

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



TO



This Miss San Bernardino is Richard Kucejko's new Sportsman Goodyear for 2022. This attractive model sports the scale color scheme, worn by the original in the early 1970s. By now, Richard should have gotten the chance to test fly his latest creation. I'm sure we'll have a report by next issue.

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Torque Roll Issue #161
April 2022

PRESIDENT – Bill Bischoff

For those who tend not to read all the way through, I will lead off with the NATS schedule. The control line racing events will be Monday, July 18 to Thursday, July 21. Monday will be F2C, Mouse I, and Dayton Buzzin' Buzzards' Vintage B team race. Tuesday will be AMA Slow Rat and AMA Goodyear. Wednesday will be Quickie Rat and Sportsman Goodyear. Sportsman Goodyear will have concours judging, and Gold, Silver, and Bronze finals. Thursday will be Super Slow Rat/ Fox Race, and Clown race.

If you've never attend a NATS, or haven't attended in a while, make this the year. All your racing buddies would love to see you (again). If you're attending but not flying all the events, considering running an event. It'd sure help me out. All you'll really need to do is run the actual races; I'll do all the preliminary stuff. If you think you might give it a go, just let me know. I am happy to report that I have secured sponsorship for all of the unofficial events. Bob Heywood is sponsoring the Gold, Silver, and Bronze awards for Sportsman Goodyear, and fellow Dayton Buzzin' Buzzard T.J. Vieira is sponsoring Vintage B Team Race, plus Concours awards in Vintage BTR and Sportsman Goodyear. Kit maker Pat King is sponsoring Super Slow Rat, and his fellow Treetown Modelaire Tim Stone is sponsoring Quickie Rat. Clown Race will be sponsored by the Dallas Model Aircraft Association. Thank you to all of our sponsors.

Starting now, we are accepting nominations for NCLRA President, Vice President, Secretary and Treasurer. The current officers have all selflessly volunteered for another term, but nominations are welcome. If nominating someone besides yourself, please get their consent first. A ballot will be in the next newsletter. Technically, only current, paid members may vote. Current or not, please vote, and if you want to get current on your membership, that would be OK, too. I would also request that people get their contest schedules submitted soon. It's already April, so hopefully they're figured out by now. The next newsletter doesn't come out until early June, and we don't want anyone to miss out!

NORTH CENTRAL – Paul Gibeault

Yet another stroll down memory lane at the 2014 BMFA Nat's at Barkston Heath Royal Airforce Base in England. I found it interesting that the British Nat's is not like the AMA Nat's at all. These hardy contestants have developed great skills to fly in the usual cool and wet conditions that normally prevail at this time. Hundreds of caravans right on the field is quite the site! With the current 'separated Nat's it's hard to say if the Nat's will ever be held here again at this iconic site.



Very disconcerting at first until you find out these storm clouds are “normal” for the season. Cool wet weather is to be expected when attending the British Nats in Sept.



A regular at the British Nats is Ed Needham with his large fleet of racing models. (Rumour has it Ed got a real good deal on a gallon of yellow paint)



My hosts (L -R) Vintage racers Dave Lewis, Peter & Tony Toogood relaxing at the on field Nats camp site. Tony kindly sublet the “west wing” of his tent to me.



This extremely potent diesel fuel is only found in England! Formulation is a proprietary blend...



Paul Eiflander with one of his fine diesels at the P.A.W. display tent. He even brought a test stand for test running engines for his customers.



A rather clever fellow from Germany displayed his Cox .049 converted to electric. Electric Mouse race anyone?



