

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



TO



With great sadness we report the passing of Tim Stone, see inside for his memorial.

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**Torque Roll Issue #165
December 2022**

PRESIDENT – Bill Bischoff

I'm afraid I must start on a sad note. For those who haven't heard, Tim Stone passed away Saturday, November 5 from pneumonia that developed from Covid. Tim was currently NCLRA Secretary/Treasurer, a previous newsletter editor, an excellent control line racer and competitive indoor flyer, and a just plain good guy. Condolences to his family and friends, including his long-time pit man Bob Oge. He will be sorely missed. NCLRA webmaster Bill Lee will be taking on Tim's Secretary/ Treasurer duties. A tribute will be included elsewhere in this issue.

I suppose it's never to soon to talk about the NATS. The preliminary date for control line is **Sunday, July 9-Saturday, July 15, 2023**. Note that this a week earlier than it was in 2022. This will also be the 100th anniversary of the first National Model Airplane Championships. AMA is asking each different discipline to do something to honor its history. Fortunately, we will be holding Vintage B Team Race, an event which pays tribute to AMA's first official racing event. This is all the more reason to build a Vintage BTR for next year. If you start now, you may even have enough time to test fly it first!

DMAA SPORTSMAN GOODYEAR RULE CHANGE:

Effective January 1, 2023, the maximum venturi diameter for the SH 15 engine only is increased to 0.266" inches, the nominal diameter of a letter "H" drill bit. A 0.269" no-go gauge shall be used for verification. All other venturi specifications and parameters shall remain unchanged. Please see complete rules at dmaa-1902.org or nclra.org.

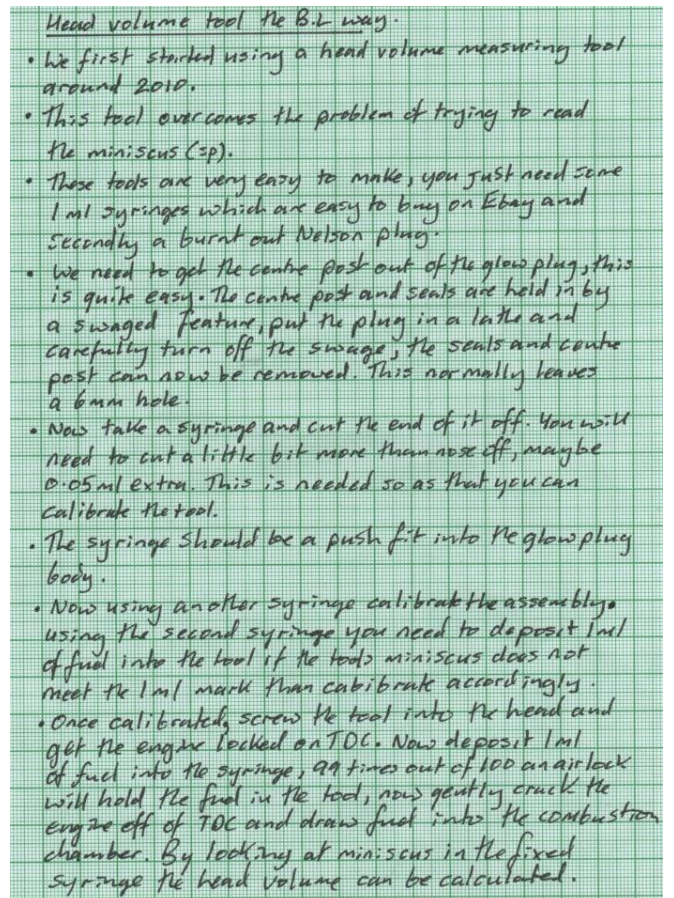
This change is being made to boost the performance of the SH .15 to more closely match the performance of the Magnum and ASP .15. This change affects any Sportsman Goodyear event flown under DMAA rules, including the US Nationals. New venturis for the SH engine are being made, and should be available some time in January, 2023. Contact billbisch@hotmail.com to inquire or place an order.

NORTH CENTRAL – Paul Gibeault

Merry Christmas everyone, I hope Santa will bring you a bunch of enthusiasm for next year!



Head Chamber Volume checking tool when you just have to know precisely.



Text by Barry Lever from England on how to make & use a head volume measuring tool.

Why we attend a World Champs: Team Manager Bill (& Sandra) Lee at the French WCLC's (*at the town Mayor's invite yet!*)



Because we haven't yet figured out a cheaper way to get a stuffy tiger mascot & a free bottle of wine. (Love ya Bill & Sandra !)

A few words on glow plugs

Glow plugs in racing engines do more than just keep your engine running. Since not all glow plugs are made equal, with testing you may be surprised to find out some run faster than others. This is most often because of it's Heat Range.

Hot plugs are better suited to colder weather, lower compression engines & lower nitro. Cold plugs are better suited to hot weather, high compression & higher nitro fuels. Brutal hot weather (i.e Muncie) seems harder on plugs so I find Heavy Duty Nelson & Heavy Duty K&B work well. Anytime you find your engine blowing plugs abnormally, often a HD (colder) plug will last longer. One obvious clue that you have the wrong plug is if you remove the glow clip & the engine loses RPM's. A back to back run using a hotter plug (or higher compression adjustment) will often correct this condition. Often an experienced tuner will notice this when a newbie has not yet trained his ear to listen for this. Certain brands of plugs run faster than others. I rather like K&B plugs that in my experience run as fast & sometimes up to 300 RPM faster than others. Not a lot, but it's free RPM!

