

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



TO



Sharing the Cover for this issue is (top) Canadian Gerry Van Dyk's New Nemesis Sport Goodyear, (see the South Central Column for details). (bottom) N.W. Rep Leighton Mangels racing fleet.

INSIDE:

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**Torque Roll Issue #179
June 2025**

PRESIDENT – Bill Bischoff

Once again, it's officer election time. The ballot for District Representatives appears in this newsletter. Southwest District Rep Doug Mayer has decided to step down and give someone else the opportunity to enjoy the riches and accolades so familiar to all of us Reps. I'd like to thank Doug for all he has done and contributed to NCLRA, and to CL racing in southern California. I hope I will still get the yearly opportunity to team up with Doug and show the LA guys how it's done!

The CL Racing schedule for the 2025 NATS is as follows. Monday, July 7 will be Mouse 1, Vintage B TR, and F2C team race. Tuesday, July 8 is AMA Slow Rat and AMA Goodyear. Wednesday, July 9 will be Quickie Rat and DMAA Goodyear. Thursday, July 10 is Super Slow Rat and Clown Race. Regardless of what the AMA schedule may say, this what was requested, and this is what we will do. It's worth mentioning that as of Memorial Day, only **THREE** people have registered for racing. Get on the stick and sign up!

Thanks to Bob Whitney for sponsoring Vintage B Team Race, the Biscuits and Gravy team for sponsoring the Gold class of Sportsman Goodyear, and the Dallas Model Aircraft Association for sponsoring the silver class.

In spite of what I said before, our speed brethren will NOT be joining us at the McCool racing site for the NATS. We will use our same circle as always, and thanks to the AMA schedule foul up, the speed guys will use their old site for another year.

The 2026 CL World Champs site will be Whiteman Park in Perth, Australia, the same as the 2016 CLWC's. A World Cup event will be April 29-May 1, and the World Championships will be May 2-May 8.

Speaking of good news for Sportsman Goodyear, our batch of Fora Jr 15's are in hand and available for purchase. The cost, including US shipping, is \$150.00. Please email me before sending payment to be sure there are some engines left.

Payment instructions are slightly different than quoted in the mass mailer. By paypal, please send payment to billbischoff@hotmail.com, and select the "send money to friends and family" option to save NCLRA the fees. By check, make payable to NCLRA, and send to Bill Bischoff, 1809 Melody Ln, Garland TX 75042.

NCLRA DISTRICT REPRESENTATIVE ELECTIONS

Once again, it's time to re-elect our District Representatives. Southwest Rep Doug Mayer has decided to step down, so this spot is open. Write-in's are encouraged, but don't write someone in without their permission. All other Representatives have agreed to have another go. Thank you to all the District Representatives for their service over the past two years.

Please vote for your own district only. Districts are listed below. Email your vote to billbischoff@hotmail.com. The official ballot is not required. Just drop me a note with your name and your vote. Votes must be received by the NATS.

1) SOUTHWEST

[] _____ (write in)

2) NORTHWEST

[] Leighton Mangels

[] _____ (write in)

3) SOUTH CENTRAL

[] Bill Bischoff

[] _____ (write in)

4) NORTH CENTRAL

[] Paul Gibeault

[] _____ (write in)

5) MIDWEST

[] T.J. Vieira

[] _____ (write in)

6) NORTHEAST

[] C.T. Schaefer

[] _____ (write in)

7) SOUTHEAST

[] Bob Whitney

[] _____ (write in)

NCLRA DISTRICTS

1. **Southwest:** California, Arizona, Nevada, Utah, Hawaii
2. **Northwest:** Oregon, Washington, Idaho, Alaska, British Columbia, Yukon
3. **South Central:** Texas, NM, Oklahoma, Kansas, Colorado, Missouri, Arkansas, Louisiana
4. **North Central:** Montana, N & S Dakota, Nebraska, Minnesota, Iowa, Wisconsin, Wyoming, Alberta, Saskatchewan, N.W.Territories, Manitoba, Ontario(Central Time Zone)
5. **Midwest:** Indiana, Ohio, Kentucky, Tennessee, Illinois, Michigan
6. **Northeast:** everything north of North Carolina and east of Ohio, Ontario(Eastern Time Zone) and all Eastern Canadian Provinces, and all of Europe
7. **Southeast:** Everything south of and including North Carolina and east of Louisiana

