

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



TO



Paul Gibeault Photo

Doug Powers pitted very well for the Mangels/Powers race team at the 51st N.W. Regionals held in Roseburg, Oregon this past Memorial day weekend.. They won the Grand Champs racing trophy.

INSIDE:
District Reports
Officers Ballot
Suppliers/Equipment
Updated Contest Calendar

Torque Roll Issue #174
June 2024

PRESIDENT – Bill Bischoff

NCLRA OFFICER ELECTIONS

This newsletter contains the officer election ballot. The current officers have all agreed to run again, and so far, there no write in nominations. Write-in votes will be accepted, but the named person must be willing to do the job. Please ask them first.

NATS REGISTRATION

If you haven't registered for the 2024 NATS, please do it right away. As of this writing, there was only one contestant registered in racing, namely me. Further to that, Yolanda Jones from the AMA sent me note: *Don't forget to let your groups know that if they register on or before July 1, they will receive a FREE NATS TSHIRT!!!* and who doesn't want a free Nats' Shirt! Further yet, I have still not seen a correct racing schedule posted by AMA, so once again, here is the schedule for NATS CL racing:

Sunday 8/4: Mouse I, AMA Goodyear, and Clown.

Monday, 8/5: AMA Slow Rat, DMAA Sport Goodyear Tuesday,

8/6: Quickie Rat, Super Slow Rat

NATS UNOFFICIAL EVENT AWARDS

As per last year, Super Slow Rat is sponsored by Pat King and PDK LLC, and Clown is sponsored by Dallas Model Aircraft Association. The Dayton Buzzin' Buzzards will once again sponsor Gold, Silver and Bronze race awards in DMAA Sportsman Goodyear. We still would like to have a sponsor for Texas Quickie Rat. You may provide awards yourself, or pay for them to be ordered on your behalf. Please contact me if interested.

WORLD CHAMPS WORKERS STILL NEEDED

We still need 3-4 timers for F2C for the World Cup and World Champs. You will get paid, and get a free ticket to the closing banquet. C'mon people. There must be 3-4 more folks willing to do this. Who knows if the CL World Champs will ever be in the USA again, or anywhere else? At this point, there aren't any bids to host the 2026 CL World Championships, or the 2025 European Championships, either. Could this be the end of World Class CL Competition? Contact myself or Bill Lee if you are willing to get paid to have a front row seat to the world's premiere CL racing event, possibly for the last time.

DON'T FORGET TO TURN IN YOUR PAPERWORK

If you've already agreed to help at the World Champs, but haven't filled out your official paperwork, get on the stick!

NEW HOME FOR THE RENO AIR RACES

It was recently announced that Roswell, NM has been selected as the new home of the former Reno Air Races, and that races are scheduled to resume in 2025. Will I see you there?

NORTH WEST – Leighton Mangels

The racing season has finally started in the Pacific Northwest and in the last month we've had two contests. The season traditionally starts with the Jim Walker Memorial Spring Tune-up put on in Portland by the NW Fireballs. We had reasonably good weather, for this time of year, and on Friday we had three racing events. Sportsman Flying Clown, Dallas Sport Goodyear, and NW Sport. We had 7 racers spread among the classes and a good time was had by all. This contest is called the Spring Tune-up because a month later is

the largest contest on the left coast, the Northwest Control Line Regionals held this year for the 51st time. This year they moved all the racing to Friday and we had all day to do the 5 races scheduled. There were 7 racers entered but most, in not all, ran in multiple classes so there was good competition all day. I was happy to see Paul Gibeault made it down from Canada as we've had some fun racing together in the past but unfortunately he had a suitcase full of speed planes but no race planes. That said it seemed like almost every time I went to the circle to fly there he was holding on to the handle of somebody's racer. I was trying to figure out whether he was in demand as a pilot because of his expertise or that he worked cheap. Probably both. So we ended up once again having some very fun races together. And that's what it's all about. When all the smoke cleared my racing partner, Doug Powers, and I had a very good day with 4 wins and 1 second. In looking at the race results all that's shown is the entrant, which in this case was me, but I really feel that both pilot and pit man should be listed as it's without a doubt a team effort. In some of the races we had the fastest plane and in some we didn't but the main reason we had a good day is, I believe, because we practice with the race planes a lot. So the year is off to a good start here in the Northwest and hopefully it will continue to be a good year. Once again I'll remind everybody to go the Flyinglines web site to see all the specifics and some good pictures.