Japanese / European engines

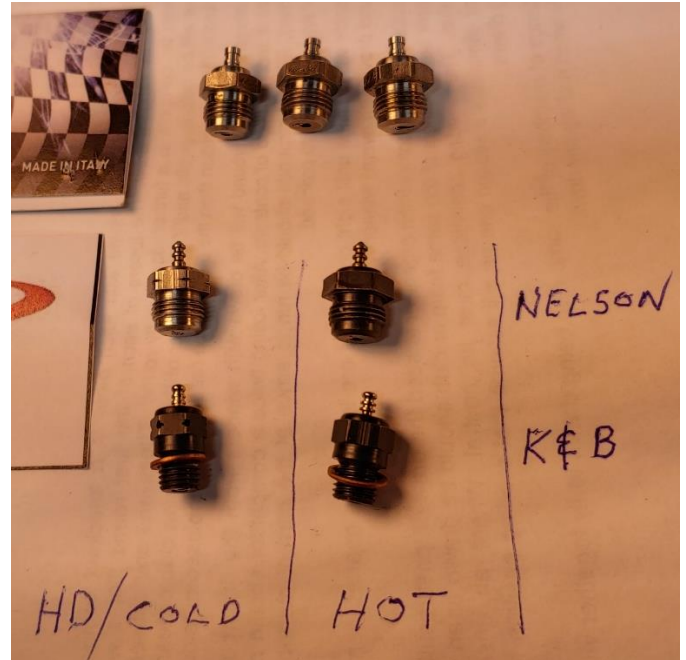
With some of these engines I have found that they use a different glow plug reach that is *in between an* American short or long reach plug. They have been designed for their own brand of plug. All we can do is either use that brand of plug OR machine the top of the head land shorter or use a thicker or two plug washers. This can only be noticed with the head removed, so when I dismantle a new engine for cleaning, I pay particular attention to the fit of the plug in the combustion chamber. My experience has shown for regular 1/4-32 TPI plugs, that a short reach plug can offer a bit better performance due to less loss through the threads. However, short reach plug heads are much easier to strip than long reach heads, so exercise caution.



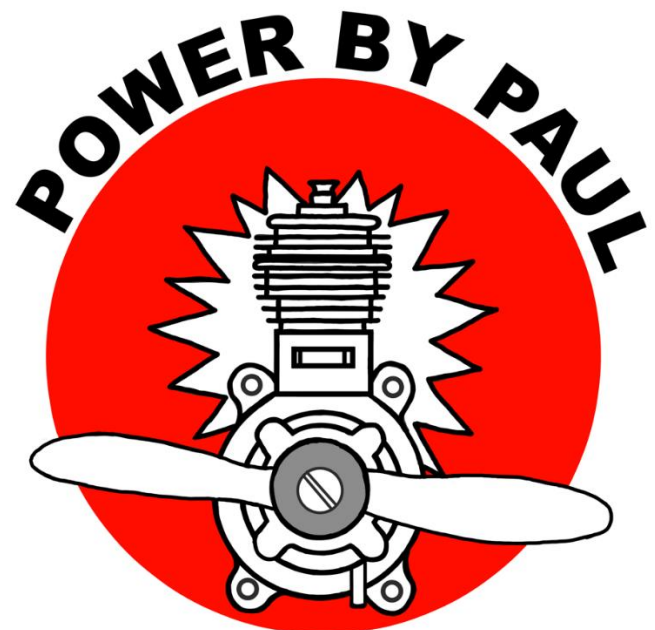
These photos are taken from a CNC Force .15 converted car engine out of Taiwan. The above head shows a std. long reach plug protruding too far into the chamber. The bottom picture shows this same head with a short reach plug being too short with exposed threads.

TCA Plugs

TCA glow plugs out of Italy offer a great range of plug types and heat ranges. They also offer Nelson 11/32-32 TPI plugs in many types & sizes. One innovative TCA plug type has the hex flats spinning freely on the plug body. This prevents the normal but inevitable steel plug rubbing on aluminum by a normal plug as it torques down on the head.



TCA plugs shown on top. Available in many configurations and heat ranges from Antonio & Adriano Moltini in Italy. Middle (L/R) Nelson Heavy Duty Cold * & Nelson hot. Below (L/R) K&B Heavy Duty Cold *, K&B Hot. * Note: Both Nelson and K&B Cold plugs have notches on the hex part of the plug body.



Cox Mouse engine support for the masses.

MIDWEST – T. J. Vieira

Hello fellow Racers!

As you have likely heard, our own Tim Stone has passed due to illness. I remember meeting Tim for the first time, at the 2019 NATS, entering my first race ever. I was grouped with him and our fearless prez Bill for qualifying. Tim's advice to the fresh new lowly stunt grunt looking to race? "Just hold full up on the handle coming out of the pits." Well, those who were there may remember seeing me rocket out of the pits and then slamming in to the ground. Great first heat! My second didn't go much better... Tight lines and good lap times, Timmy!!!!



The late Tom Stone (left), shows his perseverance during this rain soaked heat with Bill Hughes (center) and Bill Bischoff (right) at the Dayton "not the Nat's" race in 2021.

As for racing news in the Midwest, we're firmly in the building season here. I have a Sport Goodyear I never finished for last year that's now ready for covering, and I'm staring long and hard at a revised Good News before I start cutting wood. Hopefully I'll be able to get my act together for this year!

I received a couple emails about the legality of IF1 planes for Vintage B racing, mostly circling around "Why wouldn't they be legal!? That is kind of what B Team was built around!" I did not mean for my last entry to sound like they are

disallowed as the rules are written, that is my mistake! It was more to make it plainly obvious that they are legal, to prevent any possible "sorry, no dice, it looks too modern" interpretations of my rules as written. I'll leave the rule set alone, and if you'd like to point out to a local CD that I felt they are "in the spirit of" the event, point to this. THEY ABSOLUTELY ARE.

That's it for this month, life has been crazy for me in Ohio, so not much to be able to show for this installment. Next time I should have some pretty cool stuff to show off!

OH! If you are on Facebook, but have not signed up for the "Control Line Flying" group, I would encourage you to do so. We have a few guys in other parts of the world building some absolutely beautiful Vintage B ships! Myself and a couple other guys moderate the page quite actively, and it is a nice place to gather around the bench and chew the fat!

SOUTH EAST – Bob Whitney

There is dead and then there is dead. Other than myself I don't know of any racing activity in my district. I have been doing a little work on a "B" TR for a new engine I just found during my move.

I was talking with Bill Hughes at the Nat's, and he showed me the line of glo plugs he is selling. He has two or 3 heat ranges and normal and stove top type elements. Prices are reasonable.

I don't know where we are with the "B" TR kits that were supposed to be in the works ???