NORTH WEST – Leighton Mangels

The NW Regionals this year had five racing classes so, naturally, one has to have five different race planes ready, right? As it turned out we were the only team to contest all five events so apparently not everybody feels the same way. That being said flying five events in one day certainly kept us busy. Last year my flying partner, Doug Powers, and I did very well winning four of the five events but things don't always go your way and this year we "podiumed" in all the races but only won one of them. But we did make a good showing and were prepared in all classes. In our case I do the flying and Doug does all the

pit work and this year he entered a Goodyear so we actually were involved in six races. Which brings another thought to my mind. For some reason only the entrant in each race shows up in the results but racing is the only real team event in all the AMA control line groups and I feel that both participants should get equal recognition. This might only be the case in the Northwest but I'd really like to see it reflected as a true team effort.

The results of all the races at the Regionals are shown below and also available on Flyinglines website. We have had increasing numbers of racers participate in the Regionals for the last few years and that's certainly a good trend. A few years ago there were some events that only had one or two entrants but now they're all increasing. On the other side, however, is that the entrants are not getting any younger and, unfortunately, there doesn't seem to be any young blood getting involved. One result of this is that we've pretty much gone to doing two up flying. In the first race at the Regionals we did three up for the final and, well, that didn't turn out too good and it was decided, wisely, that two up would make more sense. But we're still racing and that's the most important thing. Hopefully things will continue for years to come and perhaps others will see how much fun we're having and join in. I'll attach a picture of our racing fleet and the good news is that the picture was taken after the racing to prove that we won't be having to build any replacements. All's well that ends well. I didn't make that up, I heard it somewhere. Come join us in the beautiful Pacific Northwest next year.

Leighton Mangels

Racing: Event Director Will Naemura

DALLAS SPORT GOODYEAR (6 entries)

1. Mike Hazel — 10:15.07 (6) (Northwest and Regionals record, eclipsing 11:17.5 by Leighton Mangels in 2023 Regionals)
2. Paul Gibeault, Leduc, Alberta — 10:28.84
3. Leighton Mangels, North Plains, Ore. — 6:04 heat (4)
4. Doug Powers, Portland, Ore. — 6:46 heat (2)
5. Ken Burdick, Kamloops, B.C. — 8:42 heat
6. Pete Cunha — 77 laps heat

NORTHWEST FLYING CLOWN RACE (2 entries)

1. Leighton Mangels — 179 laps (2)
2. John Knoppi, Lakewood, Wash. — 101 (1)

SPORTSMAN FLYING CLOWN RACE (4 entries) (10-minute feature)

1. Mike Hazel — 145 laps (4)
2. John Knoppi — 106 (3)
3. Leighton Mangels — 86 (2)
4. Doug Powers — DNF heat (1)

NORTHWEST SPORT RACE (6 entries)

1. Chris Menicou — 10:35.43
2. Leighton Mangels — 12:12:47 (5)
3. Mike Hazel — 4:29.50 heat (4)
4. Mark Schluter — 6:34.71 heat (3)
5. Paul Gibeault — 36 laps heat
6. John Knoppi — 24 laps heat

NORTHWEST SUPER SPORT RACE (5 entries)

1. Mike Hazel — 9:13:16 (5)
2. Paul Gibeault — (No time, watch error)
3. Leighton Mangels — 4:19.56 heat (3)
4. Mark Schluter — 4:40.41 heat (2)
5. Jim Schneider — 6:33.78 heat

NORTH CENTRAL – Paul Gibeault

I have informed our President that I'll be willing to continue as our North Central rep until such time as a suitable replacement can be found. This despite no racing being done in my area. Much of my inspiration comes from Bill Bischoff, but I will endeavour to write about any inquiries from the members.

2025 Northwest Regionals. (Fun in the sun)

The 2025 52nd NW Regionals took place at their fine Roseberg Regional airport facility with great weather. The racing event director was Will Naemura, who is now back in the good ole USA permanently, (not that you'd know it). The entry in several race events continues to decline, but there are still enough entries to make a go of it despite this trend.