<http://flyinglines.org/nwregionals.24.html>

Leighton Mangels

51st NW Regionals Racing report , Roseberg, Oregon by Paul Gibeault

The **51st NW Regionals** greeted all the racers with nice (if at times breezy) weather. I was really hoping to get in some racing with my Nats' winning Can-Am pitman Mike Hazel, but Air Canada saw fit to bump my model box enroute in Vancouver & only delivered it after all the racing was over...ARGH! Since I couldn't find a driving buddy for the 19-hour drive from Leduc, sadly I had to leave my NWSR & NWSS models at home. Perhaps it was providence as with pilots in very short supply I was then able to fly for Mark Schluter and time and count laps when not flying. We were particularly short of race teams and officials this time. With events having 3 entries or less, we went straight to the final race foregoing the heats.

First off was **NW Sportsman Flying Clown** race. With rusty pitmen, the final got underway. The Leighton Mangels/ Doug Powers team had the speed advantage and won with 155 laps over the Nitroholics Team of John Thompson/ Mike Hazel with 140 laps. Mike using an OS FP .15 engine.

Next up was the faster **PDQ Flying Clown** race class. The Mangels/ Powers team again placed 1st with 36 laps. The team of Bruce Tunberg/ Ken Burdick was 2nd with a DNF. Bruce's black head Profi powered model was noticeably faster but with only 6 laps per tank, was never in contention. In the final Tunberg/ Burdick had 1 lap when Mangels/ Powers had a run in resulting in a high-speed taxi through the circle culminating in one of the longest shaft runs this writer has heard in a long time. The RPM kept climbing as the prop was slowly being ground down to a nub. Being the sportsman he is, Bruce was

not satisfied and allowed Leighton to pull out his second model and restart the final race. On the horn Tunberg leapt into the air with Mangels right behind him. True to form, Tunberg's model came down on cue in 6 laps with Burdick landing 180 degrees away from his pit man (upwind). Once Bruce finally got to his model, he quickly restarted & launched, but predictably his now loose lined model came into the circle on takeoff, engine grinding its prop to a nub and finally stopping. This ended the second final with Mangels/Powers team taking 1st place with 36 laps and Tunberg/ Burdick team placing 2nd with 6 laps. Those paying attention noted all model run in's were launched upwind, so ran their models back to a safer pit location if they had to.



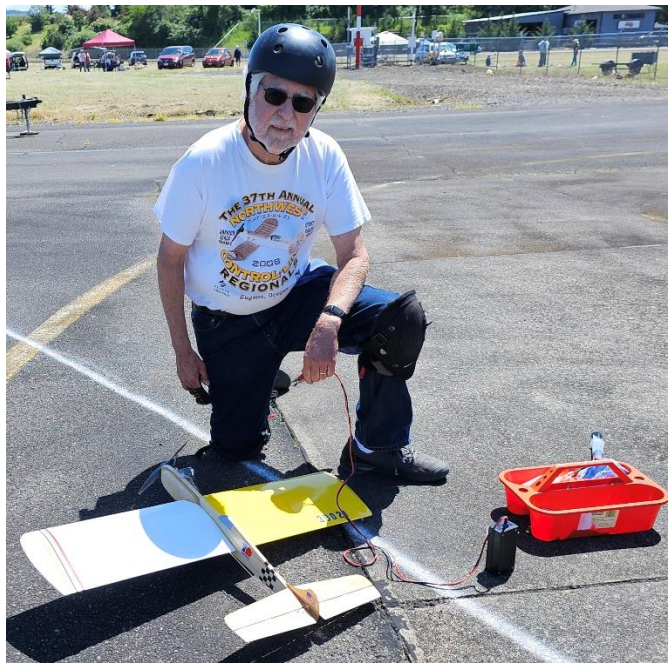
Doug Haas from California pits for the (Bill Cave / Doug Haas team) from Lodi, California.