That's all I have guy's, RAD

SOUTH CENTRAL – Bill Bischoff

The Dallas Model Aircraft Association has set its contest schedule for 2023. The April and October contests will have racing on both Saturday and Sunday. The lineup for each of these contests will be as follows: Saturday, Quickie Rat, Super Slow Rat, and Sport Goodyear. Sunday will be Mouse, Clown race, and AMA Goodyear. These contests will also include speed. The June and September contests will have racing on Saturday only, including Mouse, Quickie Rat, Super Slow Rat, and Sport Goodyear. These contests will also include stunt. The dates are:

April 28-29-30 Spring Warm Up
June 10-11 Bob Gieseke Memorial
September 2-3 Charles Ash Memorial
October 13-14-15 Fall Finale

At all contests, NCLRA legal Fox racers may enter Super Slow Rat. Fox 35 appropriate fuel will be provided. I hope to see many of you this year.
In other South Central news, there is a new venturi size rule for the SH 15 engine.

SOUTH WEST – Doug Mayer

I write this report the day after Thanksgiving. Last night at diner we asked the family what we were thankful for. My son said, "I'm thankful that the pandemic is over, and life is getting back to normal." I must say that I agree 100%. On that note, I have a really good report this month regarding some of our regular contests getting back on track.

Virgil Wilbur: Our biggest contest of the year is the Virgil Wilbur memorial. The VW, (Virgil Wilbur) is normally a sanctioned AMA event held in conjunction with the Speed and Combat fliers every October. In 2022 the Park service doubled their fees, and none of the groups wanted to hold the contest. No sanction was made, no contest appeared on the calendar. At our contest in June, I was asking around, and I did not see any interest shown for the contest. Like those holiday shows, it looked like Christmas and the VW was cancelled.

Until....drum roll please.....A knight in shining armor appeared in cyber space and rallied the troops back to order. OK, in all seriousness, our Hero was Mike Callas. He circulated an email to a big group and said, "If I hold the contest, who's in?" I replied that "I was in", AND I would help Mike run the contest. Without a sanction and a park permit, we touted the contest as a "Fun Event", just come out and race. Much to my surprise, the word spread and my buddy Bill Bischoff said he would come from Texas. He also brought his girlfriend Kari for a long weekend and some tourist activities. Next we heard from Bill Cave, and Pete Cunhas and Bob Harness (All from Northern Calli) that they would attend. Last, but certainly not least, Mike Greb and his wife Ann were on a road trip with a combat contest in Vegas the preceding weekend, and then a trip to Los Angeles for the VW. We had commitments for a big showing, so Mike and I got to work organizing the contest.

Most of our contests are "Sundays only" but with such a big, expected turnout, we decided to organize a 2-day event. My kids didn't want to hang out for 2 days, so we bumped all the Junior events to Sunday, and spread the rest of the events over 2 days.

Saturday morning marked the start of a really good contest. There were a bunch of pop-up canopies, Dave Braun was out selling his vintage airplanes and motors, and Bill Bischoff was hawking t-shirts out of my camp. People were milling around and chatting, and it looked like the county fair had arrived. Awesome! This was the first time in many years that we can say we had a "crowd of people"

Unfortunately, a month before the contest, I shattered my elbow in a bad accident. I had surgery and ended up with 3 plates and 20 screws in my elbow. This removed me from all flying and pitting activities except for mouse. I did try to fly a goodyear plane but shut it down after a few laps and decided it was too much for the elbow. I didn't even try to flip a prop except for spring starting some mice.

Mouse 1-Open: We started out Saturday with Mouse 1, (my only event), and I rented a mouse entry to Bill Bischoff. Unfortunately, I guess I handed my best mouse to Bill, so he and Mike Greb decided to beat me in with own plane! Ha! I guess I'm new to the rental business, hmmm, maybe I should have suspected something when Bill was selling,

"Bill's rent-a-racer" T-shirts? The rest of the field was rounded out with Bill Cave and Dave Hull. We had 6 entries and ran 3 teams; Mayer/Cave, Bischoff/Greb, Hull/Callas. We ran 3 up heats and ran (2) 50 lap heats. I was flying for Bill Cave, and he threw the front end of the motor and prop across the tarmac at full race speed. We found the spinner and prop, but surprisingly, the crankshaft and thrust bearing were still intact (So he didn't shear the crank). I thought he could re-attach the spinner and prop, and we could keep going. Bill found a tiny hole in the side of the crankcase. The bottom of the piston rod must have sheared off above the crank pin, and punched a hole in the side of the case. I guess that's enough of a violent force to unscrew your prop!! I don't think anyone of us have ever seen a blown Cox like this before, unfortunately, Bill had to scratch his entry from the final. After a few good times, and a few DNF's in the heat races, I think we all had enough mouse, and decided to scrap the 100 lap final and just stand on the best times from the 50 lap heats.....time to move on.

Clown-Open: was run next. Ron Duly had a screaming cyclon .15 and was killing it. I think Dave Hull was running a car motor and was doing really good, but just couldn't match Duly's airspeed. At this point in the contest, I had pretty much given up any hope of racing with my broken elbow, and just took over the CD duties, so everyone could fly and have a good time. I decided to test the new club bullhorn during the clown race, and set off the siren at 5:00 minutes. This confused the heck out of everybody, but I said "Keep going, keep going". It was pretty dumb, but we ran until 7-1/2 minutes, and Ron won the race. Despite any foolishness on my behalf, it was a solid win on Ron's behalf.

Next on the agenda....**Lunch!** Whittier doesn't lend itself to lunch breaks due to lack of any local restaurants, so Mike Callas decided to host lunch. We did this a few years ago, and it was a hit. Mike took orders from everyone, and went out and got a big batch of Jersey Mikes sandwiches. We also had a cooler full of drinks, a box full of chips, and some cookies. Lunch was really enjoyable because we all sat together and had a good time chilling out.

Quickie Rat-Open: Next, we finished up the afternoon with Quickie Rat. We didn't quite have enough pilots and mechanics to run 3 up, so we ran 3 sets of 2-up races and took turns sharing pitmen and pilots. We had some really good racing, except for Bill Bischoff who was running one of my rental rat's. Unfortunately, I didn't realize my tank had a messed up overflow vent, and the old rat wasn't running consistently for Bill, Sorry Bro. After running all of our heats, we realized we were challenged with pit men and pilot lineups, so we decided to forego the final and stand on the best heat times for our top 3 places. Bill Cave brought a rebuilt Jim Holland Quickie Rat with a new wing and a new paint job and won first place with his new Omega Rat –Good job Bill.

