

**From: National Control Line Racing
Association
Bill Lee, President
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TO



**Lineup of 'B' Team racers at the Napa
California Championships**

Torque Roll!!

**The Official publication
Of the NCLRA
Issue # 70
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PRESIDENTS' COLUMN- BILL LEE

2007 NATs: It's time to start thinking about the 2007 NATs. We really want everyone to come and enjoy what is still the best CL Racing contest in the United States. And while it's a long pull from the coasts, the McCool site is the best racing facility around, bar none!

As most of you know, the attendance at the 2006 NATs was small. Lots of reasons, mostly associated with the conflict of the CL World Champs in Spain which took a lot of the "regulars". And when they weren't there, there were many others that decided to no-show as well. But 2007 will be quite different. No World Champs to conflict, and the competition will be good for everyone. In addition, we are thinking about more social activities as well: evening barbecue at the field as an example.

Plan on attending!

Membership Renewal: It is time for the annual membership renewal. When you get this issue of the TorqueRoll, look closely at the label. Your membership expiration will be listed in the upper left corner. Also in this issue you will find a membership application form. Fill it out and send it in.

Please note the new address for memberships: Dave Rolley has stepped forward and volunteered to be NCLRA Secretary/Treasurer for this next term. His address is

Dave Rolley
P.O. Box 468
Bennett, CO 80102

If you would like to pay via PayPal, you can direct the membership fee to Dave at

Treasurer@NCLRA.org

Thanks to Dave for filling this important role.

Appointments: On the subject of appointments, I have asked Jim Holland to be the NCLRA Vice President for this term.

Welcome, Jim, and thanks for the help.

F2C Team Selection Program: We need members! Let me explain.

In order to continue with AMA's funding and support of our F2C team, the Team Selection Program must show sufficient numbers in a couple of areas. First is in what AMA calls "active members". An active member is any one person who has filled out the form and paid the entry fee. For membership, this is only \$10. In this issue of the TorqueRoll you will find an application form for joining the F2C Team Selection program. You can fill it out and send it to AMA HQs.

But we have a DEAL for you! NCLRA has agreed to fund up to 50 memberships in the F2C Team Selection Program! If you fill out the form and send it to me, NCLRA will pay the \$10 and forward the form on to AMA HQs. Such a deal you can hardly turn down! (My address is on the back of this issue.)

A note on where this money goes. While AMA keeps the money for us, all entry fees in the program belong to the F2C Team Selection Committee and are used to support the F2C team at the World Championships event. So any entry fees paid, either by you or by NCLRA on your behalf, go into the fund and benefit our F2C team.

I urge all to join. You do not need to be an active F2C participant, just showing an interest in supporting the event and the team is enough.



No, Santa Claus didn't take up F2C... Lance Smith of Australia shows off his sporty NCLRA shirt!

SOUTHEAST REPORT- BOB WHITNEY

I have been trying to get the information on the Rebel Rally. As of now, racing and speed are Nov 18th and 19th, at Whitehouse field in Jacksonville, Florida. A flyer is in this issue of the newsletter.

I have been working with a Zalp combat engine in one of our clowns, the only thing I had to do was put a pee tube in the venturi, last weekend we were doing 19.5 for 8 laps and 40 laps per tank, the engine will flood very easily but starts on one or 2 flips every time the price will be \$160.00, the same as a Cyclon 049. It looks as I will be the point man for them if anyone is interested in one or 2. Rich Lopez did a test on one and said it was one of the fastest fai combat engines he has tested will be in one of the up coming combat columns.

The circle we were promised here in Palm Bay is well on the way all the permits for the park have been pulled and they will start moving dirt the first of next month. As of now it will be of concrete, which will be great as diesel fuel wont eat it up, we are looking forward to our first contest on it.

We have three new racers ,actually one old free flighter and two old stunt flyers flying with us. Did you ever try to break a stunt flyer of the habit of backing up when the engine quits? We are getting there slowly but surely. Hope to see everyone at jax Bob Whitney.



Ronnie Jenkins 12 yrs. old Dads Future pilot

Ronnie Jenkins getting some laps in at H. David Walicks' site in Florida



H. Davids future pilot 4 yr. old Little Hoss

NORTHEAST REPORT-JASON ALLEN

Well, here we are in October. After Taking some time off from Flying after the world champs my T/R Team is back in the swing. In this area of the

country the leaves are starting to change and the weather is getting cooler. It means it's now building season, hopefully we'll still get a few weekends of flying before we get 100 feet of snow.

The Rebel Rally is coming up down there in Jacksonville, Florida. But there have been some scheduling issues. Hopefully they'll get it all figured out. This contest has always been one of the better contests, and has drawn a lot of people including some international competition. So if they get all the scheduling figured out and you can make it down there, we hope to see you there.

Keep your lines tight, and keep walking the circle.

NORTH CENTRAL REPORT- LES AKRE

Not much happening right now so I'll start off this issue some contest results.

Eastern Control line championships Niagara Falls Ontario- August 26, 27

This contest includes a variety of events, Scale, Stunt, Jim Walker, and Racing. Here are the racing results for LA .25 Sport Race.

TEAM	Heat 1	Heat 2	Final
Team Lapointe	1st 4:42.6	Pass	10:04.0
Team Brownhill	2nd 5:00.8	4:59.2	10:46.0
Team Stefanovic	3rd 4:33.0	Pass	126 Laps
Team Baker	6:57.0	DNF -	

For anyone wishing to do some racing in the Toronto and district area, I have included the 2007 sport race rules below.

2007 Sport race Rules (Toronto and District area) AIRFRAMES

- Flite Streaks or any commercially available Profile Stunt kit or ARF that conforms to the old Fox .35 Sport Race rules - Must exceed 300 square inch minimum wing area (not including Stab/Elev), be at least 24" long and have at least a 1" thick (at the root) symmetrical (stunt) airfoil.
- 2" min Dia. wheel or wheels. You can change to 1 wheel if desired.
- Reinforce model as desired, by adding bracing at the nose and sheeting on outboard leading edge.
- Here are some models that fit the spirit of the rules: Goldberg - Shoestring Stunter, Buster, Cosmic Wind
Sterling - Yak 9, Original Ringmaster. Brodak - Original Tomahawk, Super Clown, Galaxy, Skyray .35
- Grandfathered Sport Race planes. For one more year we will allow Chris Brownhill, Paul Smith and

Steve Stefanovic, to use their old sport race planes, as we need the entries in this initial stage. Formal testing will have to be done to see if they indeed do gain by having dedicated sport race airframes.

ENGINE

- Only stock OS LA 25s
- Commercially available OS Venturi in its stock form (not bored out).
- Allowed Thunder Tigre metal backplate to substitute for the plastic one supplied, otherwise all stock components.
- No chroming/plating and fitting of piston/liners allowed. Winner of any final will remove the head and demonstrate that there has been no tampering, before the prize giving ceremony.
- All must run on Suction (no pressure systems allowed). Tanks as per Fox 35 Sport race rules or commercially available. No size restriction but you must make an effort to fuel your tank when pitting.
- Propellers: Strictly commercially available 8" x 6"
- Fuel: Commercially available 10% Nitro fuel supplied by the host club. No additives allowed.
- Plugs: Anything that fits.
- Shutoffs allowed

RACING

- Running Start with 2 minute warning (1min - 30sec - 5sec)
- 70 lap heats with 1 pit-stop minimum. 140 lap final with 3 pit-stops minimum
- Line length: 60 feet from inside of handle to centre of model. + or - 6"
- All other rules as per Fox .35 Sport race in the MAAC rule book.

As you can see, these rules are different in some aspects than our NCLRA rules. Note the use of shutoff's and that the engine can be running at the start of the race.



Steve Stefanovic setting the needle on his LA .25 powered Sport Racer at the Eastern Control line Championships.