Dallas Sport Goodyear (160 laps & 3 pits) was up next. First place was the California team of Doug Haas & Bill Cave with a score of 160 laps. Second place was the Mangels/ Powers with the fastest model but tank problems had him pitting too often with 107 laps. During the race Leighton fell over on a (very unlucky) sitting Ken Burdick "squashing him like a bug" & tearing off his own landing gear in the process. Fortunately there were no serious injuries. The Burdick/ Knoppi team retired to come in third with 81 laps after Ken's model rolled in on takeoff.

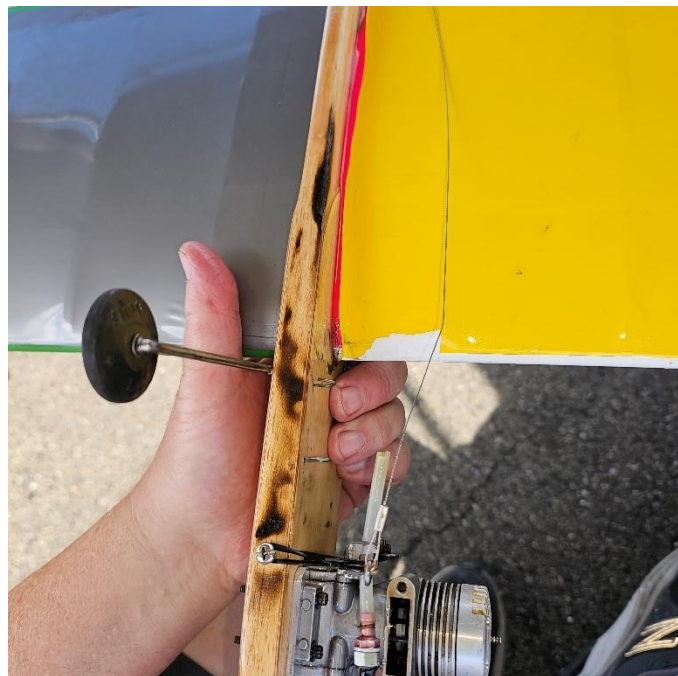


Newer racer & Carrier expert smiling Mark Schluter did really well at the Regionals.

Northwest Sport Race had 5 entries. After the smoke had cleared it was Mangels/ Powers in 1st with a 9:01 (4:47 heat) using their ASP 25 with 6mm venturi powered Brodak Super Fly model. The Nitroholics Hazel/ Thompson team not far behind with a 9:17 (5:12 heat) with their OS 25 FP powered entry. In third place was the newly established Paul Gibeault/ Mark Schluter team with a 10:33 (5:34 heat) . Mark was right in there speed wise with his Fox 35 powered Ringmaster, but with no shut-off suffered from slower pitstops than the more experienced teams. Tunberg/ Burdick team placed 4th with a 6:57 and Doug Haas/ Bill Cave team finished in 5th place with a 48 lap heat score.



John Thompson half of The Nitroholics Racing Team.



The results of the Nitroholics fire breathing K&B 40 powered NWSS racer, which caught fire during the final.

Finally in **Northwest Super Sport** race the *big guns* came out. It looked like the Mangels/ Powers team had the best score with four 1 flip pitstops to place first with a 9:06. It was a good race with the Nitroholics Team (Thompson/ Hazel) leading while going like a house on fire... until their fire belching K&B .40 powered model caught fire burning their tank attach off & putting an end to their chances at 109 laps. This paved the way for the Gibeault/ Schluter team to cruise on by for a well deserved 2nd place with Mark's very strong running SuperTigre .40 powered entry with a 9:37. Mark not having a shutoff made for slow pit stops and Leighton's getting his plane to his pitman plus his 4 one flip starts allowed them to pass him.