Dinner: After a long day of racing, I invited everyone to come to my house for a Bar-B-Que dinner. Pete Cunhas was nice enough to be grill master and help with the chicken and tri-tip grilling duties. We had a nice gathering of people, and enjoyed some adult beverages, some good food, and some good camaraderie. After dinner, while we were hanging out, my buddy Greg Kovach helped me with the final assembly of my custom trophies, more on that later. This was a nice way to finish the day, and get ready for another full day of racing.

Sunday looked like a repeat of Saturday morning with a lot of folks setting up canopies and hanging out.

Mouse-Junior: I knew I had two mouse racers ready to go from Saturday, and the one that Bill rented was definitely faster. I couldn't pick favorites over my own children, so I did a coin toss. I still didn't tell the boys which was faster. Tristan won the coin toss but did not pick the fast mouse. This proved to be a real boon in the heat race for Mason with Mike Greb pitting. I was able to pit for Tristan, and he was complaining that the coin toss wasn't fair because he lost the heat. I told him to hang in there. The final race netted some different results. Mason and Mike were kicking some butt until their first pit. Something went awry, but I didn't know what it was, so Tristan and I kept plugging away. Tristan won the race after 3 spectacular pits by dad, but what happened to Mason and Mike? A Broken Spring!!!! HA! SEE Tristan, I told you, "Never give up! It's racing and anything can happen". Mike told me that he was actually starting that little .049 by hand!! UGGGHH!!

SCAR Goodyear-Open: Here in Los Angeles we have an event called SCAR goodyear. SCAR = (Southern California Air Racers). We have had SCAR goodyear as a sport event for over 30 years as an alternate to AMA Scale race. It has always been a popular event and we are not ready to retire it yet. The Dallas event has been popular and successful over the last several years, but it is distinctly different. SCAR allows any motor less than \$100, as of year 2000, .012 solid lines (although most use .015 braided), and we have 100 lap heats. We tend to run Moki's, or other Russian combat motors that were a low-cost purchase at the time. Here's the rub...we also have a fair number of Dallas Goodyear entries, so we just fly both events separately with their own rules. Truth be told, Mike Callas and I are not ready to quit SCAR, so it will probably last a few more years. Recently, Tristan has been bugging me to put a MOKI on his Knotty Girl!! We had 4 entries in SCAR goodyear. I think Bill Bischoff and Mike Greb just flew their Dallas Planes against Dave Hull and Mike Callas's SCAR planes. Mike teamed up with Bob Harness from Northern California. Bob and Pete Cunhas traveled together from the Davis/Sacramento area. It was great to see some new participation at one of our events. We hope to see Bob and Pete some more. Dave Hull had a good showing with his Moki powered Buster and some good pitting from Bill Cave and kept the faith alive. Thank goodness! I would have been really bummed if those TEXAS GUYS came to Los Angeles and beat us at our own game with a couple of Dallas goodyears. Of course, I wasn't there to defend us because of my broken arm, so all I could do was root for the local guys. (You just wait until next time!)

DMAA Sport Goodyear-Junior: I currently have both kids set up with Dallas rules goodyears, so we ran a 2-up 80 heat and a 160 final. Mason raced with Bill Cave, and Tristan raced with Mike Greb. I must pause here for a minute and say that the weekend was starting to look like a Bill Cave vs Mike Greb pitman duel. My thanks go out to these two gentlemen. Between the two of them, I think they flipped at least 75% of the props this weekend, and they pitted almost every Junior race for my 2 boys because of my elbow constraints. They both deserve a special thanks from all of us. Back to the races. Mason was racing my Outrageous with a Magnum, and had a

solid race with Bill. Tristan was having a rough race with Mike Greb, and the needle was all over the place. They finished the heat and the final, albeit a little rough. Mike told me that he thought I had some crud in my tank or needle, so I promptly blamed it on Bill Bischoff! Now the junior score was 1 to 1.

DMAA Sport Goodyear-Open: We had 6 entries in Dallas Goodyear. The competition and the racing were hotly contested. We were fortunate to have a Pete Cunhas/Bob Harness team entry to add to the mix. We only ran (2) 80 lap heats and skipped the 160 lap final due to time constraints. Ultimately, those Out-of-towners, the BRO's from Texas showed us how its done in Dallas. Mike Greb put in a solid first place showing, with Bill Bischoff showing second. Bill Cave was less than 1 second behind Bill Bischoff for 3rd place. This was probably the hottest contested event of the weekend. Maybe us California BRO's need to head to TEXAS and give those guys some heat! I want to give a shout out to my old partner the late Jim Holland. Bill Cave refurbished Jim's "Judy" and fitted a new magnum for DMAA Sport Goodyear. Bill and I took a photo in honor of Jim, I'm sure he'd be glad to see that old Judy spinning some laps at the VW.

Fox Race-Junior: It was getting late in the day, and the wind was starting to get gusty. I should have known better to give the kids a warning about flying a big floaty plane in the wind, but I didn't.....The Junior Fox race didn't last long. I had de-tuned Mason's Fox to try to get it to run the same speed as Tristan to even out the competition. Unfortunately, we ran the needle too rich, and the plane was lagging. Mason was flying a bit high on the upside of the circle, and the wind got under the wing, and gave it a big flip. Unfortunately, Tristan was right behind him, and a big line tangle, a couple of loose airplanes, and a big double "SPLAT" was the result. Tristan was mad about the outcome, and you could see the racer blood in his spirit. Fire in his eyes, and smoke out his ears.....damn! The kid was mad! For what its worth, we gave Tristan the win and the trophy because he beat his brother by 1 lap. Oh well, it's racing.

Super Slow Rat-Open: Fortunately, the adult SSR race went better than the Juniors. It was getting near the end of the day so we just ran one heat race in this event. Mike Callas racked up the win, with a second place for Pete Cunhas, and third for Mike Greb. Ron Duly decided to give us all some extra excitement at the end of the day by ditching his landing gear. I recognized the airplane as an old (Yet refurbished) Mike MacCarthy Slow Rat. I know because I have one of the original 3 or 4 that Mike built. I think the old wire gear must have fatigued, and fractured right at the fuselage. This left a little stub of wire for Ron to ditch on, and it left a heck of a trail of blacktop dust and dirt on the slowrat belly as the plane skidded to a halt.