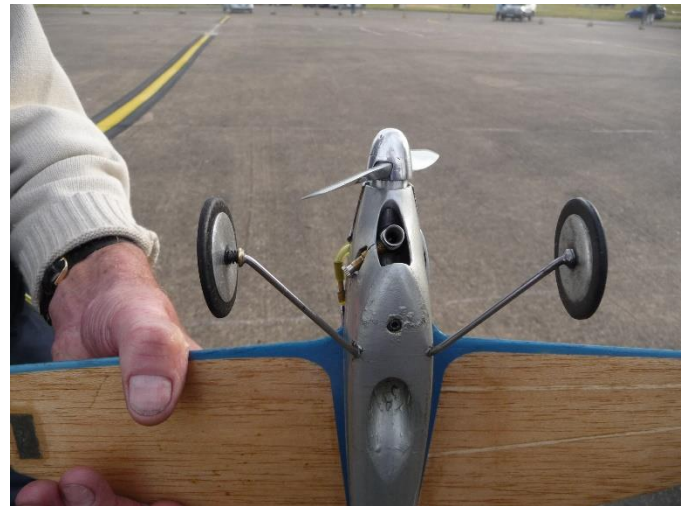
The essential covered patio of Dave's caravan where we enjoyed very fine camp style European dining.



Mr. P.A.W. himself (Tony Eiflander) is a regular podium finisher at the Nats racing circles. Shown here with his "Vintage A" model.



Just one of about 200 vehicles at the "British Boot Sale" swap meet on site. One can find most anything from vintage C/L, F/F, R/C to a myriad of collectable engines, books & magazines. Vendors are from all over Europe.



If you look closely, Ken Newbold uses a coil spring to give his outboard wheel a bit of drag to prevent his 1/2A Vintage team racer from turning in on take off. (Very clever!)



Another gorgeous Vintage 1/2A model built by Ken Newbold.



Master engine tuner, Taffy Bollen shows off his Bulgarian 1.5cc 1/2A Team Race motor. Taffy's equipment & tuned engines have been successfully used by many racers. I'll always remember his comment when he heard my Cox .049 Venom run. "Well THAT doesn't sound like any Cox I've ever heard!" (I took that as quite a compliment coming from Taffy)



All the way from NSW, Australia top T/R pilot Richard Justic came here to fly "Vintage A" (an event quite popular in Australia)



I was indeed lucky to spend some time with the late Neville Eyre. A splendid chap & great fun to be around. His humour will be sorely missed.



Long time Father & Son team Mark & Martin Haywood have been quite a successful racing team.



The Nats beer tent was packed every evening where modellers gathered to tell outrageous stories. Great fun!

MIDWEST – T. J. Vieira

Greetings racers!

Still not much to report in the Midwest as we are just starting to emerge from the frozen tundra being treated to a beautiful day followed by days of cold and rain.

I am still plodding along on my Good News for VBT/R, she's in primer now and being sanded! Speaking of primer, I have some thoughts on Rustoleum 2-in-1 Filler & Sandable primer, but I'll boil it down to don't bother using it. Typically I use KlassKote primer or Duplicolor in a pinch, but I was out of both, and I needed to get going on this thing, so I decided to give this Rustoleum stuff a shot. Wow, does it clog paper. I tried wet and dry, three different grits, and three different types of abrasive, and it was a total joke to sand. The only way I have figured out how to sand it is to wet sand with 220 grit until you are about 75%-80% of the way there, and then switch over to 500 or 600 wet for the last little bit. I'm not a super huge fan of being that aggressive to start with paint, but the product is apparently aimed at people who don't know any better. Typically the coarsest I'll go with a primer is 320, but that's just me. It's also an insanely high solids primer, and at least with the 220, will start making massive amounts of mud pretty quick!



And now, ready for paint.

In other news, VBT/R (Dayton Rules) after being on and off and on and off the schedule for Brodak is now on again (for now!)! It looks like Tuesday will be the day for the race, so get something cobbled together! Brodak will be a great practice run for NAT'S, I can't wait! I saw a thread on Stunt Hangar with someone complaining about the rules because they "bought a ride" that didn't comply with the rules, then started making excuses about it and then threw up their hands and said they give up on it.... The rules are quite clear, READ THEM! Any questions, feel free to ask! It'd be a bummer to show up with a non-compliant model because you didn't read or failed to ask a question!

