



Formula Unlimited at Whittier Narrows - (L-R) Dave Braun, Ron Duly,
Dave Hull, Dave Dawson, Jim Holland, Bill Cave

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**National Control Line Racing Association
456 Garvey Road S.W.
Palm Bay, FL 32908**

To:

PRESIDENTS' REPORT- BOB WHITNEY



Bob pitting F2C at Landres WC's. Charlie Johnson photo.

MERRY CHRISTMAS, HAPPY HANUKAH and a happy new year to all.

WELL now I know how MR Lee and MR McDonald felt waiting to hear form any of our members. We still have two big problems before us, running the Nats and running the team trials. I have not heard from anyone willing to take on running the Nats so it looks like it will have to be by commitee have the usual volunteers McDonald and McCollum for F2C and the hard ass Jason Allen for meeses, that's Mouse 1 & 2.

The only offer we have had for the team trials (still unofficial) would be on the last weekend of the Nats. I think the one advantage would be that it will bring more fliers to the Nats.

The only other thing I have is a question...How would the membership feel about paying for the hotel room of a person that would step up and run the Nats??

I bought 2 Brodak 25's last week of course the first thing I did was take one apart. They are beautiful inside. It is definitely a stunt engine but Bill Lee and Russ Green have one doing 18.5 On a s.s.slow and all they did was break it in. If I can find a B.B. case that the P/L will fit in it will become a slow Rat engine.

North Central District-Les Akre



It's building season here in the North, which means it's time to refurbish airplanes and engines for the coming season, or maybe add another model to your fleet of racers if you haven't been hit to hard by the recent economic meltdown.

Cabin Fever 2009 is still several months away, however, it's not too early to start planning. It's a great contest, and a great way to start off the contest season for us Northern types (especially after a long winter). The contest flyer should appear else ware in this issue.

I'd like to share with you a modification that made pitting my Clown Racer at the Nat's a whole bunch easier. I had recently started using a Nelson plug head in my Moki .15. The change from a standard 1/4x32 glo- plug, to the Nelson type with its larger hex necessitated the use of a glow clip in place of the usual McDaniel's Ni-starter I normally use along with a prescribed pit sequence. I found that the clip was catching on various parts of the airplane, and even causing bad launches among other things.

Something had to be done!

I looked carefully at the Nelson Plug, and surmised that I should be able to machine the hex down to what is used on 1/4x32 plugs. I was successful, and the picture below should clearly show the differences between the stock, and modified plug. As you can see, they fit my McDaniel's Ni-starter just perfect, and all is right with my world again. I do not have any of the new aluminum body Nelson plugs yet, so I don't know if I will be able to successfully modify those as well.



Stock Nelson plug (left), and after machining the hex to fit a Ni-starter (right).

There is no pertinent NCLRA business that I'm aware of at this time, so I'll just wish everyone a Merry Christmas, and a Happy New Year with many returns.

SOUTHWEST REPORT- DAVE HULL

SOUTHEAST REPORT- BOB WHITNEY

Greetings to all. Well things don't look good in the southeast .the Jacksonville group put on their usual good contest, the rebel rally at stark fl. if it hadn't been for the F2C guys there wouldn't have been a contest weather was good...and the flying was good .the AMA events consisted of the Texas gang of Bill Lee, Russ Green and Mike Greb. Mike is getting his feet wet in F2C. Their competition was my old friend Jim Bradley. His models have to be seen to be appreciated much carbon fiber and free flight technology in them. He is fearlessly learning to be a pit man.

F2c had a good turn out most races were run three up, we had a new team of Alex and Alex who were looking good, plus Mike Greb who seemed to be having Landing gear problems and didn't get much flying in ..The world class team of Albritton and Perkins are slowly getting back into the wars and looking good Lambert and Fluker were running good as usual. The Wallicks and Jason and I filled out the field. We lost two good airplanes on Sunday, Russ got behind his plane and into the ground it went. A total loss. Jason lost sight of our good model and pancaked it in, taking out the landing gear and wing.

Tucson, Tucson is giving us a whole day for F2C and F2CN, so we should get plenty of flying in don't forget the long line f2c/15 rat. THE NEW F2C LINE SIZE WILL BE IN EFFECT

With some of the guys getting some new equipment Tucson could be a good indicator of what we can look forward to at the team trials.

We had a fly in Lake Wales last month and had 19 fliers sign up; we flew all day, to bad we can't get some of these guys racing.

Thought of the day. On a profile like clown if your tank fuel feed is inside of the needle valve it is a god chance the engine will richen up. If you lean it down it might have problems on take off. if the pick up is outside of the needle valve it will lean out ,now you can open the needle a bit for easier starts and it will lean out for more laps ,RAD

Around holiday time I often reminisce (some would say daydream) about the year past and think about what new directions to take, if any, in the coming year. How did 2008 turn out for you? Were you fortunate enough to find free time for modeling? Enough for racing? Did you have fun? What did you enjoy the most? Was it a year to build new planes and try new equipment? Develop a new engine? Try a new fuel system? Did you attempt a new event this year looking for a challenge, or were you flying the old, proven stuff? And if you didn't have enough time (or \$\$\$) to get much new stuff built, did you have fun flying the old stuff? Did "Old Reliable" beat someone's new Superjob? And how much crowing was that worth in terms of internet bench racing? I don't know about you, but sometimes I'm out at the field and suddenly realize that I'm having a great time. It usually isn't some important moment---it is usually when a few friends are out practicing or racing and I'm no longer thinking about all the rest of life's complications. Things somehow seem simpler, better, or just clearer to me. It feels good. And I like it. I remember clearly one day this year when no one showed up at the control line circle and I wandered off to the R/C spectator area. A young kid was watching the mostly adult R/C'ers have fun. I asked his mom if they wanted to try flying a control line plane. Yes, they would really like to give it a try. So I borrowed an old-time all around modeler for a pit man and within 7 flights we had a new solo pilot. A good pilot who could fly a 1/2A in the wind. He was happy; he was proud; and we all felt that way, too. That was a very clear day....