Till next issue, Keep your lines tight.
Les Akre

EDITORS' COLUMN- TIM STONE

MOUSE 2 AT THE 2007 NATS- A motion was proposed and passed by the Board of Directors for the NCLRA to revise Mouse 2 rules for the 2007 Nats. This was done in the hope of simplifying the event & increasing participation in it. There will be 2 changes from the Competition Regulations manual;
- Fuel will be unlimited. Not restricted to 10% nitro.
- Spring starters WILL be allowed.

REPORT FROM THE 2007 NATS PLANNING MEETING- TIM STONE

On Sept 30th I attended the yearly Nats planning meeting at Muncie for the 2007 Nationals. Here are some of the highlights;
- The \$50.00 protest fee greatly reduced the number of frivolous protests that had become a real problem in some events.
- AMA has promised to refine the gate entrance system to the racing circles at the McCool site.
- A hard wired permanent 110volt power supply to the McCool site was still under consideration by the AMA but no promises yet. I did not offer to have the NCLRA put up any payment for this update as we would not be the only beneficiaries from it.
- The cost of trophies to the AMA is up 33% over the last 2 years. As a result of this if NCLRA wants an additional trophy for the Pitman, we will have to raise the fee per event from \$10.00 to \$25.00.
- New entry forms are being composed by the AMA in which ALL Nats events are listed. This is the Nats entry form that will get mailed out in January. The net effect is that we will have to get more specific about racing details on our supplemental handout that goes out around March.
- Any printed info that we want the AMA to mail out with Nats entry form has to be to the AMA by mid November.
- No C/L Racing events are being considered to be dropped by the AMA. The AMA is leaving it up to NCLRA if we want to drop any events from the Nats roster.
- The Radisson Roberts Hotel will be closed for remodeling up until early June? Check your reservations & plan accordingly in the event that they do not re open in time.

The following is a transcript of the verbal report that I gave;

“The 2006 C/L Racing Nationals was run without any major problems, and many thanks go out to Brenda Schuette & the AMA maintenance crew. There was good weather and no pit fires or any serious personal injury. Luckily we missed the heat wave that came to the Midwest a week later, the 100+ degree temperatures would have been physically dangerous for some of the aging racers.

Attendance was probably at the lowest level since the Nats have been held in Muncie. There were several reasons for this. The C/L World championships drew away many of the usual entries as it does every other year. The sentiment of the East & West Coast racers is that they have had enough of the long trip to Muncie. This is upsetting, because the McCool Racing facility is probably the best in the country. We expect the 2007 Nationals to have a significant increase in attendance & we seriously need to look at the scheduling conflict with the World Championships that happens every other year.

The safety netting arrangement was good this year providing safety for spectators and adequate pit area. The only improvement would be the addition of some type of gate to access the racing circles.

The public address system was adequate this year. It would be a nice addition to get the site hard wired with permanent electrical outlets to avoid the daily transportation of a gasoline powered generator. Since the McCool site is used by many people other than just C/L racers, we think that the AMA should consider funding this improvement.”

I delivered the request for equipment, pretty much the same as 2006, and submitted the event schedule, which was also unchanged from 2006.

F2CN Rule changes- Dave Rolley

As a result of the meeting in Tucson AZ in March, the NCLRA committed to revising the F2CN rules to meet the needs of the racing community. Since the racing season had already started, it was decided to wait to the end of the season to revise the rules.

As specified in the NCLRA By-laws, the NCLRA President has formed a F2CN rules committee and there has been discussion within the committee and on the Delphi online forum.

The following rules have been established:

NCLRA F2C National Class (F2CN)

Adopted 10/13/2006

Effective 01/01/2007

Introduction

The purpose of this racing category is to encourage control line aeromodellers to participate in a competition, less complicated than the FAI F2C Category. It is intended to be less complicated in construction and tuning, and less expensive, than F2C, while still making a competitive and exciting race format. These rules are written to compliment similar events flown throughout Europe and provide an introduction to the FAI Team Race Event. With the major intent, for the entrant to gain experience and the skills needed to participate competitively in FAI F2C Team Race. These rules should be reviewed by the National Control Line Racing Association on an as "need basis".

Definition of the Model Aircraft

A model aircraft in which the propulsion energy is provided by a piston motor and in which lift is obtained by aerodynamic forces acting on the supporting surfaces, which must remain fixed in flight, except for control surfaces.

The model aircraft must have a profile fuselage that resembles that of a conventional airplane in the side (profile) view and appears as a thin flat sheet in the plan (top) view. The engine shall be side mounted such that the thrustline is level with, or outboard of, the outboard side of the fuselage with the cylinder head outboard. No fairing of the engine is allowed. Additional reinforcements such as inboard cheek cowls are permitted as long as they do not exceed the maximum total fuselage width. Cheek cowls may extend from the prop drive washer to a point 25 percent of the root cord back of the leading edge at the root, and may be faired in.

Technical Characteristics of the Model Aircraft

1. The engine shall be a diesel type with suction feed. Engines with integral-finned liners are not allowed.
2. The engine's maximum swept volume is 2.5 cubic cm.
3. Engine must have a safety nut on the propeller shaft. A "safety nut" is a closed end nut (aka, an "acorn nut") which shall have a minimum radius of 5mm(.1986"). A spinner with the same minimum radius may be used.
4. Only commercially available propellers are permitted. Composite propellers (carbon or glass fiber with synthetic resins) are not allowed.
5. Maximum fuel tank capacity (including associated tubing and refueling valve) shall be 15 cc. The tank 1) must be external to the fuselage and not inset into the fuselage in any way, 2) may not be faired in in any manner, and 3) cannot form a fairing behind the engine.
6. There is no restriction on the type of refueling system.
7. The model must be equipped with an effective engine-stopping device, enabling the pilot to terminate the flight.

8. The control system, consisting of leadouts(if used), bellcrank, pushrod and control horn will be totally exposed and external to normal airplane contours. The leadout wires (or flight wires if no leadouts are used) will not be recessed into the wing, the pushrod will not be mounted inside the fuselage, nor will the bellcrank be allowed to be mounted or hidden inside the wing or fuselage. The leadout tip guides may be inset into the wing but should not be more than 1/2 inch in length.

The entire control system as defined above must be visible when the model is viewed in plan view from top and/or bottom with the controls in neutral.

9. Model must have a non-retractable fixed landing gear with at least one wheel with a minimum diameter of 25mm(.984"). "Wobbly Wheels" are permitted. Model must ROG.

10. The minimum total flying surface area is 12 dm sq(186 sq ") based on the plan view (for conventional aircraft, the wing, stab, and elevator area combined will be used to figure the total area)

11. The model must have a canopy with pilot. The canopy may be clear or, one may be painted on in a contrasting color with a pilot drawn in on at least one side.

12. The model's minimum height is to be 10 cm(3.937"), measured from any point on top of the canopy, to the corresponding vertical perpendicular point on the bottom of the fuselage.

13. Maximum fuselage width is 25 mm(.984")

14. The maximum flying weight is 900 GM(31.75 ounces)

Additional Model Eligibility

Models which conform to the rules for AMA Scale Racing with modifications as stated below are also eligible for this event. All rules for F2CN must be followed for a Scale Racer except as modified here.

1. Single-wheel landing gear allowed.

2. The F2CN requirement for fuselage height is waived.

A model that complies with this section is an AMA Scale Racer with a diesel engine, 15cc total fuel capacity, external controls, and may have a single wheel landing gear.

Competition regulations

This is considered to be an individual event and not a team event, the entrant may be the pilot or mechanic.

Anything not specified in these regulations is to be governed by the normal AMA rules and FAI F2C T/R regulations.

Super Slow Rat Tips

By Les Akre

I have received and sent many emails trading information back and forth with the "nucleus" of the SSR group that helped create this event. After much bench testing, and many hundreds of laps flown, I'd like to share some tips and setup information that I've learned along the way.