Speaking of VBT/R, I have seen some pretty cool warbirds on outerzone that would fit quite nicely in this class...! That could be cool, a VBT/R Warbird race series! Anyone have interest in something like that? Just a thought...

Until next time!

SOUTHEAST – Bob Whitney

The good old days.



This looks like fun; I think it would pass for F2C flying.

Wow this year is going fast. Brodak's is coming up fast and then the Nat's. Is anyone building anything new? When was the last time you built a new racer? I was looking at all the models under my bench and they are all over 10 years old. Maybe I should get busy...

Let's all take a moment to think about our friends in the Ukraine having their country destroyed. So far the Zalp guys are still safe but definitely worried about the Future.

I hope your weather has been better than ours. The Free Flight KOI was a "blow out" literally. The wind was blowing hard by 9 A.M. in the morning.

Has anyone been playing with the spider wire flying lines that are being used in combat and stunt? I have been using them at the Free Flight field flying a ringmaster and a combat flying wing. I stand and launch off the road and they land in 1 ft high weeds. Most of the time, you can drag the lines through the weeds with no trouble. My lines are about 1 year old and still in good shape.

RAD

SOUTH CENTRAL – Bill Bischoff

The Dallas Model Aircraft Association has set its contest schedule for 2022. 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, AMA Goodyear, and Fox/Goldberg Race. These contests will also include speed and combat.

The June and September contests will have racing on Saturday only, including Mouse, Quickie Rat, Super Slow Rat, Sport Goodyear and Fox/Goldberg race. These contests will also include stunt and combat events.

The dates are:

April 29-30-May 1	Spring Warm Up
June 11-12	Bob Gieseke Memorial
September 3-4	Charles Ash Memorial
October 7-8-9	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.

KELLY HITE'S NEW CLOWN RACER

Dallas club member Kelly Hite recently completed a Brodak kit Clown Racer. Knowing that he wanted the balance point to be 3/4" behind the leading edge*, but not knowing where it would actually end up, he built three different stabs and two different elevators. (*This is where mine balances, and it flies very nicely.) One stab and elevator were balsa, another set was basswood, and the third stab was a combination of balsa and bass. Before installing the stab, he tried all the various combinations to check the balance. He ended up installing the balsa stab. When it came time to paint, Kelly painted both elevators. A final check on the otherwise complete airplane told him to install the basswood elevator. No external weight was needed, and the plane balanced and flew as desired. Upon first inspection, the engine may not be recognized as an OS 18TZ, but it is. The engine formerly belonged to Bob Whitney, and Bob had turned down the cylinder fins to a smaller diameter. Kelly made a new head clamp from an ASP 15 head. I had previously seen this done by Jed Kusik (I think). The blue anodizing compliments both the aircraft's finish, as well as the bored-out (.290) Evolution 36 venturi. For the performance minded, by the end of the first day of flying, the plane was going 18.03-18.10, getting 43-44 laps, and typically 2 flip starts. Well done, Kelly!



Kelly Hite's new Clown Racer. Externally modified O.S. 18 T.Z. for power, See Column for details.

SOUTHWEST – Doug Mayer

I have a short report this month, but I also come bearing good news. We may have 2 official contests on our calendar. This is the first time we have had an actual scheduled contest since the pandemic began in March of 2020. Unfortunately, the Whittier Narrows Park has been charging us a dis-proportionate fee for our contests. It's becoming hard to pay the expensive fees with so few entries. Here's a letter from Dave Hull:

I discussed the calendar with Howard "Speed" Doering, and Joe "Transitrace" Brownlee over the last two weeks. We firmed up two dates, contingent on paperwork with the County Parks department. The issue mostly has to do with them declaring the club to be a "partner" and eligible for reasonable park fees. Until that gets resolved, there is a reluctance to plan more events. The June contest will be the test case that forces the issue, according to Joe.