Thus ended the 51st NW Regionals racing. I would also like to thank Will Naemura who quickly stepped in to CD the racing in order to let Doug Powers race. I would also like to thank all the fliers and volunteers who helped time and count laps when not flying themselves. We were at times really scratching for manpower, but somehow collectively managed to pull it off.

Photo Legend: (All Gibeault photos)

NORTH CENTRAL – Paul Gibeault

This issues inspiration has once again been brought to you by Bill Bischoff, thank you Bill!

Finishing my DSGY Polecat as built from a Pat King LLC kit.

I've had several inquiries, so here it is. As with many of us, my Goodyear racer finishes were pretty stark with a mono color finish (usually black) to hide the imperfections. My numbers and a few straight trim lines were done with straight trim tape. It has served me well enough for all my GY racing life. THEN, along comes this new Dallas Sport Good Year class. Other than Bill Lee being ahead of us, it's a very well and thoughtfully laid out event. The "**pièce de résistance**" being that The Nats' holds Gold, Silver & Bronze finals. What a master stroke by Bill Bischoff in attracting those of us mere mortals who would not otherwise breathe the rarified air of those on the Open Goodyear final podium. To add further interest, the event offers a "Concours Award" (pronounced *Kon-Coors*) for the best finished model. Well, if I can't beat Bill Lee in the air, then maybe I can beat him on the ground. Yeah, that's the ticket, on the ground! In the old Formula I pylon days, the best finished models took off first. I think Bill ought to spot me a few seconds on takeoff for having a better finish, don't you? Well....that's debatable so on to the finishing process!

It has been rightly stated, the best finish on top can **ONLY** come from having a perfect base. During construction, all wood surfaces should have a final block sanding with 400 grit sandpaper. It is here where all your surface cutouts should fit as tight as possible. This is made easier if you use a laser cut kit by Pat King LLC, as I did.

Any surface dents at this stage can be restored by using a hot Monokote iron over a damp cloth. If it's gouged, then a soft filler may be required. Next time I will do all my filleting at this stage as well.

When satisfied, it's time to apply .6 oz. light fiberglass cloth to all components. For all flying surfaces, vacuum bagging works well using West Systems epoxy. For the fuselage, I just found it easier to brush the epoxy through the cloth & roll a toilet paper roll over the cloth until all the excess resin is removed. Once glassed, I

bonded the empennage pieces to the fuse in a fixture to keep everything straight. My "fixture" is a Black & Decker Workmate bench with appropriate steel blocks to keep things straight while the adhesive cures. The wing is bonded in place the same way. Once satisfied with the alignment, *Superfil* was used to finish off the wing and doubler fillets and any other imperfections. Since my initial 2K clearcoat did not cure, I washed it all off with acetone & sanded the original black Endura right down to the base.

An aerosol coat of fast drying, *Dominion Sure Seal Ltd 1K White High Build Primer/Filler* was then shot onto the whole airplane. It will look like a mess, however most of this coat will be sanded off with 400 paper. Touch up wherever you've gone through the glass. Finish sanding with 600 paper. When satisfied, 1 coat of Randolph NITRATE dope is applied & sanded with 400 & 600 paper. The idea is to seal the primer and previous substrate into one cohesive surface.

Your base should look perfect at this stage. I recommend allowing the dope to dry a week before continuing. (I didn't and one wing panel experienced "solvent popping" later on when exposed to hot sunlight.)

After some playing around on Corel Draw the final paint scheme was decided. Paint masks were then cut with a GCC Expert 24 vinyl cutter. Colors were chosen from the *House of Kolor* selection & "Burn yer eyeballs" orange was selected as the primary color. The secondary color, *cream*, was chosen and of course black. Lastly, the silver canopy was sprayed on. At this point one must have access to a color coordinator / master finisher type guy. It PAYS to know a good stunt flyer. In this case, my good friend (and expert stunt flyer) Bruce Perry came to the rescue with the idea of using a H.O.K. clear final coat with candy tangerine & metallic added. That set off the finish which glows in the sunshine. The entire finish was applied in one week, but it would take another 2-3 weeks to bring it up to front row standard where Bruce often hangs out. "But Bruce, I have a race to go to!"