I offer this compilation of my efforts, in the hopes that it might save you some time experimenting (and flying) and that you may have the opportunity to be competitive right away.

The following article includes tips on setting up the carburetion for maximum power and also tuning the engine, propeller and fuel system for maximum performance.

Currently there are three engines that are the most popular. They are the O.S. Max .25LA, and FP engines, and the Thunder Tiger GP .25.

I own at least one example of all three engines mentioned, and can report that after all of my bench testing and practice flying (over 2000 laps) that all of them are very good choices for the SSR event. The O.S. FP's Piston Liner was manufactured in Iron/steel and ABN versions, so if you decide to use this engine, try and find the ABN version, it's faster, and restarts better. My Thunder Tiger example had a very tight P/L fit when new, and is still breaking in. The Thunder Tiger engines are well machined and are virtual copies of the O.S. FP engine. My two examples of the O.S. LA engine are very good and once broken in, restart fabulously if not run too lean. The same goes for the TT and FP engines.

Engine Setup

At present the SSR rules allow you to run the largest venturi bore diameter and smallest diameter needle valve assembly you wish. Since you would naturally ask, YES, there is an upper limit as to how large you can increase the bore diameter. Be careful here!

While there are big performance gains to be had, my extensive testing has shown that when you enlarge the bore diameter past a certain point, not only does the performance increase stop, but so does the needle valve sensitivity. When using the O.S. 25FP needle valve assembly on all three engine types with a "spray bar through the middle" type of venturi, I have found 5/16" or .312" to be the maximum I could enlarge the venturi bore and still retain some needle sensitivity. With the larger diameter Super Tigre needle assembly .330" was the maximum. If using a peripheral jet type of venturi (Cox type) .215" was as large as I could reliably go.

O.S. .25FP

This engine is no longer produced, but can be found in control line or R/C versions. I setup my control line version for use by reaming the stock venturi to 5/16" diameter, and then re-installing the O.S. needle valve assembly. That's it!

The R/C version can use the carburetor if it's wired open, or be replaced with the factory control line venturi and needle valve assembly. Both items are available from Tower Hobbies, or any good hobby store that stocks O.S. parts.

You can also make your own venturi and use whichever needle valve assembly you want. The Super Tigre Needle valve body, and its clones, is larger in diameter than the O.S. FP unit, so if you decide to use one of these you will have to drill out the holes in the venturi boss and the venturi to .156" or 5/32".



LA engine showing enlarged venturi and O.S. FP needle valve assembly.

Thunder Tiger GP .25

This engine used to come in a control line version and there may still be some factory venturi's available from hobby shops that stocked the earlier versions, but as of now, it is only manufactured in an R/C version. Making a venturi for these engines can run the gamut from easy to difficult depending on which type you want to use. I have used both the peripheral jet type, and the "spray bar through the middle" type. After much bench testing, I've decided I like the "spray bar through the middle" type for all my suction engines. I find they are more responsive to needle adjustments, and a whole lot simpler to make.

My Thunder Tiger example (below) uses an old Super Tigre X-15 rear intake venturi, with a Super Tigre G-15 needle valve assembly.

I will offer a service to make the "needle through the middle" type venturi's for this engine should anyone require any. The price will be \$12.00 shipping included. You will need to specify which needle valve assembly you will use, Super Tigre type and its clones, or O.S. 25FP type.

Since that's all we're allowed to do for engine setup, we'll move along to props and tanks.



This picture shows the backplate after removal of the remote needle valve assembly.



Thunder Tiger .25 with Super Tigre X-15 rear rotor venturi and G-15 needle valve assembly installed.

Ok, now that you've selected your engine(s) and optimized the carburetion for maximum performance, we can proceed to selecting a propeller.

Props

All of the engines mentioned in this article have a factory advertised power peak at 15,000 rpm. To obtain maximum efficiency and airspeed, I recommend that you prop the engine so that this rpm is achieved in the AIR. I have found that since no engine modifications are allowed, you must use the biggest prop that your engine will turn within this rpm range.

I, like many others, had started off using an APC 8x6 sport prop. However, the results of my comprehensive testing have shown that the APC 8x7 sport, and APC 7.8x7 (old style with scimitar blade) are two really good choices for all three engines on a good clean airframe. My Thunder Tiger likes the 8x7 sport prop best at present, and my two O.S. engines, the LA and FP both like the old style 7.8x7. I have not tested the newer (current) style 7.8x7 APC, very much, but the results I do have show it to be a good choice as well. I have one example of a Taipan 8x6, and it proved to be almost as good as the APC 8x7, but they are not easy to find.

I have yet to try any of the Master Airscrew props but I think the standard type 8x7 should work well.

All of the fastest props I've tested turn between 14,400 and 14,700 rpm on the ground.

At this point you will need to fly with some of your prop choices. Take several 7 lap watch readings for each prop and record them. Select one or two props that give the best airspeed and we can move on to the fuel tank phase.

Fuel tank

The following information will help you determine your fuel capacity needs for the SSR event. More extensive tuning of the fuel tank and capacity will be covered later in the flight tuning portion of the article.

With maximized carburetion, I have found that my LA and the FP examples are more miserly on fuel than the Thunder Tiger. My LA and FP engines both consume .625cc per lap, and the Thunder Tiger .862cc per lap.

The following steps will help you determine your fuel consumption rate. First, fill your tank with a syringe (with the airplane sitting exactly as it would during a pit stop) and measure exactly how much fuel your tank holds before it overflows. Next, go up for a test flight; perform this test with your fastest prop on the best needle setting you can obtain and count the laps. To measure the consumption, divide your tank capacity by how many laps you counted. Based upon my own capacity requirements for a 40 lap maximum range, I have found that I need a 25cc tank for the LA and FP, and a 34cc tank for the Thunder Tiger.

You only need 34 laps for a 100 lap race with 2 pit stops, but I like the extra capacity in case I miss the needle setting slightly. Also, you'll usually get one lap less per tank during a race than you do in practice. I would suggest starting out with a 35cc tank capacity. Your final capacity will be determined during the flight tuning.

Flight Tuning

Ok, so you have your SSR airplane outfitted with an engine with maximized carburetion, a good fast prop, and a fuel tank close to the capacity you need. Here are a few tips to help you fine tune the whole package.

Make sure your airplanes lead outs are in the correct position. One of my Artesian's had them too far forward, and takeoffs, landings and flying in the wind were all very unpleasant. Also, the airplane gets very light on the lines when the engine quits.

If you were diligent with your prop testing, you should now be flying on a prop that is very close to optimum. Fill up the tank and start out slightly rich for the first few flights.

Don't be overly concerned with your lap count at this point. Slowly lean down the engine a couple of clicks each flight, paying close attention to the takeoff characteristics, (have the pitman take 7 lap watch readings during each flight as well). As you lean out the engine each flight and your airspeed becomes progressively faster, note whether the engine sags on takeoff then comes on to full power as the airspeed picks up through centrifugal force providing more fuel. (What you are trying to do, is

realize your maximum airspeed with a good strong takeoff).

If your engine sags on takeoff before you can get the engine leaned out for maximum performance in the air, you need to position your fuel tank further outboard.

Yes, I said further outboard!

This is assuming you're using a uniflow tank. You are using a uniflow tank aren't you?

You want to be able to set your needle valve for maximum airspeed, and be rich enough to take off without engine sag. Make up some plywood shims of varying thickness to use to move the tank outboard. If your fuel pickup is in line with the needle valve when viewed from the top, then you shouldn't have to shim very much to achieve a perfect transition. Both my models required 1/16" ply shims to get the tank in the correct position. Once you have this set, you won't need to change it, unless you change your fuel tank to one where the fuel pickup is further inboard or outboard of that of the previous tank, or you change engines and the new engines spray bar centerline is further inboard or outboard of the previous setup.