This issue will mark the end of 2008 contest season for racers in the USA. As far as I know, the SCAR Toys For Tots race is the last of the year. Everyone brought a gift or two for the cause and there was a nice looking pile to haul off to the Marine Corps for distribution. It should help brighten up a few faces this holiday.



The very clean front end of one of John Bruman's new Slow Rats. Irvine .25 engine, Dale Long shutoff, custom tank with rubber fastfill, and Higley heavy hub to compensate a bit for the matching "Irvine Red" paint job. Top feed needle valve assembly is a bit unusual. (Photo: Hull)



John Bruman shows off one of his new Fleet Strike Slow Rats. This original design uses a large stabilizer and elevator. Has unique adjustable/replaceable tailskid. John put up a test flight at the Toys For Tots contest and McSlow reported it grooved solid and did not appear to be tail heavy. (Photo: Hull)

The race was small, but there were some really memorable moments. Like when a loud cheer went up from the speed circle as the A-Speed record was beaten, which became an even louder cheer as the pilot outran his pants. Who knew that control line wasn't rated PG? Who knew that you could run that fast with your pants down around your knees? Who knew that the previous A-Speed record survived only because time ran out for a backup flight before the derelict pants were replaced with some more robust shorts. For lack of a belt, the A-Speed record still stands....

Another year-end surprise was the apparent attempt by the Northrop B2 bomber to disrupt and then steal the Clown race. The teams were out on the circle ready for the 2 minute warning when someone noticed a B2 flying past. It was steeply banked, so the profile was unmistakable. All the guys off to the side of circle walked out to center to get a better look. Now it is always a big mistake to let pitmen cross the safety line. Sure enough, this rowdy gang was pointing and looking at the B2 and pretty soon they were all tangled up in lines and those that weren't tangled were stomping on them. Did you ever notice how many pit guys and bench racers wear boots? Who knew? So we straighten out the mess and get the race started. For the next 15 minutes, that dang B2 kept going around in circles and everyone kept wandering around watching. Half the time the pilots were wondering where their pit was going to be. Of course, the pilots took a few peeks at the unauthorized entry too. In the end, the race was decided by the tortoise strategy. The slow but recently reliable Dawson Picco Clown plodded past the fast but overcompressed

Holland OS entry. I think Jim wiped out a card full of plugs on that one. And Dawson could use a better prop....

Orange Crate had three team entries and once again proved that there is no substitute for experience. This event requires a very odd combination of skills. Team Braun/Burke made no mistakes and managed a flight on either the first or second launch to take the win. Rolley/Rolley/Holland were last to attempt a flight, but managed a ¼ lap advantage over Dawson/Peters/Hull to take second. D/P/H actually beat B/B to the flight line, and even got the old Johnson .35 started before B/B, but Hull couldn't fly the thing, as it lost line tension and rolled in. Had they been able to fly it, it would have been a SCAR record time. R/R/H retired before the hour was over, probably having run out of props or done some irreversible damage to something important. D/P/H kept trying until time was called. Their most promising flight was after having moved the wing three times, adding a ton of tip weight and changing pilots. The plane actually was moving forward instead of "helicoptering," but could not establish a positive rate of climb and descended into level terrain. Let's face it---the less said about this one, the better! Dawson vowed to get even next year.

Saturday included two F2C events but we ended up dropping F2CN. In the first series it was Rolley/Rolley, Hull/Dawson, and Kusik/Kusik. K/K had to drop out due to an engine with fit problems and no spares. It was tight at the top but didn't seem to have the compression to pop out of TDC. And it definitely wouldn't start. That left R&R and HD to go at it. The times were not fast; HD was running a collection of cannibalized Mazniak parts. They damaged their last engine in a crash the previous weekend during practice. But everyone got times and the pilots worked on technique, setting the stage for better things in the afternoon.

Jim Holland arrived in time for the second series, so the matrix expanded. Hull flew for him one round against the R&R, and then Charlie flew for him against H/D. Unfortunately, Jim stretched a hard setting at the end of his first race and damaged the front bearing, which then locked up in his second round. H/D had sorted out what turned out to be fuel problems during the lunch break, and their speed was as fast as they have managed to date. R&R switched to a better model and DNF'ed their first two rounds but came up with a 3:34.90 in the third, knocking 2 seconds off their personal best time. This was the best race of the day with H/D putting up a 3:50.87, just 5 seconds off their earlier best time of 3:46.90. A lot of the racing in the second round was pretty close in airspeed, so it was fun. So the placing order was R&R, DDRT, and Holland and Co.



Charlie Rolley wipes down the lines before one of the F2C rounds while Dave Rolley holds the plane. Four teams showed up—Team Rolley was the victor, and in the process improved their personal best time to a 3:34.90. They came to California to get out of the snow in Denver. Don Burke (left) ran the event on Saturday. (Photo: Hull)



Dave Dawson talks to timer John Peters before one of the F2C rounds. “Yeah, you gotta adjust both knobs before it really goes good.” After sorting out some fuel issues in the morning rounds, Dawson found a good setting during the afternoon. Peters timed both days and entered Orange Crate racing. (Photo: Hull)

In Mouse, the name of the game was who could out-mechanic or out flim-flam the rest. Dawson was rebuilding motors between F2C rounds the day before. Got the old rotted to sludge line out of the tanks and freed up the reeds. But he never got a chance to test fly on Saturday, and that almost proved fatal. Hull went home Saturday night and built two motors knowing the odds that one would fail to run. Ok, not odds, but the statistical certainty that one if not both would be pigs. Team Rolley brought a nice looking high aspect ratio model with a highly reworked tank. They looked like they had it together and were the team to beat---so their local fuel supplier (Hull) did a fancy song and dance about having to mix fuel since the local hobby shops didn’t have any more—nitro shortage, you know? Got out the whole F2C fuel mixing kit just to confuse things. Even used nitro with no dye. “Hey, where’d you get that stuff?” “What formula to you want?” Made to order with castor, or synthetic mix. The charade proved unnecessary really. They went out on the circle and a tank leak tore away their façade of preparedness. Back to the

pits quick for an engine change. Meantime, Hull tries one motor and sure enough has fuel feed problems. No sweat, got a backup model with the backup engine already bolted on.