Closing ceremonies: I want to start by thanking our loyal crew of timers who spent tireless hours hanging out with us to help officiate our races. Timers, Larry Renger, Dave Braun, Paul Wescott, Charlie Johnson and Ron Duly all deserve a big "THANK YOU" from our group. A big thank you also goes out to Mike Callas for pulling this contest together, and hosting lunch on Saturday and Sunday. We ran the entire contest without contest fees, so the free lunch was by Mike's generosity. When Mike and I were planning the contest, he asked me, "Where did you get those cool little trophies for the

last Virgil Wilbur?" I laughed, and said, "I made them!". My previous round of trophies were a big hit, so we agreed to do it again. The miniature airplanes are literally, "Hot Wheels" toy airplanes. Over the years, Mattel has produced this little airplane in a multitude of colors and paint schemes. Mike went on line and found a dozen of these little beauties. We agreed to provide first place trophies for every event, including the 3 Junior races. Mike and I agreed on the events and the Verbiage, and he ordered 9 engraved plates from a local trophy shop. I cut 9 blocks of wood, ran a router around the edges, and sanded and clear coated the blocks. Greg Kovach helped me to peel and stick the engraved plates and epoxy glue the wheels to the plaques at my Bar-B-Que on Saturday night. The best part is that 6 different adults won each event, and Tristan got 2 trophies, and Mason got 1. Eight people walked away with a little memory of our awesome contest. On a closing note; Bill Bischoff informed the crew that Tim Stone was in the hospital in bad shape from Covid. We had a moment of silence, and we all signed a get well card for Tim. Best wishes went out for Tim.

A few weeks later we received an Email from Bob Oge that Tim had passed away. Very sad news, not the email I was expecting to get. I sent my regards to Bob, and asked him to extend our regards to Tim's family. There was a round of emails that circulated in Tim's memory. A week or two later I received an email from Al Stone, Tim's brother. Al spends some of his time doing work in Southern California, and the other part of his time in Illinois. He asked if we could help him if he came to our Toys for Tots contest in December. I said "Absolutely!", and told him not to worry about batteries, fuel and all that stuff because he's on the road. We corresponded leading up to the contest, and I finally got my chance to meet Al in person on Sunday Morning. The weather report was grim, and almost nobody showed up, so we had a small contest. It was great to race with Al, and he and I teamed up in Mouse. Al even threatened to come back and join us for some more racing and maybe even ship a Sport Goodyear ahead of time. Sounds like a plan to me! The weather was cruddy so we didn't have much racing, but it was nice to meet Al at Toys for Tots.

VIRGIL WILBUR RACE RESULTS

JR MOUSE 50 lap 100 lap

1)Tristan Mayer 3:14.44 5:57.38
2)Mason Mayer 2:56.33 6:49.47

JR SPORT GY 80 lap 160 lap

1)Mason Mayer 4:36.95 9:28.91
2)Tristan Mayer 6:40.06 10.44.

JR FOX RACE 100 lap

1)Tristan Mayer 27 laps
2)Mason Mayer 26 laps

OPEN MOUSE 50 lap

1)Bill Bischoff 2:38.98
2)Mike Greb 2:51.82
3)Bill Cave 3:18.38
4)Dave Hull 3:22.72
5)Doug Mayer 4:26.64

QUICKIE RAT 70 lap

1)Bill Cave 3:17.77
2)Mike Greb 3:25.52
3)Ron Duly 3:31.16
4)Dave Hull 3:46.69
5)Bill Bischoff 4:21.18
6)Mike Callas 4:29.33

CLOWN RACE 7.5 min

1)Ron Duly 108 laps
2)Mike Callas 90 laps

SUPER SLOW RAT

100 lap

1)Mike Callas 6:37.75
2)Pete Cunha 7:19.39
3)Mike Greb 7:41.42
4)Ron Duly 72 laps

SCAR GY 100 lap

1)Dave Hull 4:58.12
2)Mike Greb 5:04.69
3)Bill Bischoff 5:14.84
4)Mike Callas 6:24.83

DMAA GY 80 lap

1)Mike Greb 3:58.29
2)Bill Bischoff 4:24.72
3)Bill Cave 4:25.57
4)Ron Duly 4:49.51
5)Mike Callas 5:04.13
6)Pete Cunha 5:11.32

I received a complementary Toys for Tots editorial from Dave Hull, thanks Dave.....here goes.....enjoy, Until next time, wear your sunblock and keep your lines tight.
Douglas

Toys For Tots - Dec 04, 2022

by Dave "McDivot" Hull

Local fliers supported the USMC Toys 4 Tots program over the weekend by providing a gift for youngsters in need. Howard Doering said that the event collected three large bags of toys. Something that can help make it a holiday for everyone.

There was a bit of speed on Saturday, a bit of racing on Sunday, and a lot of combat on both days with the usual thump and whack going on over the grass. (Thump or Whump means someone hit the ground. Whack means someone crashed into someone else. Clack means it was engine on engine and then your butt hurts where your wallet used to be.) As far as racing, we started out with some Junior Mouse 1, with the usual duel between Tristan and Mason Mayer. This time, Mason had the faster plane and he didn't waste the opportunity. Mike Callas did the pitting for Tristan and Doug pitted for Mason. Their 100 lap final was the best race of the day, with only a little over two seconds separating them. The engines were running pretty similar, and on one occasion, they were both rolling in to pit with a scant few feet between them!



Mike Callas after pitting the Open Mouse final. Plane is a Netzband Cat's Paw. No balsa used in its construction.



Alan Stone ready to catch the Mayer/Stone entry after the Open Mouse heat race. Al was out from Illinois on business, and is Tim Stone's Brother.