When you have achieved the correct tank position, you can concentrate on further testing to find the absolute best propeller and needle valve setting for your combination.

Once you have found these, then you can perform your final fuel consumption tests, and modify the tank capacity if necessary. If you find you have to reduce the capacity, do not reduce the tanks width (you don't want to undue all that work you did finding the correct position do you)?

Remove material from the front or back of the tank, whichever is the most convenient. However, if you need more capacity, and have to make a new tank, make it the same width as the previous unit and add more length or height.

Ok, after all this work you should have an airplane where the combination of engine, fuel tank and propeller are all well matched. The only thing you should need to adjust during competition should be the needle valve, and then only minute adjustments are needed. I have found that unless your needle valve was set for the worst possible air, or someone drastically changed the fuel mix, seldom more than ¼ turn is ever needed from session to session.

After all this testing, you should know your airplane well enough, that when you go out to fly and something is amiss, you will know that unless something is broken, the problem is not with your setup and you can concentrate on the usual suspects like dead batteries, Glo-plugs, and plugged fuel filters.

I would like to thank the other members of the "nucleus", Randy Bush, Jim Persson, and Don Burke

for all the information and test results they supplied/traded over the last two years. Competing against you guys has also been fun.

Fast laps and fast pits for everybody!

MIDWEST C/L CHAMPS 9/3/2006

TIM STONE

MOUSE 1 50 Laps

- | | | |
|----------------|---------|---------|
| 1) Tim Stone | 3:22.53 | 3:13.88 |
| 2) Jason Stone | 6:04.53 | 3:43.13 |
| 3) Bavid Betz | 4:02.90 | DNF |

GOODYEAR 70 LAPS

- | | |
|---------------|-----------------|
| 1) Tim Stone | 2:54.82 |
| 2) Bob Oge | 3:20.46 3:48.85 |
| 3) David Betz | 3:27.54 |

NCLRA FOX 100 LAPS

- | | | |
|----------------|---------|---------|
| 1) Jason Stone | 5:55.86 | 5:57.61 |
| 2) Tim Stone | | 6:03.19 |
| 3) Bob Oge | 6:54.06 | 6:37.99 |
| 4) David Betz | 7:25.51 | 7:58.99 |



Jason Stone & Grace Paris

JERRY 'WHO' MEMORIAL 100 LAP TREETOWN RULES

- | | |
|----------------|---------|
| 1) Tim Stone | 6:04.09 |
| 2) Bob Oge | 6:37.50 |
| 3) David Betz | 7:04.46 |
| 4) Jim Schuett | 7:18.81 |
| 5) Jason Stone | 7:25.45 |
| 6) Grace Paris | 9:28.23 |

Charles Ash Memorial
Photos by Bill Lee



Three -up Goldberg



John McCollum-Sport Goodyear

Northern California Control Line Racing Championships- JIM PERSSON

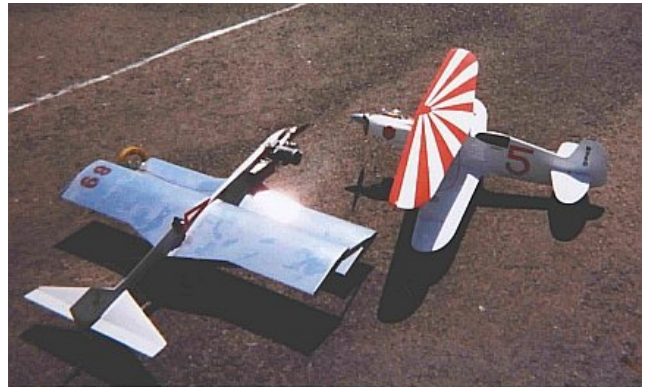
The 2nd Annual Northern California Control Line Champs came off with great success. The weather was good, with windy conditions on Saturday afternoon. But all in all not too bad. We had most of the top flyers and teams on the West Coast - from the North and from the LA area - even Les Akre from Edmonton, Alberta, Canada.



Les fires up his Ohm Special Goodyear

Saturday we got off to a late start waiting for some flyers and didn't get the first heat off until 10:45 (It won't happen again.) First event was AMA Goodyear. There was some good competition with Jim Holland taking the final with a very clean 6:08.

Second event was Clown. The competition was good with three three- up heats. The Burke- Duly team scored at 160 laps, Bush- Persson 158 laps, and Jim Holland - Bill Cave 150 laps. In the final things got a little crazy when Jim Persson snagged the Burke- Duly airplane on landing and B-P was DQ'd. Burke- Duly continued and had a half- wingover launch and crashed. Jim Holland went on to win with a very respectable 308 laps.



**Mike Maccarthys' 'Sorcross' at left, with Dave Dawson's
Knight Twister Formula Unlimiteds**

Next was SCAR Formula Unlimited. The first heat was an all biplane race, and as it turned out, Mike MacCarthy and Dave Dawson both made the final against the Bush- Persson entry -- a new first-time-out Persson- original Buster with Thunder Tiger GP40 power. They put in a very good 3:31 heat and took the final with a 7:08.

Final event of the regular scheduled Saturday events (we had started with the clown final on Sunday due to the excess wind) was Super Slow Rat / Fox Combined (no Foxes). Les Akre posted a great 5:26 heat, Bush- Persson a 5:41, and Dave Hull a 6:05. In the final B-P started off great and were very fast but had restart problems and ended up third. Hull and Dawson finished second with a 6:23. Les Akre topped the field with a very fast 5:27 with his OSFP- powered Artesian.

In 15 Rat there were only two entries. Les Akre took the final with 8:07 flying his Moki- powered Goodyear.

B Team Race seems to be getting more popular here in the West with eight models present (only four flew). Vic Garner came out of retirement to post a

smoking' 1:24 35-lap heat but had some restart problems in the 70 lapper, In the final Mike MacCarthy posted a 7:00, followed by Dave Dawson with a 7:06 -- very close racing. The Pilots Choice B Team Race beauty event was won by Dave Dawson's fine model.

In SCAR Goodyear Dave Hull took first with a 6:09 followed close by Dave Dawson at 6:20.

By the time TQR came along, we had only three planes to a 140-lap final. The start was great with the Bush- Persson entry having a slight speed advantage, but they had one missed pit and half-lap chase to relaunch -- ending with a 6:49 and second place. Dave Dawson had some starting problems and finished third clocking 8:23. Les Akre had a very clean run and topped the field at 6:46.

All in all we had a pretty good weekend with the weather holding off on Sunday so we could catch up with the Saturday events. We may reorganize the schedule for next year.

The very unique trophies were awarded and the overall champ was Les Akre. He flew in six events and also helped out -- a true sportsman.

I would like to thank everyone who helped. Mainly Randy Bush who helped with everything and Darrell Albert who ran many of the events I was participating in. Also the Alameda Aer-O-Nuts George Ellison who headed up the Food Patrol along with John Gomez. We had a fine barbecue lunch both days. It was great. All contestants received a large bundle of contest balsa-- donated by John Gomez.

Thanks again to everyone who participated and helped to make this a fun event. Hope to see you next year.