I would like to thank Bruce Perry for his design & insight into this project. Can you believe he said it was FUN? See y'all at The Nats!

These photos show the sequence of the paint shots.

Radio Control
Pylon Racing
Dave Lane

PR-2 POLE CAT
COLOR:
BASIC STRUCTURE — WHITE
"N" NUMBERS — BLACK
RACING NUMBER — RED

NOTE...DARK TINTED CANOPY SO PILOT DOES NOT HAVE TO WEAR SUNGLASSES, ELIMINATES DISTORTION (VISUAL)

FIG. 1 — ENTRANT FREQUENCY

Freq.	Name	Freq.	Name
26,995		72,08	I. Goe S. Wing
27,045		72,16	J. Cool
27,095	G. Brown	72,24	P. Racer I. Kraft U. Kurt

down as they sign up (Fig. 1). Note: The guys who fly on 30-34 MHz are the guys and use a baseball bat as punishment. If you feel that this Fig. 11 bit is a pain in the writing hand, please let me assure you,

I started here from an old Model Aviation Magazine article.



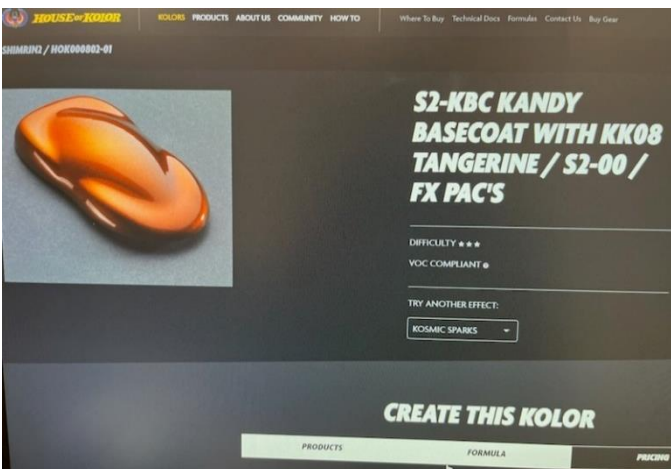
Superfil was used to do the final filleting to get everything to “flow” better.



Then the black top trim.



Then the checkerboard and number masks are applied.



H.O.K. “Burn yer eyeballs” orange was chosen.



Next the hot orange is applied.



The cream color is then sprayed on.



Then the paint masks are removed.



It looks different depending upon the light.



The final HOC clear is sprayed on with Candy Tangerine and Metallic added.



I'm pretty happy with my first attempt.



Here are the paint additives used for a really trick finish.



Hardware, tank, & L.G. supplied by Bill Bischoff.

Question: What's the difference between this Lamborghini and my Polecat?



Answer: My Polecat **doesn't have stickers on it!**

NORTH EAST – Tom Schaefer

The only racing report I have this month is that I had a great time visiting with the Dallas crew a few weeks ago. Family trip to Tx made it possible. The wind and T-Storms made flying impossible. Maybe next year.

We are looking forward to doing some racing at the upcoming Brodak meet. I will try to report on that next month.

SOUTH EAST – Bob Whitney

Time is getting close, let the fun begin! I talked to Dick Lambert the other day, said he is ready to go. He will compete in the world cup for some much needed practice before the W/C. Dick has had much time to prepare, and said he has 4 planes running in the mid 17's. Lets hope he can get some good luck for a change.

It is amazing how much I miss racing, especially F2C. Of everything I have flown which also includes stunt, combat, speed, carrier, Racing is my favorite. I really enjoyed the flying but usually ended up pitting.

Just a reminder, there will be lots of things that need to be done at the World Cup and World Champs so step up and help out if you can, see u there.

