multiple rounds of Sportsman Goodyear on Sunday.

APR 24-26--Samuell Hobby Park Dallas TX (AA) DMAA Spring Warm-up Site: Samuell Hobby Park. Events: Class I Mouse, Goldberg, Sport Goodyear Texas Quickie Rat, Record Ratio Speed, NASS Sport Jet, NASS Perky Speed,

.15 Profile Carrier, Sportsman/Expert Profile Carrier, Class I Carrier, Class II Carrier, Sponsor: DMAA #1802. CD: Patrick Hempel, 304 Becky Ln., Rockwall TX. 75087. Phone: 972-841-8766(day) E-Mail: [ptrckhem@aol.com](mailto:ptrckhem@aol.com) WebSite: [www.dmaa-1902.org](http://www.dmaa-1902.org) Speed all three days. Racing on Saturday. Helmets required for racing pit crews. \*Carrier contestants may enter sportsman or expert but not both. Contestants may fly for a score in any other NCS recognized events. Scores will be Submitted to NCS for top 20 rankings. Sportsman contestants may use muffler pressure in conjunction with stock mufflers and carburetors. Event director has final decision. Deck set up on Sunday at 10:00AM. Entry Fee: \$15 first event, \$5 each additional event, \$25 maximum.

JUN 20-21--Dallas Hobby Park (AA) Dallas Aero Summer Heat Site: Dallas Hobby Park. Events: Old time stunt, classic stunt, mouse I, Fox/Goldberg, sportsman Goodyear, super slow rat, quickie rat, PAMPA stunt Sponsor: DMAA #1902. CD: Bill Lee, 601 Van Zandt CR 4815, Chandler TX 75758. Phone: 903-288-6029(other) E-Mail: [Bill@WRLee.com](mailto:Bill@WRLee.com) WebSite: [dmaa-1902.org](http://dmaa-1902.org) All racing on Saturday. Old time/classic stunt Saturday, PAMPA stunt Sunday

SEP 05-06--Dallas Hobby Park (AA) Charles Ash Memorial Site: Dallas Hobby Park. Events: Old time stunt, classic stunt, mouse I, Fox/Goldberg, sportsman Goodyear, super slow rat, quickie rat, PAMPA stunt Sponsor: DMAA #1902. CD: Mike Greb, 724 Pauls Ln, Sulphur Springs TX 75482. Phone: 903-438-9883(eve) E-Mail: [mgrebb@yahoo.com](mailto:mgrebb@yahoo.com) WebSite: [dmaa-1902.org](http://dmaa-1902.org) All racing on Saturday. Old time/classic stunt Saturday, PAMPA stunt Sunday

OCT 09-11--Dallas Hobby Park (AA) Fall Finale Site: Dallas Hobby Park. Events: Record ratio speed, sport jet speed, Perky speed, mouse I, Fox/Goldberg, sportsman Goodyear, super slow rat, quickie rat, profile carrier, sportsman profile carrier, 15 profile carrier, carrier I, carrier II Sponsor: DMAA #1902. CD: Bill Bischoff, 1809 Melody Ln, Garland TX 75042. Phone: 972-840-2135(eve) E-Mail: [billbisch@hotmail.com](mailto:billbisch@hotmail.com) WebSite: [dmaa-1902.org](http://dmaa-1902.org) Speed all 3 days, starts noon Friday. All racing on Saturday. Carrier Sunday. Carrier contestants may fly any class for a score in the NCS top 20.

### **SOUTHWEST DISTRICT**

Whittier Narrows  
Racing & Speed Calendar For 2015

Speed Events: All Speed events including electric, 301-310 & 606-607 + Perky, NASS Sport Jet, and C-Speed. Speed flying Saturday and Sunday.  
Racing Events: Super Slow Rat/Fox Race, NCLRA Clown, NCLRA Quickie Rat, and SCAR Goodyear/AMA Nationals Sport Goodyear. All four classes flown at the six scheduled

events Clown will be flown using 60 foot lines. Other Racing events may be flown if three entrants show up ready to race. Racing Sunday only.  
Carrier Events: April 2015 contest only.  
Combat Events: Speed Limit and One-plane-F2d held at the April contest, same events at Toys For Tots, and Knight's Dale Kirm Memorial TBA

February 7-8 2015  
Lenny Waltemath Speed & Dennis Schauer Racing Memorial  
CD & Racing ED: Don Burke  
Speed ED: Howard Doering

April 11-12 2015  
Bill Nusz Speed & Herb Stockton Racing Memorial  
CD & Speed ED: Joe Brownlee  
Navy Carrier added to this contest: Class 1, 2 and Profile (% of Record) and any Carrier entry for NCS Top 20 score.  
Combat: Speed Limit and One-plane-F2d

June 20-21 2015  
Bill & Bev Wisniewski Speed & Racing Memorial  
September 12-13 2015  
Wayne Trivin Speed & Racing Memorial  
CD & Racing ED: Ron Duly

October 10-11 2015 POSSIBLE CHANGE TO A DATE  
LATER IN OCTOBER  
Virgil Wilbur Speed & Racing Memorial  
CD & Speed ED: Howard Doering