In Open Mouse we had an entry from Illinois—Al Stone—out here on business who had the foresight to stash a Streaker in his suitcase. That made three entries and we got to work sorting things out. Hull was campaigning the lead sled Cat's Paw (a Bill Netzband design) but had a “no-start” motor with

junkyard parts. When it looked like he was actually going to have to fly—no rain yet—he bolted on another motor from the “allegedly repaired” box that might have worked. A couple of ground runs and ready to go? Not so much. Each run got slower and slower as the cylinder unscrewed from the case and took the compression away. Then a broken prop on a needle flight. Then Al got to the circle but after some good engine starts in the pit area before the racing, his engine went south and refused to go. So, Doug grabbed a proven Junior Mouse and the racing started. Al pitted while Doug flew and Mike pitted while Dave flew. All in a pretty non-spectacular fashion. Loose cylinders, hung reeds, and funny runs seemed to be the order of the day thru the heats and into the final. The Junior winning time beat the Open times.

Just as we started getting the gear ready to go in Cali-Dali Goodyear it started to sprinkle pretty good. The sky looked pretty thick and the weatherman said it was going to stick around a while. So guys started rescuing their gear from the rust monster by loading it back into their vehicles. But since Mike was already on the circle, and had even put Rain-X on his solids, he got a chance to do a solo practice race with his Margaret June. A couple of fuel foibles prevented it from being much of a run. First, a dumb thumb pitman (Hull) didn't initially get the overflow clip fully released and flooded the engine during warmup. And didn't get it cleared until the last 10 seconds of the countdown. Then the shutoff tripped on one tank run midway, meaning an extra pit was needed. And, with the rain coming down and the temps pretty cool, the needle had to keep going in on each launch. Whew, lots of work! Meanwhile, the yellow Bonzo sat in the pit area collecting rain—and leaving a nice rainshadow on the pavement. But clean. Almost nothing better than wiping cold castor and rain off your airplane. Brings back all kinds of nostalgia.... The T4T contest seems to have a thing about drawing in rain to SoCal. So we're going to have to keep running it just to help fend off the drought.



A 1/8th scale replica of Steve Whitman's Bonzo seemingly abandoned in the pits as the rain begins to fall. The sandwich bag not only keeps the dust off between contests, it keeps oil from dripping on the floor. And, if a miracle comes to SoCal, can keep the rain out of the engine. Mostly. Note the rainshadow when the plane was moved.



The last of the holdouts, Ron Duly helps pack up as the sprinkles keep coming. Mike Callas' SCAR Goodyear Miss Min sitting on the line. This new plane sports a Moki engine and moves along smartly.

Thanks go out to Howard Doering and Joe Brownlee for organizing the contest and continuing the Toys 4 Tots tradition of giving for the kids. Happy holidays to all!

Dave

Toys For Tots Results:

	50 laps	100 laps
Junior Mouse		
Tristan Mayer	37 laps	6:02:47
Mason Mayer	3:25:93	6:05:30
Open Mouse		
Hull/Callas	4:41:56	6:06:94 (DQ-ran
motor thru start)		
Stone/Mayer	3:28:89	7:49:06

DEJA VU ALL OVER AGAIN

Bill Bischoff

Prior to this year, there hadn't been a Virgil Wilbur Memorial contest in Los Angeles since 2019. Due to Covid, and more recently, excessive park fees, contests simply didn't happen.

This fall, the local racers decided it was time to have another contest. To circumvent the fees associated with having a formal event at the Whittier Narrows field, the contest wasn't sanctioned, or even billed as a contest. It was merely a coincidental gathering of folks who shared a common interest; just another weekend at the flying field. Who was to know that some of us travelled over 1500 miles to be there?

The credit for organizing this gathering goes primarily to Mike Callas. Mike sent out emails to racers both near and far, asking if they would be willing to come and race in LA, and what events they would like to have. Doug Mayer and his boys were all in, even after Doug shattered his elbow in a fall. Unable to fly for himself or pit for his boys, Doug pledged to help run things, and still planned to have his Saturday night cookout. (And don't worry, there were plenty of volunteers to pit for the boys.) Charlie Johnson, Dave Braun, Larry Renger, Greg Kovach, and others were there to lend a hand timing and counting. There was even enough manpower to allow Ron Duly to opportunity to fly several events!

It's worth mentioning that there were three different Jr-Sr events, and six different open events flown. Both boys took home victories, and there were six different open winners. How cool is that?

I'm sure Doug will have his writeup of the festivities, so I'll just hit some personal highlights. My racing partner Mike Greb had been in Las Vegas flying in a combat contest the previous weekend. Mike realized that at that point Los Angeles was closer than Texas, so he and his wife did touristy stuff for a week before coming to race. Mike made his presence known with his first sub-four minute time in DMAA Goodyear. He also pitted for Doug's son Tristan, who won two of the Jr-Sr events. (And thanks to Bill Cave for pitting for Doug's other son Mason, who also took home a victory.)

Dave Braun was selling from his collection of bits and pieces from back in the day, at "pay whatever you want" prices. I took home some useful treasures, including several highly sought-after APC props.

I'd really like to shine the spotlight on Mike Callas. Besides the pre-event organizing he did, he also got his first opportunity to run a contest, he bought lunch for everybody both days, he helped make the awards, and when he actually got to fly, he was smiling like a kid on Christmas. Doug Mayer also deserves time in the spotlight. He assembled the awards, helped run the events, made sure his kids' equipment was race ready, and hosted a great cookout at his house on Saturday night. He also provided me with a Mouse and a Quickie Rat to race. To top it off, the Mouse won!

No doubt I'd miss somebody if I tried to name everyone individually, so I can only say a sincere thank you to everyone I flew for, flew with, and flew under the watch of. I had a great time, and Kari and I would love to be back next year. Meanwhile, you're all invited to come race with us in Dallas.

Now, here's the *deja vu* part. The last time Kari and I attended this contest (2019), we had quite an ordeal getting back to Dallas. Our departure was delayed, and then we were diverted to another airport due to storms in Dallas. We sat in the plane on the ramp in San Antonio for what seemed like forever before finally going on to DFW. We went to a different terminal than the one where we had parked, then waited another eternity for a shuttle bus to take us to our car. When we finally arrived home, we discovered our neighborhood had been struck by an EF3 tornado. The fact that our house was undamaged **did** make the rest of it seem like a little bit less of an ordeal. Jumping ahead to October 2022, the return trip seemed oddly familiar. Late departure, check. Diverted to another airport due to weather in Dallas, check. (OK, it was Wichita instead of San Antonio this time.) Sit and wait on the ramp for who knows how long before going on to DFW, check. Arriving at a different terminal and waiting and waiting for a shuttle bus, check. Arriving home to widespread storm and tornado damage, NO! Once again, at least there was something to be thankful for. As I said in my 2019 report, the good memories of the event will remain long after the memories of the flight have faded. Well whaddaya know? More *deja vu*!