RAD

SOUTH CENTRAL – Bill Bischoff

The Dallas Spring Warm Up contest should have been called the Spring Blow Out or the Spring Rain Out instead. As the preceding sentence would indicate, no racing took place Friday, Saturday, or Sunday. We had intermittent rain and strong winds all weekend. There were a few successful Sport

Jet speed flights, and a few unsuccessful F2A flights, and that was it.

What made things worse was that our out-of-town guest didn't get to fly. Tom Schaefer had arranged a visit with a family member in Texas to coincide with our contest. He had planned to fly Perky and Fox 35 speed, Sport Goodyear, and we had even arranged to have Vintage B Team Race on Friday afternoon. Richard Kucejko, Tom, and I all have Vintage BTR's, and since Richard was coming to town also, we were going to have a real 3 up race.

Knowing the forecast was bad, I suggested to Richard that he could go visit his daughter in San Antonio over the weekend, then come back through Dallas and we could do some flying on Monday. He did, we did, and Monday's weather was beautiful.

While Tom didn't get to do any flying, we all had a good time sitting around and discussing airplanes (and motorcycles!) I Hope Tom is willing to give us another chance some day. We'd love to have him come back again.



"B" Tr's in Dallas.

DALLAS CONTEST JUNE 8-9

Saturday was supposed to be race day, as well as the day for some of the unofficial stunt events. The weather was forecast to be nice except for 15 mph winds and gusts up to 25. All present agreed to postpone everything until Sunday, when winds were supposed to be 7-8 mph. We had carrier scheduled for Sunday also, and Terry Herron was driving from Kansas to fly. It was agreed that we would fly carrier until noon, then race after that.

We were done with carrier by noon as planned, and people very leisurely began prepping for Sport Goodyear. As it was mid 90's, sunny, humid, and *not enough wind* to keep us cooled down, us old guys' enthusiasm and stamina was already waning. We worked it out so we'd have two sets of three-up heats. We had the usual Hempel-Lee team, the sometimes Hite-Greb team, and the sometimes team of Sepeid Goudarzi and myself, with Sepeid flying both entries this time. My entry was Fora Jr. powered, so it wasn't really legal (yet), just a data gathering exercise. It came in third out of six, neither dominant nor totally outclassed by the Magnums and ASP's. When the heats were done, several peoples' funometers were hitting redline, and with that racing was done!

1)Bill Lee/ Hempel	4:06.08	4:07.90
2)Kelly Hite/ Greb	4:28.06	4:11.17
3)B. Bischoff/ Goudarzi	4:17.48	4:43.65
4)Sepeid Goudarzi/ Bischoff	4:22.84	4:21.11
5)Patrick Hempel/ Lee	5:04.55	4:22.16
6)Mike Greb/ Hite	4:34.07	4:23.75

SOUTH WEST – Doug Mayer

I only have a few updates this month. I have not been doing much flying, and I'm not aware that there have been any contests this year. But things are looking up for the remainder of the year.

We have 3 contests for the rest of the season that I want to announce. All 3 races are at Whittier Narrows in South El Monte (Los Angeles).

June 23, Lenny Waltemath Memorial is a Speed/Racing/Combat contest put on by the Speed Flyers of SoCal. See attached flier.

October is Virgil Wilbur month As we have done in the last few years, this will be a 2-day contest, and is technically a fun fly (Non-sanctioned contest). No Fees, no trophies, you get no SWAG, you just get the pleasure of racing with your buddies in beautiful Southern California in Mid-October. This year is better organized than last year. This year, we made sure that we were not in conflict with the RC Pylon race on October 19th. Last year, that conflict caused a lot of anxiety and we didn't want to repeat that mistake. The Fall Classic series should look like this: Dallas Fall Finale = Oct 5&6. Los Angeles Virgil Wilbur = Oct 12&13.....and the dreaded Pylon race the weekend after, October 19. No Conflicts!

December 08 – Toys for Tots Our classic winter benefit for the Tots. Entry fee is a new unwrapped gift.