The first contest is planned for June 25, 26 and includes speed, racing and combat. We need all three participating groups to help offset the fees.

The second contest is planned for December 3, 4 our traditional Toys 4 Tots event with speed, racing, combat and perhaps some of the other oddball events like Torquette, and hollow log. It has been suggested that a few informal practice race sessions be run at Apollo XI (Sepulveda Dam Basin) field during the rest of the year. We are looking into the level of interest in that. We had one(?) of these last year with some success, but not a great deal of participation. Or, if there is a CD, having them run as actual contests. Stay tuned. Dave

Other than announcing some upcoming contests, I don't have much to offer. I've been snowboarding with the kids and have been doing some other stuff around here and my model airplane hobby has suffered. I went to the Sepulveda Dam Basin to fly with Tristan and my buddy Greg Kovach, and someone got in my car and stole my wallet. No Kidding. My car was parked about 150 feet from where we were flying, and some sneaky bad guy opened my car door and jacked me. Its sad to say, if you can't even trust people at your local flying site. Unfortunately, there are homeless people and other undesirables milling about the area. Whoever it was, drove

immediately to Best Buy and tried to purchase something (large screen tv?) for \$2,486.96 on (3) of my credit cards. Fortunately, none of the charges went thru. It's a bummer that you must worry about this at your local flying site, I guess that's a hard lesson to learn.

Last month, I was digging thru some old SCAR newsletters to find material for my memorial to Jim Holland. I found a short piece that you may enjoy;

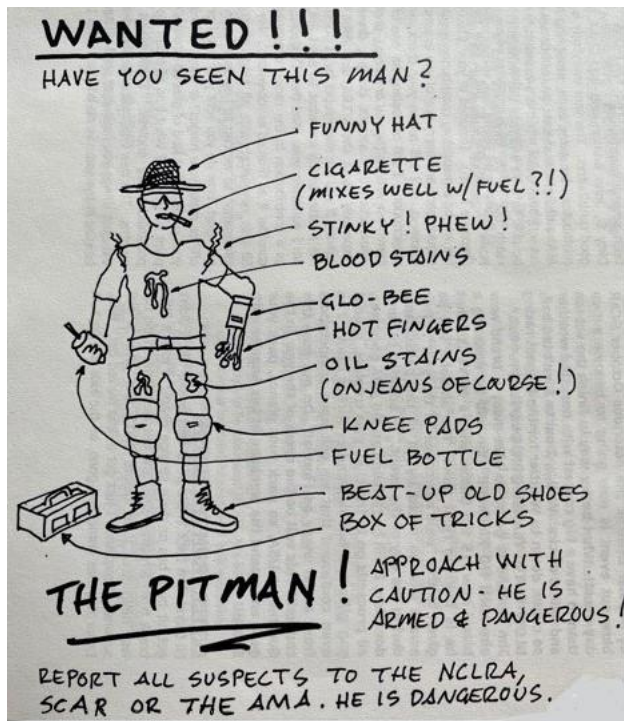
Is your pit man a zombie? By Anon E. Mouse , Illustrations by Douglas Mayer

An easy test that will help you uncover the truth. Please answer all questions as honestly as possible. If you choose to lie, please be creative.

1. Does your pit man wear long sleeve shirts regardless of the weather?
2. Does your pit man wear suspenders?
3. Does your pit man bleed when a prop attacks his finger?
4. Does your pit man drink from the fuel bottle?
5. Does your pit man have a vacant look in his eyes, even when not attending a pilots meeting?
6. Does your pit man finish props by chewing on them?
7. Does your pit man think that small animals and children are snacks?
8. Was your pit man born in, or do they live in, Texas?

If you can answer yes to all these questions, you are probably a zombie. If you can answer yes to at least five of these questions, your pit man is a zombie. If you can answer yes to four or fewer questions you are probably suffering from attention deficit disorder.