Overall Champ -- Les Akre
B Team Race Pilots Choice (Appearance)-- Dave Dawson

Flying Clown	Entry	Heat 1	Heat 2	Final
1	Jim Holland	150	--	308
2	Ron Duly	158	160	146
3	BP Racing	158	154	45 DQ
4	Dave Hull	123	142	
5	Les Akre	138	141	
6	Bill Cave	130	71	
7	Dave Dawson	87	39	
8	Don Burke	78	2	
9	Bob Murphy	2	36	

AMA Goodyr.	Entry	Heat 1	Heat 2	Final
1	Jim Holland	4:00.50	DNF	6:08.55
2	Hass- Murphy	4:05.00	3:36.73	7:17.08
3	Les Akre	4:16.15	3:52.10	8:01.17
4	Bill Cave	2:59.92	112 laps	
5	Dave Hull	4:28.27	4:07.92	

Formula Unlim.	Entry	Heat 1	Heat 2	Final
1	BP Racing	3:31.84		7:08.58
2	Mike MacCarthy		4:06.77	9:56.98
3	Dave Dawson	4:45		12:54.07
4	Dave Hull	4:57		
5	Jim Holland	4:58.09		

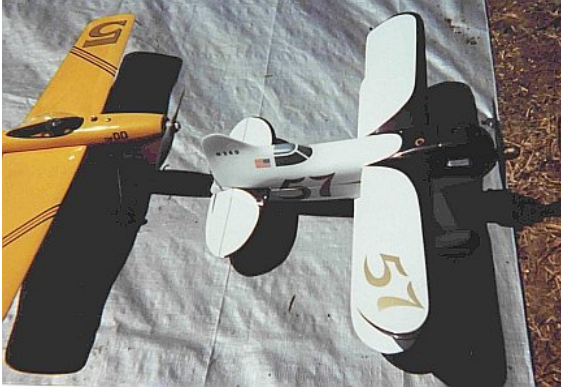
SuperSlow Rat	Entry	Heat 1	Heat 2	Final
1	Les Akre	5:26.21		5:27.40
2	Dave Hull	6:05.14		6:23.39
3	BP Racing	5:41.89		6:34.34
4	Dave Dawson	8:28.58		

15 Rat	Entry	Heat 1	Heat 2	Final
1	Les Akre			8:07.25
2	Dave Dawson			9:14.14

B Team Race	Entry	Heat 1	Heat 2	Final
1	Mike MacCarthy		1:41.70	3:27.58 7:00.81
2	Dave Dawson	1:40.34	3:35.73	7:06.08
3	Vic Garner	1:24.98	4:06.03	
4	Les Akre	2:11.87	3:25.93	

SCAR Goodyr.	Entry	Heat 1	Heat 2	Final
1	Dave Hull			6:09.64
2	Dave Dawson			6:20.78
3	Jim Holland			20 laps

Texas Quickie	Entry	Heat 1	Heat 2	Final
1	Les Akre			6:46.82
2	BP Racing			6:49.00
3	Dave Dawson			8:23.05



Dave Dawsons' 'B' Team racer

The WADASATRT Finger Valve- BILL LEE

O.k., wotnell is a "WADASATRT Finger Valve"?

Back in the late 60's and early 70's, Jim Dunkin and Bill Wright from the Kansas City area flew F2C. I first met them in the mid 60's when they would come to Denver for our 4th of July contest, just to fly TR. In those days, team qualifying required participation in local contests, and Denver provided one, mostly for them to fly in.

Jim was the pilot and Bill did the pit duties. And together they developed their own equipment until they made it to the U.S. F2C team. A couple of pieces of their equipment that was of interest to me, a budding F2C competitor, was their finger valve and the corresponding multi-function valve. Jim had drawn up plans for both of them, and I got a copy from him. In the mid-70's, when I first got into TR, the finger valve was one of the first things I built. And I use it to this day! (We won't go into the multi-function valve here since it was a nightmare to build. I think Jim may have been the only person on the face of the earth who actually built one that worked! 😊)

In this article, I have included copies of the drawings that Jim produced. (With his permission!). Also a couple of pictures, first of the valve Jim built 40+/- years ago, and mine built 30 or so. Jim's valve was built just as the plans show and has been in his box unused for many, many years. Yes, that's old ugly corrosion all over the outside of it.

When I made mine, I did not have significant machining capabilities, only a Unimat at the time. So mine is made a bit differently so that I could put it together without having to thread anything other than tapped holes and such.

Jim's plans show a "female" end on the valve since the corresponding fitting on their MF valve was a "male". As you can see from my valve, a "male" adapter works equally well and is what I use for all of my F2C tanks today. You will also see the plans calling for Teflon gasket "seal". Since that was unobtainium for me in the mid 70's, I simply sliced off a piece of neoprene tubing and used that for a seal. Works just fine.

Yes, it will take a bit of machining to produce. Yes, there are other better (maybe!) designs out there, but this one works and works well, and has for me for 30 years.

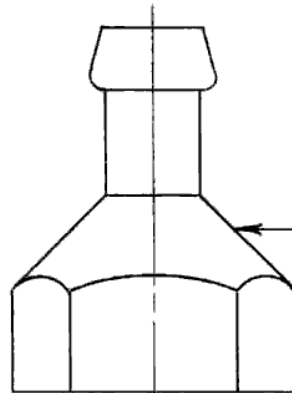
And now: what is "WADASATRT"? As I understand (and Jim may correct me!) it stands for

"Wright And Dunkin All Speed And Team Race Team"

Well, you HAD to know! 😊

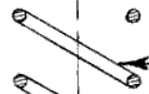


WADASATRT Fuel-Filler Valve



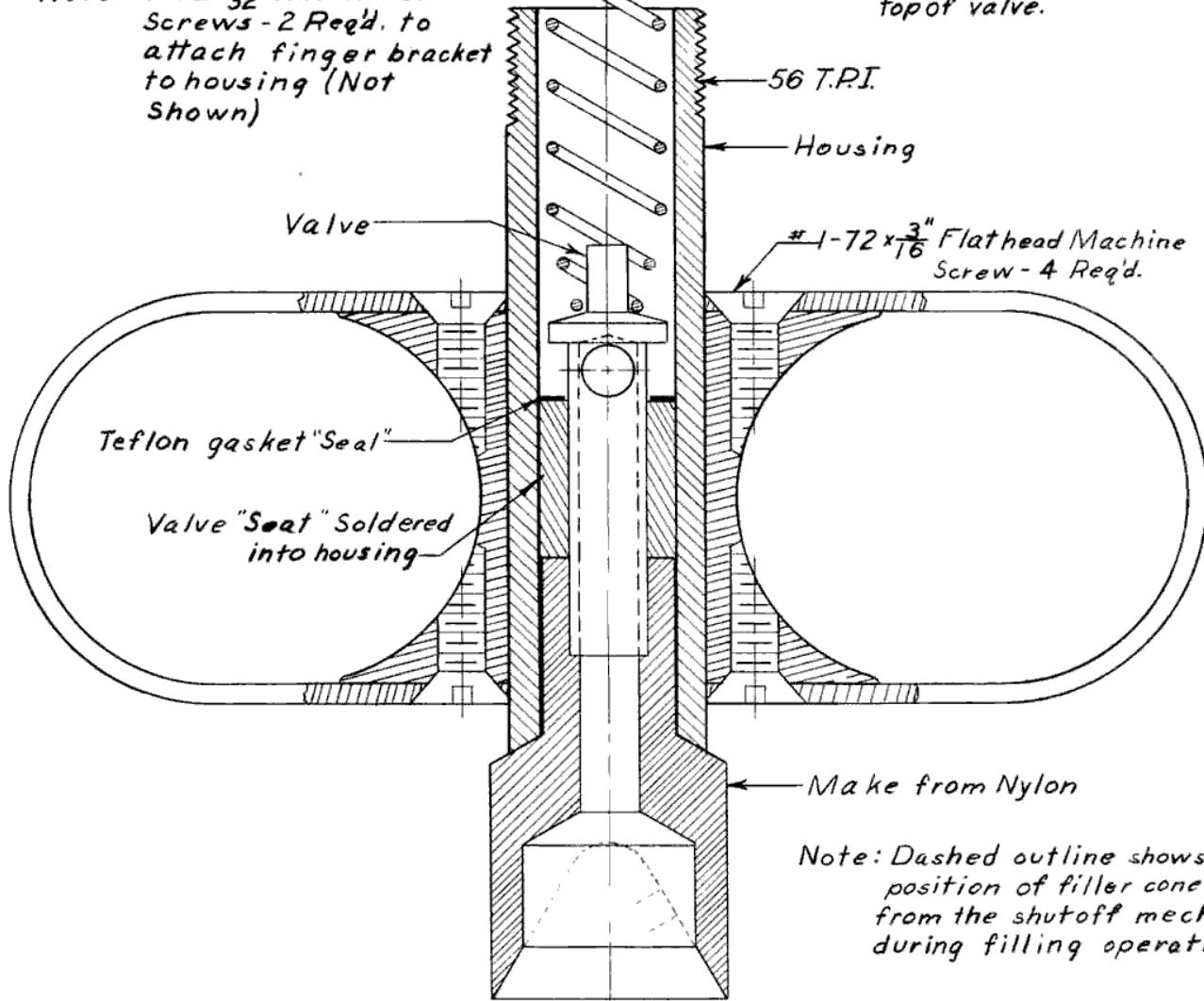
"Dynamic" Fuel Filter,
Female Fitting (leave
filter screen out)

Note: Drawing shows
valve in depressed
or "open" position.