DMAA SPORTSMAN GOODYEAR REVIEW

Bill Bischoff

With sub-four minute heat times seeming to happen more regularly in Sport Goodyear these days, I thought I'd go back and look at race times since we started flying the event nationally in 2015. I was rather surprised to find that there hasn't been the steady increase in speed that I expected, but the crowd at the top of the hill is getting bigger! I counted eleven heat times at or below 4 minutes this year.

Below are each year's best times, taken from all the contests reported in *Torque Roll*. The initials in parentheses are the contest who posted the time. BL is Bill Lee; BB is Bill Bischoff; JM is John McCollum; PH is Patrick Hempel; KH is Kelly Hite; LH is Lester Haury.

YEAR	80 Laps	160 laps
2015	4:04.9 (BL)	8:27.0 (BL)
2016	4:03.85 (BB)	8:12.45 (BL)
2017	4:07.13 (BL)	8:29.60 (BL)
2018	4:05.8 (BL)	8:31.60 (BL)
2019	3:54.96 (JM)	8:07.86 (JM)
2020	3:59.36 (BB)	8:43.11 (PH)
2021	4:00.61 (KH)	8:25.62 (BL)
2022	3:53.88 (BL)	8:16.04 (LH)

IN MEMORY



Tim Stone

Tim grew up in Kankakee, Illinois. He was born on October 18th, 1958.

He has a surviving Mother Patricia, Brother Al, and Sister Lisa.

Tim and I grew up building model airplanes together at an early age. I started at 6-years old and Tim did shortly thereafter. We used to walk up town with my Grandma and buy kits at the local hobby shop. We built them on her kitchen table and somehow, she put up with us spilling glue and making cuts in her table.

This started a lifelong love of the hobby. Tim's father introduced us to gas powered engines and control-line flying when we were about 11 and 12. We sure crashed a few things before we got the hang of it!

Tim and Al went to many contests together from Florida to Missouri in our teen and early adult years. He flew everything from indoor models to Jets. He enjoyed racing events the most. As a kid Tim was part of the Treetown Modelaires and the Chicago Aeronuts. He flew for most of the guys at Treetown including the likes of Glenn Lee and Jerry Meyer. Bob Oge was his long time Pit Man and that relationship lasted 50-years.

Tim kept this hobby his whole life and was an excellent modeler and competitor. He traveled the United States to compete and won several National events winning his first National title with indoor models at 13 years old. He helped many people along the way and flew for many fellow competitors. He passed this hobby on to Jason who flies now as well.

After High School, Tim and Al bought a house together in Wauconda where they lived for several years.

Tim married Mary Alice and moved out to a house in the town of Wauconda where they lived before moving to McHenry.

Tim loved to do many other things as well. He had a big garden and did a lot of canning with Mary Alice and made hot sauces and other spicey things as well.

Tim had a lot of health issues from about 42-years old on, but that did not slow him down.

In later years, he bought a camper and used it a few times but ultimately did not get to use it as much as he wanted due to his health. He loved to go to Door County, Wisconsin.

Tim played the Clarinet well, and his musical aspects were a part he learned from his Mother Patricia.

Tim was constantly helping people in need. He spent a lot of time with his mother Patricia and his Stepmother Judy.

Tim loved his family, his son Jason and daughter Caity. He was proud of them and his Grandchildren as well. Tim loved his pet dogs as well.

We will miss my brother and it leaves a hole in everyones' heart that will take a long time to heal.

Be at peace Tim, we will see you in the circles in Heaven someday.

Alan

In Remembrance of Tim Stone

I met Tim at the Nationals in the late 90's and flew in the circle many times with him over the years. Because were from distant parts of the United States, our real time relationship was limited to the NATS, until Tim took on the editor of the Torque Roll. I would send my bi-monthly articles to Tim, but somewhere along the line, we diverted to model Rocketry. Mason and Tristan were little kids, and the model rockets were a ton of fun. Tim was really into rockets, and he was building "certified" classes way above my level that were reaching into the 1,000's of feet. He was sending photos of his custom rockets and stats on his flights. He was setting personal records, and we were regularly chatting on emails about rockets. I built a custom SR-71 rocket, and Tim warned me about checking my CG, and some other interesting issues related to flight characteristics. He even sent me some confusing mathematical calculations, and charts and stuff that quite frankly just confused me. I didn't realize I was messing with the aeronautic gods because everything I had previously built were from kits. Boy was Tim right! That SR-71 was really out of whack, and instead of flying up...it went pretty much horizontal (Just like the real airplane). Not so good. That gave me a bit of a scare, so I retired the SR-71 to a display model. I was telling Tim that I put my name and address on my rockets (A lesson from Free Flight), and he said, "OH NO, don't do that!" I asked why not? He told me that one time one of his rockets landed on someone's roof of their house and promptly caught fire. He said there was no damage, albeit an interesting experience. I haven't gone to the NATS for many years, but I had a chance to fly with Tim a few years ago in Dallas. It was great to see him again after so many years. Unfortunately, that turned out to be our last flight together. I'll miss him, and I'm sure Tim will be missed by everyone in the CL Racing community. RIP Tim, keep your lines tight, and fly fast.

Douglas Mayer

BOB OGE REMEMBERS TIM STONE

I am still having a lot of thoughts to get past Timmy's death. I have known Tim since he was 12 years old. I first saw him, his brother Alan, and their father Al at a Goodyear race at the flying field located at Irving Park Road and Cumberland Ave. in Chicago. We were flying Goodyears off of the grass, which wasn't uncommon at that time. Timmy was flying the plane. He came in for a pit stop and I saw his dad hitting and hitting the prop but not getting it restarted. I decided to intervene and ask them if I could pit the plane for Tim. I got that engine started right away and Al senior was very excited that I got Timmy back up in the air as quick as I did. I think Timmy got second place in that race. Remember, that was way back in the early '70s. After that I was Timmy's pitman forever. Al senior thought that I needed a helmet so he got a hard hat and wrote "Animal" across the front of it.