Until next time, Keep your lines tight.



MISS MIN

This Sportsman Goodyear model is called Miss Min. 30 plus years, and many modifications ago, the full size airplane was named Baby Dragon, and flown by Bill Nusz. Bill was a military pilot, and also a competitive CL speed flyer. Sadly, he perished in a midair collision during a military training exercise.

The model is a joint effort between Lester Haury and Bill Bischoff. Lester produced the parts by laser cutting and CNC routing, including a CNC carved wing. Bill was tasked with the construction. It is ready to fly for the April Dallas contest. The ultimate goal is for a kit to be available. Stay tuned...



WHAT'S IN A NAME?

Bill Bischoff

Most of you are probably familiar with the blue head ASP 15A, a popular engine in Sportsman Goodyear. Did you know that the Magnum XLS 15A is the same engine is the ASP? The Magnum is simply a "house brand", made by ASP for US retailer/distributor Hobby Shack. The only difference between the two engines is the name cast onto the side of the crankcase.

However, these identical siblings aren't just twins, they are at least triplets, perhaps even more. Another brand, known as "SC", is in the mix. SC stands for Super Custom, and the instruction booklet says "J. Perkins Distribution Ltd, Kent, England. I don't know for sure, but I would suspect this is another house brand situation. Something in the dark recesses of my brain seems to recall yet another house brand of German origin, but I am far from certain. There could even be more that I am not aware of at all.

Recently, I bought a blue head 15 engine on Ebay. It was listed as a Magnum, and it did not include the original box or paperwork. It arrived with no brand markings at all. Where the name should have been, it was milled flat. Furthermore, the milled off area was done before the case was bead blasted. It has the same texture as the rest of the case, rather than a shiny machined surface. What's the deal?

Here's what I think. First, I don't think it's a one-off anomaly, since I have seen an ASP 25 with similar lack of branding. I believe that in the waning months of ASP's existence, they were trying to use up as much of their parts inventory as

possible. Crankcases with the "wrong" brand were milled off, and no-name engines were either sold to whatever distributor wanted them or sold as ASP's.

The point of all this, as far as Sportsman Goodyear is concerned, is that these engines can be considered identical, and therefore legal. I have personally inspected them, and upon visual inspection, they all look the same. This is NOT a get out of jail free card for cheating contestants, though, so be forewarned!



What do we call you today, ASP, magnum, SC or?

SPORTSMAN GOODYEAR POLECAT KIT FOR SALE

This kit is a hybrid. It is "mostly" a laser cut PDK Polecat, but includes a CNC carved symmetrical airfoil wing by Ray Harvey of Australia. (Stock kit wing parts not included.)

Ray Harvey's wings are beautifully crafted, and require just a finish sanding before glassing. The PDK kit has a typical balsa/ply/maple/spruce fuselage, with basswood tail surfaces. Full size plans are included. The kit is new; no construction has been started. The kit wing cutout is for a flat-bottom airfoil. The wood from the wing cutout will need to be glued back in place, and the appropriate cutout for the symmetrical airfoil made. A template is included with the new wing. The kit has aluminum strip stock for making the landing gear, but I am including a set of my premade landing gear to sweeten the deal.

The wing and the PDK kit would both cost over \$150 each shipped to your door. I am asking \$200 for the set. If our paths will cross at a contest (or elsewhere), I will hand deliver them. Otherwise, I will charge exact shipping to get them to you. If interested, email me at billbisch@hotmail.com.