Jim Holland, hidden behind the maintenance equipment, works on his F2C gear between rounds. Jim had good airspeed but was a bit short on range and tried to stretch a hard setting in the first round. His Zalp disapproved, leaving him at lap 99. (Photo: Hull)

Even got spare lines on it ready to go. But the spare motor only runs in short bursts. Change plug. No improvement. Fuel feed? Ok, go with the first one since it at least runs. So they were both pigs. Who knew? Dawson is looking pretty good at this point, since he is pretending to have it all together. “Oh wait, does anybody have some spare lines?” Steal those off Hull’s plane quick and put on Dawson’s. Holland now has a needle setting and clearly has good airspeed. In fact, he has more horsepower than his Streaker can handle, and the elevator hinges let go. Dave Braun lands it anyway, since he can fly anything. We already learned that from Orange Crate racing. If the pitman can keep the engine running, Braun can fly it. A little string and CyA and Holland is back in business. So everyone’s ready for the heat racing, which has just one purpose: so someone—anyone—could fall on their own sword. Hull dragged that out by flying a million laps right on the edge of a stall. Did you ever see a Cox reedy idle before? Who knew? Would have landed except couldn’t remember if it was an automatic DQ for the pitman to catch a plane with an idling engine. McSlow thought about claiming he broke yet another crank and it was really just windmilling, but Cox motors are too loud. One final ploy almost got Hull into the final. Team Rolley almost crashed when their pilot saw Hull take off with a sycamore leaf, which was bigger than his plane, wrapped around the landing gear. This proves that California really does have an autumn, and the leaves really do fall off the trees before Christmas. Anyway, the plane managed to get airborne with some hefty whipping but overheated and died before it completed the lap. The aerodynamics of dead sycamore leaves being what it is, the leaf fell off as the streaker slowed down, but by then the engine was toast. Rolley exhibited truly masterful self-control, so although their plane wobbled for a couple of laps while he laughed, it did not crash and they did not get bamboozled by the tortoise. The final was decided by toothpicks and starter springs. Dawson had resorted to shoving toothpicks into his vent hole to prevent siphoning. Rolley promptly broke the starter spring in warmup. Holland just kept dropping paper towels into the engine to shut it off. The confetti made for a great wind direction indicator for the pilots. The race started

and at times looked good. At times. Dawson's toothpicks kept falling out and the engine would go rich with fuel blowing out the vent. Rolley is zipping along with Holland and Dawson's goose looks cooked. Dawson has to pit before anyone else and promptly starts the engine backwards three times in a row. Goose needs more basting, and quick! Rolley comes in and can't rediscover the secret of internal combustion. Flippity, flippity, flippity. Holland just motors on to the finish. The scoresheet says he was the winner. One could also say that Mr. Cox defeated everyone but Jim on this particular day....



John Bruman also finished two new Quickie Rats. These are Pink Fink designs with updated construction methods, including a wing with carbon fiber reinforcement. No cherrywood fuselages in these two! John wanted to take his time breaking in the "new" K&B 8011 engines, so McSlow never got a chance to fly one. Dang! They sure were pretty, too. (Photo: Hull)

Fox/SSR was won by a Fox. That happens when it goes fast enough, doesn't shake apart, and restarts hot, and doesn't catch on fire. Dave Braun recruited Jim Holland to flip and catch and between them they got it done. It was businesslike. Dawson suffered from poor hot starts and no one can figure out what went wrong with Hull.

What about beginnings? For 2009, the Southwest's contest schedule is out, although there will likely be a few tweaks so keep an eye on that. The Cabin Fever organizers have decided to change to a 3 day format, putting F2C on Friday. This is an attempt to deconflict F2C from the AMA/NCLRA events as this contest grows. There are pros and cons as always, but it is the biggest contest in the Southwest district, and perhaps the growth is worth some of the complications? Time will tell.

The SoCal speed guys held their leadership meeting after the Saturday activities at the Toys For Tots contest. Their plans for 2009 are essentially to: (1) continue scheduling the speed events concurrent with the SCAR racing contests held at Whittier Narrows; (2) continue using Speedy Fred to coordinate all control line activities with the local parks

management; (3) to help support Don Jehlik as the ED for speed in 2009 who will be picking up some of the load from Pete Soule. They essentially voted for the status quo, and in my opinion, for good reason---it is working. The racing guys have definitely benefitted from a single voice speaking to the parks people and that is a critical relationship for our continued use of the field. Fred knows the issues, the people, and has a plan going forward. As far as the racing events, Darrell Albert will continue to run the Sunday events and Don Burke will continue to run the diesel classes on Saturday, when scheduled.

With the demise (hiatus?) of the NorCal championships, Jim Holland is doing the legwork to hold a contest again in Merced, now scheduled for April. We did this a couple of years ago, and it turned out well, not including what happened to Jim's Clown of course. With any luck, gas prices will stay relatively low, and more folks will be able to travel. I hope we pick up some NorCal racers like Randy Bush, Jim Persson, Doug Haas, Bob Murphy, and Adrian Land. Looking forward to this one, so make a resolution this year to have some fun, include some time for racing, and putting together something new and different to fly.

Whittier contest notes-Charlie Johnson

(Photos by Charlie Johnson)

(ED. New TV reality show idea) Events that go BAD or handle time with a Formula Unlimited!

These type of events start off innocently enough, then some desert rat thinks up a new event that they will talk about endlessly but never get around to actually participating. In this case, someone figured out that a HB 40 met the rules and made more power than just about anything else. Thanks to the robust design of the engine it makes the plane very nose heavy and at well over 100mph it pulls enough that it is the most unpopular event with pilots.