Both boys were pretty ornery in those days, pulling lots of pranks on fellow competitors as well as each other. At one contest they glued Dick Striker's tent zipper shut with instant glue. The poor guy had to sleep in his car. Another time, Tim had been drinking a little too much...He went to sleep in his underwear, and Alan and his dad carried Tim out to the middle of the flying circle. When Tim woke up in the morning, there he was in front of everybody in his underwear. According to Alan, that wasn't the only time. On another occasion they put Tim in the middle of a helicopter landing pad. I'm sure there are lots of other stories of their exploits.

We went to a lot of contests together after that for several years. We did pretty good in several contests. When Timmy was around 18 or so he decided that he wanted to fly some more indoor planes, as he had already done well in indoor competition. He also made a home built ultralight aircraft with his brother and almost killed himself.

Tim stopped racing for a while but we kept our friendship intact. After a few more years he ask me to be his best man at his wedding. That was an honor for me. He started his family life and had a couple of children Jason, and Catie. Both are very talented in their career fields, Jason as a teacher and Catie as an Audiologist. Jason even flew planes for a while when he was in college. Jason is now married with a baby daughter and another on the way. Catie is also married with a baby girl. Tim was so proud of his children and loved being a grandfather. Timmy's wife Mary Alice is a teacher as well, and is subbing in the school system around their area.

Tim talked me into building a small rocket and going up to Bong Field in Wisconsin for a launch. Tim got into rocketry with his brother Alan and earned the highest civilian license that you can get.

Timmy got back into flying racing with me several years back and we flew together until this last summer. He took a bad fall resulting in hurting his back this last spring and he had a real hard time getting better from that. That is why he decided to not fly at the Nat's this last summer.

Timmy was a Great guy to fly with. He and I worked together to try to improve our equipment more every year. He will be missed by most everyone who knew him, but mostly by me.



File Photo

(L/R) Russ Green and Tim Stone battle it out in the heat at a previous Nat's.

CONTEST CALENDAR

NCLRA cannot be held responsible for errors or omissions!

This calendar is compiled from data collected at the NCLRA website nclra.org, and other published sources.

Members can log in to NCLRA.org and submit contest details.

NORTHEAST DISTRICT

None

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT

None

SOUTH CENTRAL DISTRICT

April 28-29-30 Spring Warm Up

Saturday: Quickie Rat, Super Slow Rat, and Sport Goodyear
Sunday: Mouse 1, Clown race, and AMA Goodyear.

June 10-11 Bob Gieseke Memorial

Saturday only: Mouse 1, Quickie Rat, Super Slow Rat, and Sport Goodyear.

September 2-3 Charles Ash Memorial

Saturday only: Mouse 1, Quickie Rat, Super Slow Rat, and Sport Goodyear.

October 13-14-15 Fall Finale

Saturday: Quickie Rat, Super Slow Rat, and Sport Goodyear
Sunday: Mouse 1, Clown race, and AMA Goodyear.

At all contests, NCLRA legal Fox racers may enter Super Slow Rat. Fox 35 appropriate fuel will be provided. I hope to see many of you this year.

SOUTHWEST DISTRICT

None

NATIONAL RECORDS

SLOW RAT (.25 engine)

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

½ A MOUSE 1

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

½ A MOUSE 2

Op (70 Laps) 3:01.24 MacCarthy/Kerr 7/11/03
(140 Laps) 6:18.13 Whitney/Hallas 7/10/09

SCALE RACING

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

F2C TEAM RACING

Op (100 Laps) 3:42 Fisher/Wilk 7/13/15
(200 Laps) 6:43.32 Fisher/Wilk 7/16/12

F2CN (NCLRA RULES)

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

NCLRA 'B' TEAM RACING

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

RAT RACING (.15 RULE)

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

NCLRA FOX RACE

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

NCLRA CLOWN RACE

Op (7 ½ Min.) 150 Laps Bischoff/ Lee 7/15/15
Op (15 Min.) 284 Laps Bischoff/Lee 7/15/15

NCLRA TEXAS QUICKIE RAT

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

NCLRA SUPER SLOW RAT

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

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Melody Ln, Garland TX 75042. For questions, call (972) 840-2135 or
email billbisch@hotmail.com

Officer's Addresses

President

Bill Bischoff

1809 Melody Ln
Garland, TX 75042

Phone Numbers:
972-840-2135

Email: billbisch@hotmail.com

Vice- President

Les Akre

13336-129st.
Edmonton, Alberta T5L-1J8
Canada

Home: 780-454-5723

Cell(or other): 780-919-2792

E-Mail: scaleracer@hotmail.com

Secty/Treas

Bill Lee

1106 Essie Way
Wylie, TX 75098

Phone Numbers:
H- 903-852-5599
C- 903-288-6029

Email: Bill@WRLee.com

Editor

Les Akre

13336-129st.
Edmonton, Alberta T5L-1J8
Canada

Home: 780-454-5723

Cell (or other): 780-919-2792

E-Mail: scaleracer@hotmail.com

North West Representative (Open)

North Central Representative

Paul Gibeault

23 South Park Dr.
Leduc, AB T9E 4W9
Canada

Cell (or other) 780-716-2950

E-mail: pgibeault@shaw.ca

North East Representative

Phil Valente

1523 Ulster Way
West Chester, PA 19380

Home: 610-692-6469

E-Mail: philv5@comcast.net

Midwest Representative

T.J. Vieira

1116 Park Place,
West Carrollton, OH, 45449

Email schluterdude@gmail.com

Ph. (Cell) 585-410-0366

South West Representative

Douglas Mayer

5010 W 123rd Place
Hawthorne, CA 90250

Phone Numbers:

310-463-0525

Email: Douglasmayer58@gmail.com

South Central Representative

Bill Bischoff

1809 Melody Ln
Garland, TX 75042

Phone Numbers:

972-840-2135

Email: billbisch@hotmail.com

South East Representative

Robert L Whitney

2905 Victoria Pl, apt 3G,
Coconut Creek, FL 33066

Phone Numbers:

321-676-0554

321-726-2017

Email: f2cracer@aol.com

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