$\frac{3}{16}$ " O.D. Spring, Neck down lower
end to fit stud on
top of valve.

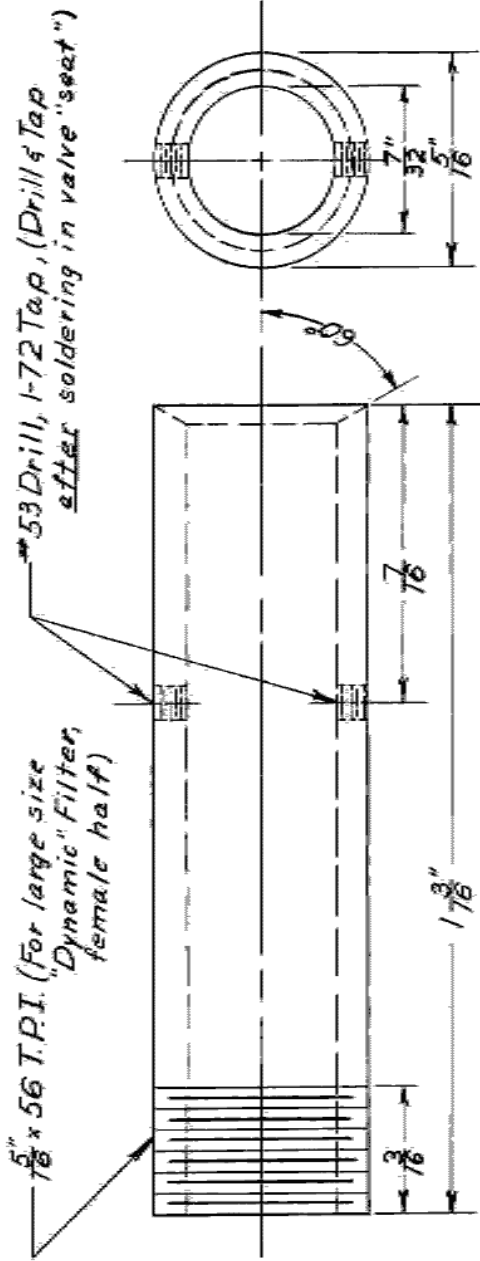
Note: 1-72 $\times \frac{3}{32}$ " R.H. Mach.
Screws - 2 Req'd. to
attach finger bracket
to housing (Not
Shown)



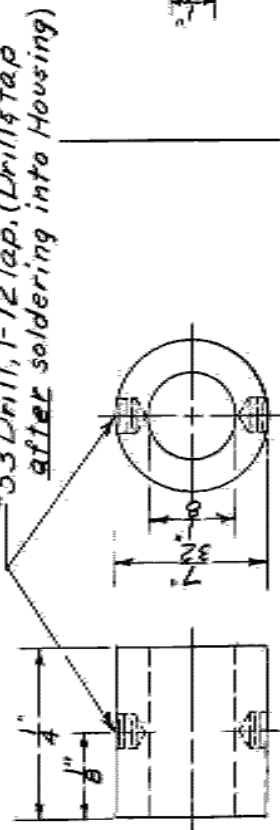
Note: Dashed outline shows
position of filler cone
from the shutoff mech.
during filling operation.

WADASA.T.R.T. Fuel-Filler Valve, details

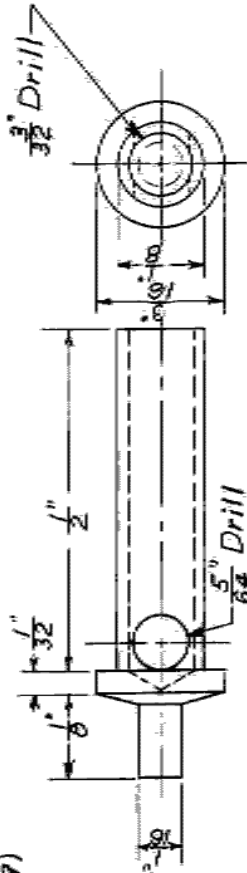
Housing - make from brass



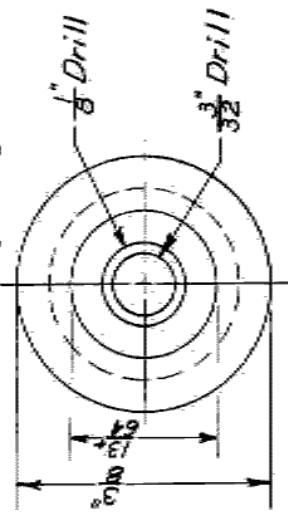
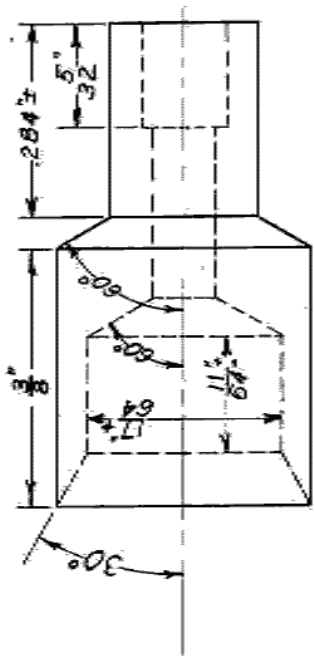
Valve "Seat" - brass