Jim Holland & Dave Hull

In these pictures you can see Jim Holland giving it his best but after the race even Jim had to go have a rest under the trees! A very similar event about thirty years ago had 26 entries at the Southwest Regionals. Thanks to the introduction of the Tune-Hill OS 36 the entries dropped to a half dozen the next year and eventually the event vanished. Maybe a bounty

should be offered for anyone able to beat the HB 40 with a conventional engine like the K&B or OS FP 40. A well known Texas racer and Northern California engine builder both claim the K&B 40 has the potential to match airspeed with the HB. Hands up for everyone who would like to knock five ounces off the nose of their model and still get on the podium.



Dave Dawsons' Knight Twister Formula Unlimited



Ron Duly, Dave Hull, Jim Holland fly Clown at Whittier



Kevin Kusik, Ron Duly and Dave Braun flying Clown Race.

We all think that Kevin should try to be the Junior F2C team member next time.



Christina Kusik flying her own race in SCAR Goodyear while Ron Duly and Dave Braun circle above. Jed purposely set the engine rich, she motored around with no problem and made some good pit stops too.



Dave Hulls' Nice Formula Unlimited & front end detail



Jim Hollands' FU front end

I guess that no one outside the Southwest cares much about Formula Unlimited anyway, maybe we should pick on Clown. Simple event, standard model with no fancy stuff like shutoffs, fast fills, hot gloves and you've gotta have two wheels to insure those nice bouncy landings. Make sure there is a tremendous speed differential (nice reworked .18 car motor vs. FP15) so when the slow model quits the fast guys will have two or three shots at it as it floats to earth.

Editors' column- Tim Stone

Charlie Johnson finally got his digital SLR setup working and sent me these excellent photos from the 2008 World championships in Landres, France. They are a testimony to the intensity & difficulty of the event, as lap times are now about 1.6 seconds.



Tom Fluker (Usa), P. Alonso (Spa), Theirry Ougen (Fra)



A. Yakelov (Lith), Richard Ong (Sin), Tom Fluker



Later in the same race



A. Mortinho (Por), Jason Allen (USA), Rob Olijve (Ned)



L/R Frenc Orvos (Hun), Paschal Surugue (Fra)
Yuri Bondurenko (Ukr)



JW Wong (Jr, Sin), Sergui Andreev (Rus)
Valery Kramarenko (Ukr)



Lenard Asher (USA) being held by Mihonov (Rus)

My thoughts on race training Charlie Johnson

On my very first visit to the Delphi Forum racing site I saw a posting asking what model would be best for a novice racer. Most novice flyers would look at a beautiful B-Team Race model and think that that's the one for them. After months of working on the model they'd probably smash it to pieces before they ever complete their first race.

Looking back in history, we can see the success Cox had introducing the beginner to the world of controline with their range of plastic ready-to-fly models. They also had a nearly 100% success rate in frustrating purchasers to the point they'd never consider taking up controline again. To avoid repeating the Cox Syndrome I thought that the perfect plane for a beginning racer would be a simple Speed Limit combat plane. Pull the engine forward and desensitize the controls and you're ready to go. Add a wheel if you must but hand launching is actually safer since the launcher can feel if the controls are near neutral. Stay away from asphalt too and buy some nylon props.

Once the new flyer proves they can fly well enough on their own the coach can then join them in the center circle, but without an airplane! Just walk around with them, they not only get used to walking a small circle but having another person in close proximity. The next step is to actually fly a second model with the novice. Make passes and let them pass you. Fuel is cheap, no need to rush on any of these steps. Even crashes can be fun if you're flying over grass. There are very few parts on a combat model to break in a crash and even new models are less than fifty bucks. Fuel soaked lovelies can often be purchased for nearly nothing and as a trainer they're as good as anything.

Once the two-up flying becomes second nature for the novice it's probably time to add the third flyer. Resist adding another novice, get an experienced flyer to join in the practice. You'll need to have a center circle marked so the novice can practice getting to the outer mark when the engine quits. Whipping the model is best practiced solo since the most common mistake is to stall the model and the floating model then collects the other two models (this is called the Clown Race Syndrome).

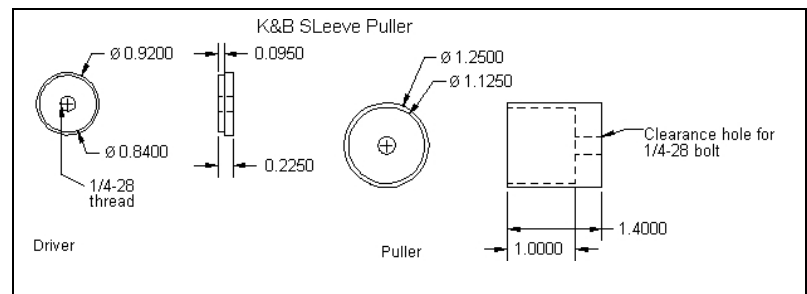
Eventually it'll be race day and the novice will have built a real racing model and be much more prepared. As part of their preparation they will have practiced flying over asphalt and if the event allows a shutoff they will have figured out when to cut the engine so they can make a safe pitstop. Try to get the novice in a race with two experienced racers. Event Directors will often give experienced racers a free pass to fly traffic with the novice, the extra heat might count toward qualifying for the final but even if it doesn't you'll get extra practice and enhance your chances of going to heaven.

K&B Sleeve Puller-by Dave McDonald

Ever had one of those pesky old K&B Quickie Rat engines you could not get the sleeve out of?

With minimal tooling and machining experience you can fabricate the answer to your problems.

The Sleeve Puller, is made of two components the driver, and the puller.



Let's make the driver first.

Take a piece of 1" diameter aluminum and drill and tap a 1/4 – 28 threads through the center. Then turn the OD of the piece to .920.

Then make a relief cut of .095 in length to a diameter of .840. The length of this relief is not important only the two diameters are. This piece when being used will rest against the bottom of the sleeve in the case.

Finally cut the piece off to length. Again the length is not important only the diameters are.

The Puller.