One final note, there is one more contest worth mentioning. The NATS' will be held in August this year to align with the world champs the week after the NATS'. I'll be attending again this year with my 2 sons, Mason & Tristan. Mason is a Senior and Tristan is a Junior, so this will be their last year to duke it out before Mason becomes OPEN. Who knows if we'll ever see Junior races again? I feel very fortunate that Ron Duly has agreed to drive most of my airplanes across the USA from SoCal. Ron is a true gentleman and a Saint! Thank You Ron. I'll wrap up my week in Indy with a road trip to visit my

family in Pennsylvania. We did this last year, and it was a lot of fun.

I don't have any construction articles this month, but I have a big project list of items to get done for NATS, so I'll take photos and share some construction photos and builds in the next issue.

That's it for this month. Keep your lines tight and wear your sunblock, and try to attend the NATS if you can make it.



Control Line Speed Flyers of Southern California
presents the
Lenny Waltemath Memorial Control Line
Contest: June 22-23, 2024
AMA Class AAA, Sanction Event Number: 16795.

Whittier Narrows Recreation Area South El Monte, California

Control Line Speed – All AMA, NASS and Northwest Classes both days in fenced circle:
½A, ½A Proto, A, B, C, D, S21, F40, 21 Proto, B Proto, F2D Proto, Fox 35 Speed, Jet, Sport Jet, NW Sport Jet, A Electric, B Electric, F2A, F2G, Perky.
• Transitrace timed. Air Compressor for Jets.

Control Line Racing on South paved circle – ½A Mouse I
Super Slow Rat
Texas Quicky Rat
Sport Goodyear

Control Line Combat on grass circles – AMA Fast Combat (Rule 328)
Speed Limit (80 mph) Combat
F2D Fast Combat

North paved circle open for flying both days.

CD: Joe Brownlee
jallenbrownlee@gmail.com
(714) 393-1940

Racing: Ron Duly
rduly@earthlink.net
(818) 843-1748

Speed: Howard Doering
hdoering@socal.rr.com
(714) 394-5304

Combat: Bill Maywald
wmaywald@gmail.com
(909) 560-9245

Fly all events for \$20.00 to defray expenses.

Current Covid-19 Protocols for this outdoor event.

NCLRA 2024 OFFICER ELECTION BALLOT

PRESIDENT: [] Bill Bischoff write in _____ []

VICE PRES: [] Les Akre write in _____ []

SEC/TREAS: [] Bill Lee write in _____ []

how to vote: It is not necessary to send a paper ballot. Simply send me an email indicating your vote. If you wish to vote for all the incumbents, the single word email "Incumbents" will suffice. Please get prior approval from anyone you may wish to write in. Send email to billbischo@hotmail.com. Deadline is July 31, 2024.

LAP COUNT DISPLAY

Bill Bischoff

Bill Lee, 2024 CL World Champs overall Event Director, has been a very busy boy, updating the hardware and computer system that he used to run the 2004 World Champs. The myriad of clerical, processing, scoring and tabulations are all incorporated into Bill's Management and Tabulation System (MATS).

Recently, we set up the complete integrated race countdown, starting and lap counting system for F2C for a test run. Some of you may remember the actual lap count displays from 20 years ago. I am happy to report, that with a few minor adjustments, everything performed just as intended. I guess that's *one* less thing to worry about! I urge all of you to come see it in action this August in Muncie.



Lester Haury's ALOUETTE

Bill Bischoff

Lester is best known as a combat flier, but in recent years he has been putting considerable time and effort into the Sport Goodyear event. His new sport Goodyear "Alouette" was purposely built a bit oversize to see if there was a noticeable difference between a "standard" size model at 140-150 sq. inches and a larger, 180 sq. in model. The model weighs 22 oz, which would be a typical weight for a standard model. The model handles gusty winds well, and has a nice glide, but so far doesn't seem faster or slower than a typical sport Goodyear. With less fuselage area than most, the model has a good looking profile. I'd like to see how a normal size version compares.



Lester Haury's oversize Alouette, see text above for details.