Valve - brass

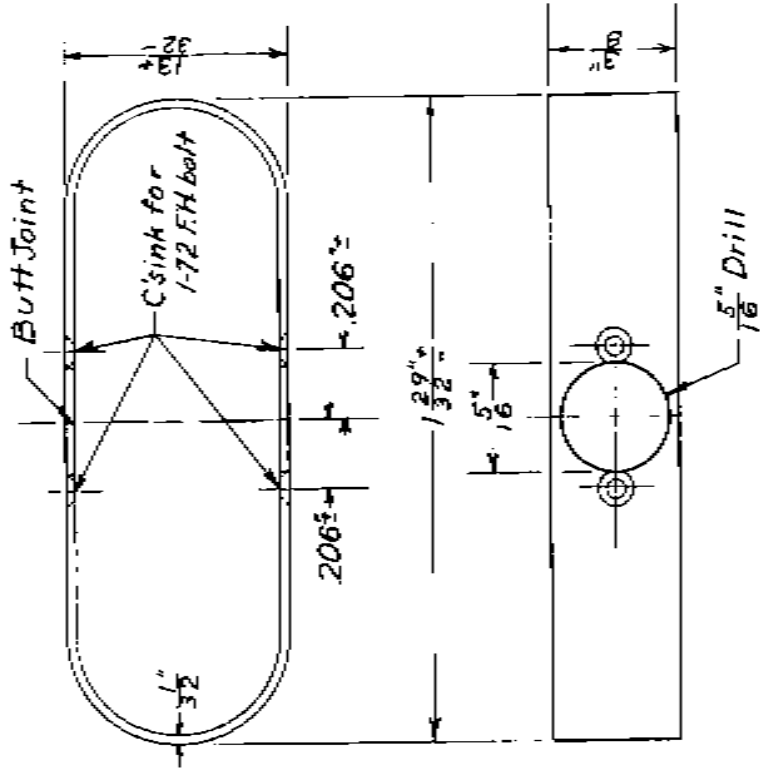


Filler Fitting - Nylon



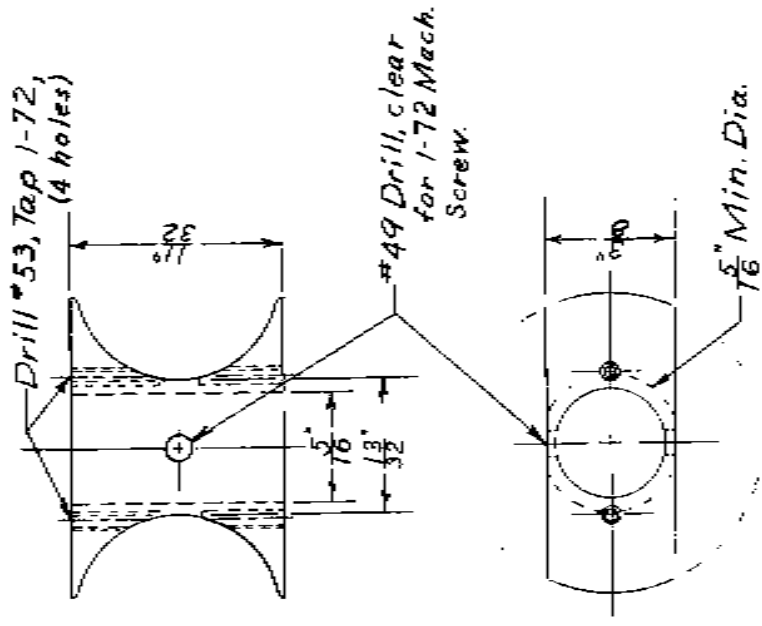
WADASAT.R.T. Fuel-Filler Bracket Details

Finger Bracket



NOTE: Make from Steel strap. Over-all dimensions for both Finger Bracket and Finger Spacer are approximate! Build to fit users' fingers.

Finger Spacer



NOTE: Make from Aluminum. Turn down from 1" Dia. bar-stock to shape as shown. Then Mill or file two sides down to req'd. width. Drill & tap 1-72 holes after clamping finger bracket in place with "C" clamp.

CONTEST CALENDAR

NOTE! Confirm all contest details with Contest Director! NCLRA cannot be held responsible for errors or omissions!

Southwest District

OCT 21- 22- - South El Monte, CA (AA) Virgil Wilber Memorial Control Line Contest Site: Whitter Narrows, South El Monte, CA. Events: AMA Scale Race, SCAR Formula Unlimited, AMA 15 Rat, NCLRA Clown Race, NCLRA Classic B Team Race, AMA Mouse I, SCAR Goodyear, NCLRA Super Slow Rat, TQR Sponsor: SCAR #4641. CD: Joe Brownlee, 12101 Stonegate Lane, Garden Grove, CA 92845. Phone: 714- 895- 1857(eve) This is SCAR Race #7. Racing ED: Jim Holland jgmholland1959@yahoo.com Phone: 209- 726- 0357. \$20- \$25

OCT 28- 29- - Phoenix, AZ (AA) Carrier Plus IX Site: Avondale Friendship Park. Events: Fox Race Sponsor: Central Arizona Control Line Club #4116. CD: Ted Kraver, 225 West Orchid Lane, Phoenix, AZ 85021. Phone: 602- 944- 8557(day) E-Mail: tkraiver@qwest.net I-10 to Avondale Blvd North ½ mile to McDowell, West to Park \$10 then \$5

DEC 03- - South El Monte, CA (AA) Toys for Tots Site: Whitter Narrows Park, South El Monte, CA. Events: AMA Mouse I, NCLRA Super Slow Rat, NCLRA Clown Race, SCAR Formula Unlimited, TQR. CD: Joe Brownlee, 12101 Stonegate Lane, Garden Grove, CA 92845. Phone: 714- 895- 1857(eve) Bring Toy For Tots. Racing ED: Jim Holland jgmholland1959@yahoo.com Phone: 209- 726- 0357 SCAR #8

JAN 27- 28- - Tucson, AZ (AAA) Southwest Regionals Site: Christopher Columbus Park 4600 N. Silverbell Rd Tucson, AZ. Events: Texas Quickie, Fox Race, Formula Unlimited Sponsor: Cholla Choppers #1989. CD: Jim Hoffman, 2658 W. Montgomery Dr, Chandler, AZ, 85224. Additional info: Robin Sizemore 11310 E. Concho Tucson AZ 85743 1- 520- 749- 1812 expstunt@aol.com

Southeast District

Nov- 18 & 19 Rebel Rally, Jacksonville, Florida, Whitehouse field. details on flyer in this issue. Contact Bob Whitney f2cracer@aol.com, Phone 321- 676- 0554

Northeast District

OCT 29- - Sewell, NJ (A) SJAM - Oct 29. Site: Gloucester County Institute of Technology. Events: Fox Racing, Foxberg, Quickie Rat Sponsor: South Jersey Aeromodelers #432. CD: Lester Froelich, 356

Walnut St., Coatesville, PA 19320. Phone: 610- 384- 5046(day)

NOV 19- - Sewell, NJ (A) SJAM - Oct 29. Site: Gloucester County Institute of Technology. Events: 1 oz. Goodyear, Clown Racing. Sponsor: South Jersey Aeromodelers #432. CD: Larry Bush, 2550 Dupont St., Coatesville, PA 19320. Phone: 610- 383- 5045(day)

NATIONAL RECORDS

SLOW RAT

JR (70 LAP) 5:16.20 SCOTT MATSON
7/10/00

(140 LAP) 6:47.37 SCOTT MATSON
7/10/00

SR (70 LAP) 4:29.63 HOWELL PUGH
7/20/94

(140 LAP) 10:58.47 DOUG SHORT
7/10/00

OP (70 LAP) 2:36.31 BOB OGE
7/18/91

(140 LAP) 5:24.94 MIKE GREB
7/19/90

½ A MOUSE 1

JR (50 LAP) 2:37.57 SCOTT MATSON
7/15/99

(100 LAP) 5:17.68 SCOTT MATSON
7/17/99

SR (50 LAP) 2:44.68 DAVE ROLLEY JR
7/15/99

(100 LAP) 5:20.11 D.J. PARR
7/16/98

OP (50 LAP) 2:12.3 JIM HOLLAND
7/16/04

(100 LAP) 4:22 RYAN&GIBEAULT
7/15/99

½ A MOUSE 2

OP (70 LAPS) 3:01.24 MACCARTHY/KERR
7/11/03

(140 LAP) 7:16.03 WHITNEY/HALLAS
7/11/03

SCALE RACING

JR (70 LAP) 2:50.65 BOB FOGG III
7/16/91

(140 LAP) 6:08.55 BOB FOGG III
6/23/92

SR (70 LAP) 3:15.12 DOUG SHORT
7/11/00

(140 LAP) 5:40.05 BOB FOGG III
7/11/95

OP (70 LAP) 2:39.38 WILLOUGHBY/OGE
7/15/97

(140 LAP) 5:33.04 BOB FOGG SR
7/16/91

(100 LAPS) 6:27.59 DON BURKE & RON DULY
7/10/05

F2C TEAM RACING

OP (100 LAP) 3:15.46 LAMBERT/FLUKER
9/04/05

(200 LAP) 6:57.36 LAMBERT/BALLARD
7/15/98

F2CN (NCLRA RULES)