Again take a piece of aluminum and counter bore an area 1.125 in dia x 1" in length. Then drill a clearance hole for your 1/4 x 28 bolt. I left the puller with an overall length of 1.400 for strength and because that was the length of aluminum I had in the scrap drawer.

These two pieces are all you need to pull the sleeve from the case.

Using the puller.

Disassemble your engine remove the piston. All you should have is the center section of the case with the sleeve alone in it. Put the driver in the sleeve from the bottom. The relief section should fit the sleeve as if you were putting a cap on the bottom of the sleeve. Take your puller part and place it on the top of the case, drop the bolt through the clearance hole and start threading it into the driver. As you start to tighten the bolt it will pull the driver up forcing the sleeve out of the case and into the relief area of the puller. Easy as 1 2 3 your stuck

sleeve is out of the case with out beating on it, using pliers on the lip etc...
Hope this helps.

Notes from Australia-by Ron Duly

My dear wife decided that it was time we visited our daughter in Australia. She decided that the month of December was it so off we went. I could tell you stories of driving on the wrong side of the road (and the panic that many years of NOT driving on the wrong side induced at critical times) but you really need to experience it for yourself. Don Burke got me in touch with John Hollowell and John met me at their flying field near Melbourne with a great collection of B Team Racers (and two 1.5cc racers and a Goodyear).



It was a rainy day but that didn't stop the flying. John flew his Rocket design, the same he will fly at their up-coming NATS.



John Hollowell & 'Rocket(s)'

It had one of their reworked Mk. 4 B25 engines in it and he took the opportunity to break in the new engine. Murray Wilson and Gavan Opperman did the pitting but it was an easy task. One (two at the most) flips and the plane was gone. Murray is a young fellow that has had great success in F2D Combat and lately as a racing pilot and pitman (and even better, he flies Navy Carrier. What a guy!). Look for his name

on the winners list for many years to come. Back to the B T/R's. John builds them light and they go FAST! Since the yellow Rocket was to be his NATS entry, I didn't ask to fly it (... and he didn't offer to let me, either. Don must have told



John & his 'Swooper' design

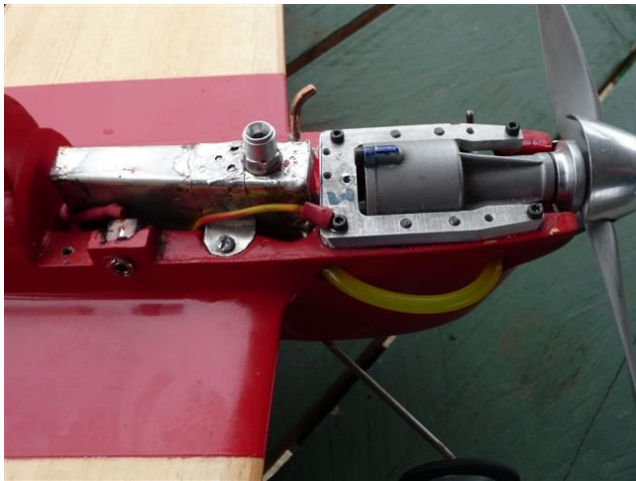
him how many planes I have crashed for him.....). They often fly off grass so the landing gear places the wheels well forward. They don't use shut-offs in races (they can be used for safety issues, same as our Clown rules). Lines are .015 x 60' vs. our .016 solids. I watched as they ran a 2:50 solo 70 lap race. That was 21 seconds faster than our 2005 NATS record so they do have their "stuff" together!



'Swooper' front end



'Rocket' note extreme front landing gear position



'Swooper' internal details



A pair of 'A' Vintage TR, 1.5CC engines used



Murray Wilson & Lance Smith, local fuel expert.

The pictures show John's B planes and he is but one of about fifteen teams actively flying the event in Australia. Lance Smith was there to watch over one of his "babies" (the B25 that John was using). All in all a great day for me. The pictures tell the story and even shows Don's new Pilot.



I have no doubt that Mr. Katoomba will do well in the pilot's circle. Go ahead – try to push him around! "I am Katoomba" is how he introduced himself. He was obviously well educated and had quite a sense of humor. He asked where I was from and when I said California, he put his arm around my shoulders and asked if I was one of "those boys" from San Francisco! We both were laughing about it minutes later. By the way, Katoomba is the name of the river that runs through the Blue Mountains. He laughed again when I called him on it. His real name was probably Fred or Arthur.



John Hallowell & Lance Smith

A few days later I called a friend from college, John Nolan, who lives near Sydney. He brought me up to date on his activities since we last met. When he visited us in California back in 2001, I wasn't flying much but shared my B T/R plan collection with him. Our meeting renewed my interest in B and Don Burke's offer to fly with him brought me to the NATS in 2004. Small world! John's B planes can be seen in

their December newsletter (his Quest is shown). If you haven't found the Australian C/L web site, you must! Type in vicstunt.com and then click on Newsletters and start with A.C.L.N. John's planes are in the Dec. 2008 issue. While at the A.C.L.N. site, look at the June issue for a fine article on Pitting and the July issue for a Piloting article plus one on Perky planes. There are also six other newsletters that warrant your reading.

Australian hobby shops are full of ARF R/C's and LOTS of diecast and plastic kits. They have balsa but no C/L kits that I could find. The control line folks depend on mail order for their supplies.

John Nolan told me about their Australian Classic FAI Team Race event. This event sounds very interesting. Bring up the December A.C.L.N. newsletter to read the rules. Imagine flying mono-wheel T/R's with separate wings and tails using Oliver Tiger/ETA/Super Tigre diesels. I like the concept. Any interest here in the USA?