A LITTLE "TIP"

Bill Bischoff

I'd like to share something I've learned, that in hindsight should have been obvious all along. Look at the picture of the wing tip on my new Quickie Rat. See the cross grain tip to keep the wing from curling or twisting? Well, the first time the wing tip slaps the ground, the tip breaks off because of the direction of the wood grain. Then you get to repair it with fiberglass patches top and bottom, and try to blend in the new paint on the tip so you don't have to repaint the entire wing! Be forewarned. *Don't let this happen to you!*



BUT WAIT, THERE'S MORE!

So I got the wingtip fixed, and recently flew the airplane some more. I discovered/decided that although the airplane flew fine, it didn't shake down like my previous Quickies did. My initial conclusion was that I simply didn't have enough elevator movement. It appeared that the bellcrank travel was limited by hitting the cheek cowl. Sure, I could have carved away some of the cheek cowl, but that would scab up my pretty new airplane again.

The easiest way to get more travel at the elevator was to move the pushrod from the inner hole to the outer hole on the bellcrank. Since the shutoff cable is soldered to the pushrod, having more pushrod travel also gave me more shutoff cable travel, which was not a bad thing.

Knowing that the controls would now move more for the same amount of handle movement, I desensitized the controls with a handle with less space between the cables, 2 1/2" compared to the previous 3". This gave me back the control "feel" I started with, but also the extra elevator travel for a good shake down. The takeaway here is that if your new airplane doesn't fly to your satisfaction, you don't have to just live with it. You can change different things to suit your style and preferences.

FOR SALE

5- Cox .049 mouse race engines \$75.00 each
- Venom crank - Mylar reed - Custom stud & spinner
- Sealed needle Valve - Original Cox high compression (p/n 1702) glow plug - Venom Cylinder w/ TeeDee piston
OR TeeDee cylinder & piston.

3- Cox 049 bronze bushed crankcases \$15 each

K&B 4011r/c TQR engines \$85.00 each

K&B 8011r/c TQR engines \$75.00

K&B Assorted new & used parts - Ask for price

Contact Paul Gibeault @ 780-716-2950

E-mail: pgibeault@shaw.ca



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

AMA Nats

The CL Nats for Speed, Racing, and Combat will be Sun, Aug 4 -Wed, Aug 7. The plan is for Mouse, Clown and AMA Goodyear on Sunday, Sport GY and AMA Slow Rat on Monday, and TQR and Super Slow Rat on Tuesday.

Stay tuned for further developments.

Laird "Doc" Jackson Memorial Aug. 8-9

World Cup USA, AMA Flying site

Events: F2 -ABCD

See <https://2024clwc.org/> for details.

FAI F2 World Championship Aug. 11-17

AMA flying site, Muncie Indiana. Events: F2-ABCD.

See <https://2024clwc.org/> for details.

SOUTH CENTRAL DISTRICT

The Dallas Model Aircraft Association contest schedule for 2024.

August 31-Sept. 1 Charles Ash Memorial. Racing Sat. only

October 4-6 Fall Finale. Racing both day

Please contact me for details. I hope to see you there!

SOUTHWEST DISTRICT

June 23, Lenny Waltemath Memorial

Oct. 12-13 Virgil Wilbur

December 08 - Toys for Tots

Contact Ron Duly or Doug Mayer for details

Racing: Ron Duly rduly@earthlink.net 818- 843-1748

Doug Mayer Douglasmayer58@gmail.com 310-463-052



SUPPLIERS

BRODAK MANUFACTURING

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

CS ENGINES AMERICA

113 North Chase Ave., Bartlett, IL 60103
G/Z .049/.061 Engines; sales, service & parts. (Bill Hughes)
e-mail williamhughes4@comcast.net 630-736-6036

ELIMINATOR PROPS

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

STEVE EICHENBERGER

Custom Fiberglas Performance Props: Moulded tops.
Steve Eichenberger 480-730-0016

GOODYEAR PLANS- DOUG MAYER

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

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