100 LAPS JULIO ISIDRO
7/11/05

200 LAPS BOB WHITNEY & DAVE HALLAS
7/11/05

'B' TEAM RACING

OP (35 LAPS) 1:24.34 BURKE/DULY
7/12/05

(70 LAPS) 3:11.51 BURKE/DULY
7/12/05

(35+70 LAPS) 4:35.85 BURKE/DULY
7/12/05

(140 LAPS) 6:45.1 BURKE/DULY
7/13/04

RAT RACING (.15 RULE)

OP (70 LAP) 2:44.6 JIM HOLLAND
7/15/04

(140 LAP) 5:33.1 JIM HOLLAND
7/15/04

JR- SR NO RECORD ESTABLISHED

NCLRA FOX

JR (100 LAP) 5:57.11 SCOTT MATSON
7/11/99

SR (100 LAP) 5:28.09 SCOTT MATSON
7/16/02

OP (100 LAP) 5:32.55 TIM STONE & BOB OGE
7/10/05

NCLRA CLOWN

OP (15 MINUTES) 331 LAPS RON DULY/JOHN
MCCULLOM/RUSS GREEN

7/12/06

OP (7 ½ MINUTES) 160 LAPS DON BURKE & RON
DULY

7/13/05

NCLRA TEXAS QUICKIE RAT

SR (70 LAPS) 3:04.22 SCOTT MATSON
7/12/01

SR (140 LAPS) 6:20.20 SCOTT MATSON
7/12/01

OP (70 LAPS) 3:04.28 JIM HOLLAND/BILL CAVE

7/14/05 (140 LAPS) 6:07.01 JOHN MCCULLOM &
BILL LEE

7/14/05

NCLRA SUPER SLOW RAT

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REBEL RALLY 2006

OLF Whitehouse, Jacksonville, Florida - November 18th and 19th, 2006

Sponsored by the: Jacksonville Flying Rebels

Contest Director: : Dale Miller (904) 382- 6006 E-mail: Provector1@aol.com
Entry Fee: \$10.00 1st Event, \$10.00 2nd Event, \$10.00 for 3rd Event or more.
2006 AMA License Required.

Rules: All Events Will Be Conducted According To The Most Current Edition Of The Appropriate Rules (i.e. AMA, FAI, NASS, NCLRA)

Note: Speed events may be flown on either day. All other events will be flown on scheduled day.

<u>Saturday</u> <u>11/18 9:00</u> <u>AM</u>	<u>Critically</u> <u>Important</u> <u>Notice:</u>	<u>Sunday</u> <u>11/19 9:00</u> <u>AM</u>
Cash awards 1 st , 2 nd and 3 rd place to be 50%, 35% and 15% respectively times 65% of each event's entry amount.	The Navy's security policy requires the main gate stay locked at all times. It is imperative that all contestant's, pitmen, family members, friends and spectators enter the facility between 7:00 AM and 8:30	Cash awards 1 st , 2 nd and 3 rd place to be 50%, 35% and 15% respectively times 65% of each event's entry amount.

	AM sharp, at which time the gates will open and monitored. Ingress / egress will be denied beyond this time frame until the day's events are concluded.	
RACING	SPEED	RACING
NCLRA Fox Racing	1/2A Speed (301)	Quickie Rat Race
Florida Slow Rat	A Speed (302)	F2CN
Northwest Clown Racing	B Speed (303)	F2C
	D Speed (304)	
	1/2A Profile Proto (305)	
	21 Proto (306)	
	21 Sport Speed (307)	
	Formula 40 (308)	
	Jet (309)	
	Sport Jet	
	F2A Speed (310)	

RV Parking about 1 mile from flying site. (no hook-up)

Call, e-mail:

Dale Miller (Contest Director)

Cell telephone = (904) 382- 6006

E-mail address = Provector1@aol.com

New US Navy Security Requirement – It will be necessary for everyone (pilots, pitmen, spectators) entering the site (Navy Base) to sign a personal wavier. This requirement, first administered during last year's Rebel Rally 2005, is due to the times we live in. Forms for this purpose will be at the individual Racing and Speed event registration tables; please bring a "picture" I.D. such as a driver's license and your AMA competition license. You must have an AMA (or equivalent model airplane flying license to compete. The Jacksonville Flying Rebels apologize for any inconvenience this may cause; we hope you agree it is worth the trouble to continue using this terrific contest site.

Motels: **Make sure to mention Rebel Rally 2006**

Holiday Inn, 6802 Commonwealth Ave. Jacksonville, Fl 904- 781- 6000, exterior entrance room at \$79.00 + tax. Call ahead (now) for reservations.

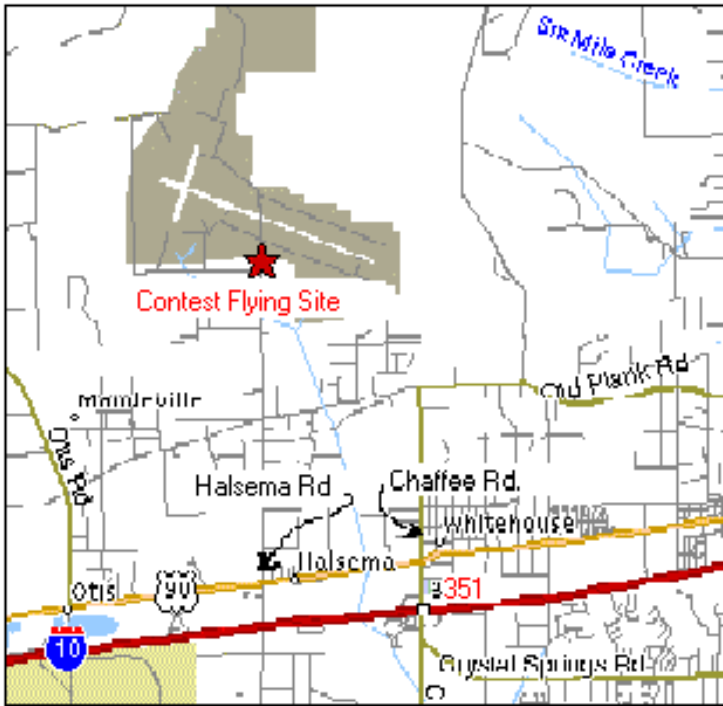
Days Inn 510 Lane Ave, Jacksonville, Fl 904- 786- 0500, at \$55.00 + tax. Call ahead (now) for reservations.

Best Western Baldwin Inn, Highway 301 & I-10, (8 miles west of the Whitehouse exit) 904- 266- 9759, \$59.00 + Tax. Call ahead (now) for reservations. (Owner e-mail = Kutir1@hotmail.com)

For additional event information contact:

Racing: Mike Schmieder, 904- 743- 4317 (cell: 904- 703- 8104) or e-mail: mas23@comcast.net

Speed: Santo Rizzotto, 321- 453- 7548, or e-mail: stano356@bellsouth.net



Directions: Go East from I-75 or West from I-295 to I-10 Exit 351. Go North on Chaffee Rd. to US 90 (W. Beaver St.). Turn left (west). Go about 1 ¼ mi. to Halsema Rd. Turn right (north). Follow Halsema Rd. to Airfield. Call Mike Schmieder (cell phone is 904- 703- 8104) or Dale Miller (cell phone is 904- 382- 6006) if you have trouble finding the front gate entry (red star in above map).

NCLRA Membership Form

Name_____

Street Address_____

City State_____

Country ZIP_____

Phone#_____

E-Mail_____

AMA or Other National Organization #_____

Comments_____

Send Dues & Membership Form to:

Dave Rolley

P.O. Box 468

Bennett, CO 80102

US Dues: \$10

International: \$12

(Add \$.75 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

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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 New Times 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.

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