Would I make the 14 hour flight again? You bet! I'd even go see our daughter, too. Ron Duly

NATIONAL RECORDS

SLOW RAT

Jr (70 Laps)	5:16.20	Scott Matson	7/10/00
(140 Laps)	6:47.37	Scott Matson	7/10/00
Sr (70 Laps)	4:29.63	Howell Pugh	7/20/94
(140 Laps)	10:58.47	Doug Short	7/10/00
Op (70 Laps)	2:36.31	Bob Oge	7/18/91
(140 Laps)	5:24.94	Mike Greb	7/19/90

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)	7:16.03	Whitney/Hallas	7/11/03

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)	3:15.46	Lambert/Fluker	9/04/05
(200 Laps)	6:57.36	Lambert/Ballard	7/15/98

F2CN (NCLRA RULES)

100 Laps	4:20.27	Bill Lee/ Russ Green	7/16/08
200 Laps	10:37.8	R. Whitney/D.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 Laps)	2:44.6	Jim Holland	7/15/04
(140 Laps)	5:33.1	Jim Holland	7/15/04

Jr-Sr No record established

NCLRA FOX

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

NCLRA CLOWN

Op (15 Min.)	331 Laps		
	Ron Duly/JohnMcCullum/Russ Green		7/12/06
Op (7 ½ Min.)	165 Laps		
	Al/ Pat Ferarro/ John Ross		7/14/08

NCLRA TEXAS QUICKIE RAT

Op (70 Laps)	3:04.28	Jim Holland/Bill Cave	7/14/05
(140 Laps)	6:07.01	John McCollum/Bill Lee	7/14/05

NCLRA SUPER SLOW RAT

(100 Laps)	5:53.06	Dave Hull/Bob Whitney	7/13/07
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SLOW RAT PROVISIONAL (.25 ENGINE)

Op (70 laps)	3:15.87	Tim Stone/Bob Oge	7/17/08
Op (140 laps)	7:20.72	Russ Green/ Bill Lee	7/17/08

Misc. Racing Stuff For Sale:

1 new Hot Thumb unit	\$10
1 lot of 3 profile shutoffs	\$35
2 ea Garner pan shutoffs	\$12 ea
1 pkg Sport Goodyear fuel tank & Alum LG w/wheels	\$20
1 Lap Counter	\$10
1 Mechanical FF valve	\$10
1 GloBee Fireplug w/charger, used, needs new cell	\$20
1 2-1/2 ounce outboard Slow Rat tank, w/ mechanical FF	\$18
3 Don's 3 ounce round rat race fuel tanks, n.i.p.	\$10 ea
1 pkg of 3 Aerotrend 10 ounce FF squeeze bulbs, used.	\$15

Note: Prices include shipping in USA
Mike Hazel
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**Virgil Wilbur Memorial
Races
10/18-19/2008
Whittier Narrows, CA**

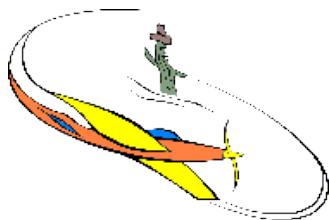
TQR	entrant	pilot	pitman	airplane	engine	prop	heat 1 70 laps	heat 2 70 laps	best	final	140 laps
	1 Dave Hull	Dave Hull	Dave Dawson	Rattler	K&B		03:16.27	03:11.61	03:11.61		
	2 Jim Holland	Doug Mayer	Jim Holland	Omega	K&B		03:16.09		03:16.09		
	3 Bill Cave	Jim Holland	Bill Cave		0 K&B		03:16.46		03:16.46		
	4 Ron Duly	Ron Duly	Don Burke	tnyQ	K&B	APC 7.8-7	68laps	03:26.66	03:26.66		
	5 Dave Dawson	Dave Hull	Dave Dawson		0 K&B	APC 7.4-6	03:57.19		03:57.19		
MOUSE I	entrant	pilot	pitman	airplane	engine	prop	heat 1 50 laps	heat 2 50 laps	best	final	100 laps
	1 Dave Dawson	Dave Hull	Dave Dawson				03:46.82	03:48.59	03:46.82	04:54.78	
	2 Jim Holland	Jim Holland	Bill Cave	Streaker	Cox	APC 4.25-4	03:37.30	02:42.44	02:42.44	05:18.63	
	3 Dave Hull	Dave Hull	Dave Dawson	Streaker	Black Widow	APC 4-4	02:52.60	02:28.88	02:28.88		
	4 Bill Cave	Jim Holland	Bill Cave				02:35.97	41 laps	02:35.97		
	5 Seth Sather	Seth Sather	Dave Dawson				13 laps		13 laps		
	6 Ron Duly	Ron Duly	Dave Braun				DNF		dnf		
SCAR GY	entrant	pilot	pitman	airplane	engine	prop	heat 1 100 laps	heat 2 100 laps	best	final	200 laps
	1 Jim Holland	Jim Holland	Bill Cave	Ginny	MOKI	MA				09:10.43	
	2 Dave Hull	Dave Hull	Dave Dawson	Buster	OS15	APC				12:00.06	
	3 Dave Dawson	Dave Hull	Dave Dawson	Buster	Cox 15		dnf				
SSR/FOX	entrant	pilot	pitman	airplane	engine	prop	heat 1 100 laps	heat 2 100 laps	best	final	100 laps
1 SSR	Don Burke	Ron Duly	Don Burke	SSR02	B25	APC 8-6	05:48.22		05:48.22	05:36.28	
2 SSR	Dave Hull	Dave Hull	Dave Dawson	Shyfox	25 FP	MA 8-6	06:13.26	05:52.58	05:52.58	05:48.19	
3 SSR	Bill Cave	Jim Holland	Bill Cave	Islander	25 FP	APC 7.8-7	05:55.70	06:14.63	05:55.70	05:58.23	
1 fox	Dave Braun	Charlie Johnson	Dave Braun	Superfly	Fox 35	APC 9-6n	07:08.87		07:08.87		
4 SSR	Dave Dawson	Dave Hull	Dave Dawson	Prplpletr	25 FP	MA 8-6	08:17.30		08:17.30		
CLOWN	entrant	pilot	pitman	airplane	engine	prop	heat 1 7-1/2 min	heat 2 7-1/2 min	best	final	7-1/2 min
	1 Jim Holland	Bill Cave	Jim Holland	Clown	OS 18	Bolly G-	167		167	309	
	2 Dave Dawson	Dave Hull	Dave Dawson	Clown	Picco 15	7-4.5	59	129	129	258	
	3 Ron Duly	Ron Duly	Don Burke	Clown	ZALP	APC 6.5-6.5		156	156	208	
	4 Bill Cave	Bill Cave	Jim Holland	Clown	Tamiya 18	APC 6.5-5.5	155	148	155		
	5 Dave Braun	Charlie Johnson	Dave Braun	Clown	XTM-18	APC 6.5-6.5	34		34		
Form Unlim	entrant	pilot	pitman	airplane	engine	prop	heat 1 70 laps	heat 2 70 laps	best	final	140 laps
	1 Dave Hull	Dave Hull	Dave Dawson				04:00.65	04:33.98	04:00.65	08:39.13	
	2 Jim Holland	Jim Holland	Bill Cave	Shoestring	40PDP	APC	37 laps	3:33.13	dnf	08:42.73	
	3 Dave Braun						04:14.50	04:23.33	04:14.50	09:57.49	
	4 Bill Cave	Jim Holland	Bill Cave				03:26.12	03:39.68	03:26.12		
	5 Dave Dawson	Dave Hull	Dave Dawson				04:39.00	04:42.13	04:39.00		
SCALE RACE	entrant	pilot	pitman	airplane	engine	prop	heat 1 70 laps	heat 2 70 laps	best	final	140 laps
	1 Jim Holland	Jim Holland	Bill Cave	Swee Pea	ST x-15		03:53.27	03:45.29	03:45.29		
	2 Dave Hull	Dave Hull	Dave Dawson	Lil Quickie	PICO 15		04:40.03		04:40.03		
	3 Dave Dawson	Dave Hull	Dave Dawson	OL tiger	Rossi 15		04:54.43	5 laps	04:54.43		
	4 Ron Duly	Ron Duly	Dave Braun				DNF		DNF		