December 5-6 2015  
Toys For Tots Speed & Racing  
Musciano Log Racing, Speed Limit and One-plane-F2d  
Combat included in this contest.  
Entry Fee: One new unwrapped toy, approximate value \$10-\$20  
CD & Racing ED: Jed Kusik

Whittier Narrows Park now charges \$6.00 per weekend day entry fee! You can buy an annual pass from the bureaucrats at the Park Headquarters (weekdays only) for \$25.00 if you are a member of one of the local clubs. All events are AMA sanctioned. Membership is available on site. All pitmen must wear protective headgear while racing or during practice. Before you set out on a cross-country trek, verify the event date and location have not changed.  
Speed contacts: Howard Doering (714) 638-4937 Cell (714) 394-5304  
Joe Brownlee (714) 895-1857 Cell (714) 393-1940  
Jon DeFries (951) 315-3929  
Racing contacts: Ron Duly (818) 843-174  
Don Burke (714) 329-1457  
Jed Kusik (714) 669-0205

## 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) 6:43.32 Fisher/Wilk 7/16/12

## F2CN (NCLRA RULES)

100 Laps 4:14.84 Bill Lee/ Russ Green 7/07/11  
200 Laps 8:37:10 Wallick/Brozo 7/15/13

## NCLRA 'B' TEAM RACING

Op (35 Laps) 1:24.34 Burke/Duly 7/12/05  
(70 Laps) 3:05.73 Green/Lee 7/10/09  
(35+70 Laps) 4:33.91 Green/Lee 7/10/09  
(140 Laps) 6:08.80 Green/Lee 7/10/09

## RAT RACING (.15 RULE)

Op (70 Laps) 2:44.6 Jim Holland 7/15/04  
(140 Laps) 5:33.1 Jim Holland 7/15/04  
Jr-Sr No record established

## NCLRA FOX

Jr (100 Laps) 5:57.11 Scott Matson 7/11/99  
Sr (100 Laps) 5:28.09 Scott Matson 7/16/02  
Op (100 Laps) 5:32.55 Tim Stone/Bob Oge 7/10/05

## NCLRA CLOWN

Op (7 ½ Min.) 139 Laps Bill Lee 7/17/14  
Op (15 Min.) 250 Laps Ron Duly 7/17/14

## NCLRA TEXAS QUICKIE RAT

Op (70 Laps) 2:58:72 Bill Lee/Bill Bischoff 7/18/13  
(140 Laps) 6:07.01 John McCollum/Bill Lee 7/14/05

## NCLRA SUPER SLOW RAT

(100 Laps) 5:14.30 Bill Lee/Russ Green 7/05/09

## **SUPPLIERS**

### **BRODAK MANUFACTURING**

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

### **CS ENGINES AMERICA**

113 North Chase Ave., Bartlett, IL 60103  
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### **DARP**

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Tippett) e-mail: btippett@ameritech.net 734-266-7290

### **JIM DUNKIN**

Engine reference books 816-229-9671  
[dunkin@discovernet.com](mailto:dunkin@discovernet.com)

### **ELIMINATOR PROPS**

Steve Wilk 3257 Welcome Ave. N.  
Crystal, MN 55422 763-531-0604  
e-mail [swilk@cpinternet.com](mailto:swilk@cpinternet.com)  
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5-432-18880 e-mail [mejzlik@brno.comp.cz](mailto:mejzlik@brno.comp.cz)

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### **NELSON COMPETITION ENGINES**

121 Pebble Creek Lane, Zelienople, PA 16063  
Manufacturer of NELSON Racing Engines and parts, FAI Pans  
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other specialty engine items. (Henry Nelson) Phone: (724) 538-  
5282 e-mail: [nelcomp@fyi.net](mailto:nelcomp@fyi.net)

### **MARC WARWASHANA**

Rubber fastfills, vintage Dons' racing wheels.  
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Whitmore Lake, MI 48189-9124  
Phone: 734-449-7355 E-Mail: [whellieman@gmail.com](mailto:whellieman@gmail.com)

### **OLD MAGAZINE PLANS & MORE ON CD**

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

### **ZALP ENGINES**

Zalp F2C&F2D engines- Bob Whitney  
456 Garvey rd sw, Palm Bay FL 32908  
[f2cracer@aol.com](mailto:f2cracer@aol.com)

### **BISCHOFF'S RACING PARTS**

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Blue anodized aluminum, reamed for accurate sizing. Drilled for  
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#### **RSM SHORT SUPERTIGRE-STYLE NEEDLE VALVE ASSEMBLY.**

Works with the above venturi. \$10.00 each  
US postage \$3.00 per order. Non-US, e-mail me and we'll figure  
it out!

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

## **Officer's Addresses**

### **President**

**Melvin Schuette**

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Auburn, KS 66402

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Work: 785-221-7042

Cell(or other): 785-221-7042

E-Mail: [mbschuette@cox.net](mailto:mbschuette@cox.net)

### **Vice- President**

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