**DMAA Spring Warm-up
Gene Hempel Memorial**
April 29th, 30th & May 1st 2022
Control Line Racing, Speed & Air to Air Combat
Site: Samuell Garland Park

Northwest Highway & Garland Rd. Dallas, Texas
11500 McCree Rd. Dallas TX. 75238
GPS 32.866867, -96.671400
Class AA AMA Sanction # 12530
Pilots Meeting at 9:30 AM Friday, Saturday & Sunday

<p>Friday 04-29 Record Ratio Speed NASS Sport Jet NASS Perky Speed</p>	<p>Saturday 04-30 Texas Quickie Rat Super Slow Rat Sport Goodyear</p>	<p>Sunday 05-01 Clown AMA Goodyear Mouse 1 Goldberg Air to Air Combat 75mph</p>
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Speed events all three days: All events are (J50). Helmets required for racing pit crews.
Entry Fee: \$15 first event, \$5 each additional event.

Contest Director: Patrick Hempel
For additional info. On event rules.
See Web Site: www.dmaa-1902.org

Sponsored by
Dallas Model Aircraft Association
Fuel and awards provided
By NASS, DMAA & NCLRA
AMA: License & Entry fee required

Racing Event Director: Bill Lee
Combat: Event Director: Lester Haurly

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

April 22 - 24, Jim Walker Memorial, Portland, Oregon

May 27 - 29, NW CL Regionals, Roseburg, Oregon

All the details can be found here: <http://flyinglines.org/Action.html>

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT

2022 AMA Nat's

International Aeromodeling Center, Muncie Indiana

Racing: June 18-21

MONDAY F2C, Mouse I, DBB Vintage B Team Race

TUESDAY Slow Rat, AMA Goodyear

WEDNESDAY Quickie Rat, Sport Goodyear

THURSDAY Super Slow Rat/ Fox Race, Clown Race

SOUTH CENTRAL DISTRICT

April 29-30-May 1 Spring Warm Up

June 11-12 Bob Gieseke Memorial

September 3-4 Charles Ash Memorial

October 7-8-9 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.

SOUTHWEST DISTRICT

Tentative, June 25,26 and Dec. 3,4. See Southwest Column for details.

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ASP/ Magnum/ SH 15 VENTURI	\$10.00
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RSM Supertigre style needle assembly	\$11.00
Aluminum landing gear struts	\$12.00
.090" 2024-T3, drilled & tapped, with screws Edges pre-rounded.	
aluminum landing gear blanks	\$5.00
Cut to size, not drilled or bent. One pair.	
1 oz Sport Goodyear fuel tank	\$20.00
Per Margaret June plans, with pinch-off overflow.	
Bellcrank button kit	\$2.00
includes hex buttons, eyelets, screws	
8 oz. fuel bottle with fitting	\$10.00
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metal frame, wooden grip, stainless cable (other spacing available by request)	
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XT30 charge lead for above	\$5.00
with banana plugs. Fits most chargers.	
Juice Box MkII glow plug battery	\$50.00
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Clothespin style glow plug lead	\$10.00
with 36" 16 ga silicone wire. XT60 connector fits JuiceBox MkII and Pro	
Juice Box "Racer" battery w/ arm strap	\$70.00
perfect for racing hot glove system Similar to Juice Box MkII, meter rotated for easy reading when mounted on your arm, case slightly thinner. Includes one 14" plug lead, add your own connector.	

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Paypal: billbisch@hotmail.com/ Mail checks to: William Bischoff, 1809
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
972-475-5569
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

Tim Stone

4919 Country Oaks dr.
Johnsburg, Illinois 60051
815-861-5357
Stone-tim@sbcglobal.net

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

1909 Amelia Ct.
Miamisburg OH 45342
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
972-245-8379
Email: billbisch@hotmail.com

South East Representative

Robert L Whitney

56 Garvey Road S.W.
Palm Bay, FL 32908
Phone Numbers:
321-676-0554
321-726-2017
Email: f2cracer@aol.com

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NCLRA membership information

Basic membership is free. Simply apply on the web site : <http://www.NCLRA.org/> You will get the Torque Roll newsletter electronically every other month. In addition, you will get voting privileges for whenever a vote by the membership is required.

If you would like to receive a paper newsletter

A paper copy subscription is \$10.00 for US and non-US residents. Send payment to the Secretary/Treasurer listed above.

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