Rebel Rally 2008 Racing

November 8-9, 2008

Contestant	Heat # 1	Heat # 2	Heat #3 / Final	Place
F2C				
Fluker/Lambert	3:32.78/100 laps	3:25.09/100 laps	3:20.91/100 laps	1
Albritton/Perkins	3:53.25/100 laps	4:13.34/100 laps	3:25.71/100 laps	2
Topunov/Elbert	3:36.19/100 laps	DQ	3:53.81/100 laps	3
Wallick/Wallick	6:56.78/100 laps	4:04.22/100 laps	3:46.22/100 laps	
Allen / Whitney	4:07.47/100 laps	(re-fly) DNF	DNF	
Rodriguez/???	4:35.34/100 laps	4:20.97/100 laps	DNF	
Green/Lee	DNF	--	--	
Jenkins/Jenkins	DQ	withdraw		
TQR				
Russ Green	3:04.09/70 laps	3:02.44/70 laps		1
Bill Lee	3:25.28/70 laps	3:04.22/70 laps		2
Mike Greb	3:19.40/70 laps	3:21.59/70 laps		3
Jim Bradley	3:53.22/70 laps	3:24.16/70 laps		
Dave Wallick	DNF	DNF		
F2CN				
Bill Lee	DNF	4:16.94/100 laps		1
Bob Whitney	7:49.81/100 laps	5:17.06/100 laps		2
Dave Wallick	DNF	DNF		
Rodriguez	DNF (crash)	--		
Scott Jenkins	(withdrew)			
Clown				
Bob Whitney	292 laps			1
Russ Green	288 laps			2
Dave Hallas	254 laps			3
.25 Slow Rat				
Russ Green	3:25.75/70 laps	3:27.97/70 laps	8:13.84/140 laps	1
Dave Hallas	3:49.00/70 laps	3:58.00/70 laps	8:49.00/140 laps	2
Bill Lee	3:31.31/70 laps	3:30.78/70 laps	(withdrew)	3
Bob Whitney	4:27.00/70 laps	3:53.00/70 laps		
Mike Greb	DNF	DNF		
Super Slow Rat				
Bill Lee	5:22.65/100 laps	5:34.16/100 laps		1
Fox Race				
Jim Bradley	10:10.00/100 laps	DNF		1

2009 Cabin Fever - March 27, 28, 29, 2009



Contest Director: Ken Gulliford (623) 877-8823 kgtr@cox.net

Assistant Contest Director: Bill Lee Bill@WRLee.com

Friday Event Director: Bill Lee

Saturday and Sunday Event Director: LeRoy Black

Race Procedure:

Friday 27th is Diesel Day on the New North Circle, Open Flying, Tune, Tweak and Needle on South two Circles

Saturday 28th is Speed Events on the New North Circle until 2:00 PM, Racing on the Center Circle, and Test and Tweak on the South Circle

Sunday 29th is Racing on the Two South Circles, and Test and Tweak on the New North Circle

Pilots Meeting: 8:00 AM Each Day, Racing Starts at 8:30AM Sharp

FRIDAY (Diesel Day) EVENTS

F2C (318)

F2CN (*)

SATURDAY EVENTS

Mouse I (313)(*)

Mouse II (314)(*)

Slow Rat (312)

NCLRA Super Slow Rat

B-Team Race

Southwest Sport Speed .35(*)

Perky .15 Speed (*)

SUNDAY EVENTS

Rat Race (311) / 60' F2C (*)

NCLRA Clown Race

SCAR / ACLA Formula Unlimited

NCLRA Texas Quickie Rat

*RULES CHANGES / APPLICATIONS

- **F2CN** - External Controls Requirement Waived
- **Mouse I** - Modified Production Reed Valve Engines Only
- **Mouse II** - Spring Starters Allowed, Any Fuel
- **Perky .15 Speed** - Any .15, See AMA - NASS Rules
- **60' F2C** - Flown with Rat Race, 3 or more fly a separate final, Qualified F2C Airframe, 60' Lines
F2C lines accepted

- Southwest Sport Speed .35 Rules

Airframe: same as NCLRA Fox

Engine: Front Rotor, Side Ported *Up To*.36 Displacement originally available for under \$100.00 (any modifications)

Prop: 9 x6 APC, Rev-up, Master Airscrew, or any other unmodified over the counter 9 x 6 (no fiberglass or carbon fiber)

Lines: .018 braided steel only, 60 feet long eyelet to eyelet, plus or minus 1 inch – 35 pound pull test each flight

Tank: Suction Feed Systems Only

Procedure: Timed first 14 Laps from start, in-the-yoke before second lap.

Fuel: 10-10-10 / 70 Methanol (Event Supplied)

AMA Rules available from: www.modelaircraft.org

NCLRA Rules available from: www.nclra.org

SCAR Rules available from: SCAR4641@aol.com

Sport Speed Rules available from: George Brown, tempemachine@gmail.com

Perky Rules available from: www.modelaircraft.org (in Competition / Events, NATS, NATS Forms, NASS Perky
OTS Speed Rules)

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456 Garvey rd sw, Palm Bay FL 32908
f2cracer@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. Members can log in there and submit contest details. All contest information must first be posted to the web site.

NORTHWEST DISTRICT

None

SOUTHWEST DISTRICT

AZ

MAR 27-29--Tucson, AZ (AA) Cabin Fever Site: Christopher Columbus Park, Tucson, AZ. Events: Friday: F2C, F2CN; Saturday: Mouse I, Mouse II, Slow Rat, Super Slow Rat, B-TR, Southwest Sport Speed, Perky .15 Speed; Sunday: Rat Race/60'F2C, NCLRA Clown Race, SCAR/ACLA Formula Unlimited, NCLRA TQR. Sponsor: CACLC #4116. CD: Ken Gulliford, . Phone: (623) 877-8823(eve) E-Mail: kgtrtr@cox.net

F2CN - External Controls Requirement Waived

Mouse I - Modified Production Reed Valve Engines Only
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Perky .15 Speed - Any .15, See AMA - NASS Rules
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Lines: .018 braided steel only, 60 feet long eyelet to eyelet, plus or minus 1 inch – 35 pound pull test each flight
Tank: Suction Feed Systems Only
Procedure: Timed first 14 Laps from start, in-the-yoke before second lap.
Fuel: 10-10-10 / 70 Methanol (Event Supplied)

NORTH CENTRAL DISTRICT

None

SOUTH CENTRAL DISTRICT

None

MIDWEST DISTRICT

None

NORTHEAST DISTRICT

None

SOUTHEAST DISTRICT

FL

FEB 21--Ocklawaha, FL (A) February Contests-#1 Site: Paradise Field, Ocklawaha, FL. Events: F2C (318); F2C Limited 19/10 (Local Rules); F2CN (NCLRA Rules, external controls reqmnt waived); Texas Quickie Rat (NCLRA Rules); Clown (NCLRA Rules);. CD: H. David Wallick, 4125 S. 314A, Ocklawaha, Florida. Phone: 352-625-2156(day) E-Mail: f2cwallick@embarqmail.com WebSite: www.floridacircleburners.com

FL

FEB 22--Ocklawaha, FL (A) February Contests-#2 Site: Paradise Field, Ocklawaha, FL. Events: F2C (318); F2C Limited 19/10 (Local Rules); F2CN (NCLRA Rules, external controls reqmnt waived); Texas Quickie Rat (NCLRA Rules); Clown (NCLRA Rules);. CD: H. David Wallick, 4125 S. 314A, Ocklawaha, Florida. Phone: 352-625-2156(day) E-Mail: f2cwallick@embarqmail.com WebSite: www.floridacircleburners.com

Renewal form- fill out and mail to Dave Rolley

NCLRA Membership Form

Name_____

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Country_____ ZIP_____

Home Phone#_____

Work Phone#_____

Cell Phone#_____

E-Mail_____

AMA or Other National Organization #_____

Would like electronic Newsletter ONLY: _____

(Must supply an e-mail address if checked)

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

(Membership Expiration date on mailing label)

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

Payment by PayPal to Treasurer@NCLRA.org

Officer's Addresses

President

Bob Whitney

456 Garvey Rd. SW
Palm Bay, Fl 32908
Phone 321-676-0554
Email F2CRACER@aol.com

Vice- President

Jim Ricketts Jr

3916 East 20th Street
Sioux Falls, SD 57103
Email jrсиouxfalls@yahoo.com

Secty/Treas

Dave Rolley

Mailing address; NCLRA
P.O. Box 468
Bennett, CO 80102-0468
Email:soar.rubber.duck@gmail.com

Editor

Tim Stone

4919 Country Oaks Dr
Johnsburg, IL 60051
Phone 815-344-5728
Email stone-tim@sbcglobal.net

Northwest Representative

Mike Hazel

Po Box 126
Mehama, Oregon 97384
Phone: 503-859-2905
ZZCLSPEED@aol.com

Midwest Representative

Stewart Willoughby

95237 Aero Drive
Naperville, Il 60564
Phone 630-904-7011
Email StooDDS@aol.com

Northeast Representative

Jason Allen

1103 James St.
Sinking Spring, PA 19608
Email jallen@mpgis.net

Southwest Representative

Dave Hull

704 35th Street
Manhattan Beach, CA 90266
Home: 310-545-6029
E-Mail: dahull@raytheon.com

South Central Representative

Mike Greb

724 Pauls Lane
Sulpher Springs, TX 75482
Phone 903-438-9883
Email m.greb2@verizon.net

Southeast Representative

Bob Whitney

456 Garvey Rd. SW
Palm Bay, Fl 32908
Phone 321-676-0554
Email F2CRACER@aol.com

North Central Representative

Les Akre

13336-129st.
Edmonton, Alberta
Canada T5L-1J8
Home 780-454-5723 Cell # 780-919-2792
Email scaleracer@hotmail.com

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

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

OR VIA THE WEB: Membership renewal can be easily done via the NCLRA web site at

<http://www.NCLRA.org/>