****Note:** Except for the Sportsman Clown race, only two entries in each event went to the final.



Racing pits were busy all day Friday **Note: Ken Burdick's line reel has just fallen off his GY wing. (We've all been there!) Flying Lines photo.*

Sportsman Clown Race (aka " Geezer Clown") (52' lines, restricted engines, 10-minute feature, 3 up final)

1. Mike Hazel 145 laps
2. John Knoppi 106 laps
3. Leighton Mangels 86 laps
4. Doug Powers DNF

Unfortunately, there was a 3 up collision caused by one of the pilots not staying in the pilot's circle center. Afterwards, the rest of the race finals were flown only two up.

NW PDQ Flying Clown Race (60' lines, no engine restrictions, 10-minute feature)

1. Leighton Mangels 179 laps
2. John Knoppi 101 laps



Doug Powers ready to start his Clown racer.



Mike Hazel's Clown racer didn't survive this contest incurring a broken fuselage.



John Knoppi readies his clown racer.

Dallas Sport Goodyear was the most popular racing event with 7 entries. Mike Hazel (Nitroholics) Shoestring was first with a final time of 10:15. Although second place Paul Gibeault's sleek Polecat was faster, one rather long pitstop relegated him to second place.

1. Mike Hazel 10:15
2. Paul Gibeault 10:28
3. Leighton Mangels 6:04
4. Doug Powers 6:46
5. Ken Burdick 8:24
6. Pete Cunha DNF (77 laps)
7. Gerry Van Dyk DNF (37 laps)



Flying Lines photo.

Gerry Van Dyk (Wetaskiwin, AB, Canada) cleans up Paul's Dallas Sport Goodyear Polecat racer.



The Nitroholics Racing Team (Mike Hazel (Lf) & John Thompson) with their winning Sig Shoestring G/Y model.



Gerry Van Dyk (Wetaskiwin, AB) campaigned 2 new racers this year. Invictus & Nemesis models.

Northwest Sport Race

1. Chris Menicou 10:35
2. Leighton Mangels 12:12
3. Mike Hazel 4:29
4. Mark Schluter 6:34
5. Paul Gibeault DNF (36 laps)
6. John Knoppi DNF (24 laps)

I noticed my Fox powered Mongoose racer was developing more vibration than is normal. Although I had a good start, while coming into my first pitstop my model incurred an unintended hard excursion into terrain. I think this 40 year old model is telling me that it's had a good life... It was a nice surprise to see combat flier Chris Menicou from Fremont, California take time out to beat all of us veteran racers. Well done Chris!



Flying Lines photo.

NWSR (front) & NWSS models by [2024 Northwest Competitor of the Year](#) Leighton Mangels.

Northwest Super Sport (non schnuerle port .40)

1. Mike Hazel 9:13
2. Paul Gibeault no time
3. Leighton Mangels 4:19
4. Mark Schluter 4:40
5. Jim Schneider 6:33

I brought my all conquering (Akre prepared) K&B .4011 model. I was far & away ahead of the pack on speed...BUT, that one long pitstop ended my expected victory. Upon clean up I noticed that I had installed a line with a ball bearing in it attached to the primer. Well no wonder, that primer never worked at all! Kudos to my new pitman Gerry Van Dyk for getting me as far as he did. I was asked by one contestant how he could make his dirty old ST G-40 go like my fast K&B. I told him " Give me your S/T, then buy my K&B from me." He declined my generous offer...

****Note:** The NW racers have just approved the use of fuel shutoffs in both classes of Clown Racing. The rationale, it appears many pilots are no longer fit enough to whip their models into their pits. This change was made in the hopes of making it easier for the pilots to get their models to their pitmen & especially less footwork is required of the aging pitmen. "Needling" test flights are also quicker to do & waste less time. Lastly, this change allows for pilots in trouble to shut down their engines without having to power into the ground. Stay tuned to see how this works out...

With the Nitroholics team (Hazel/Thompson) winning 3 out of 5 events, pilot Mike Hazel had a lock on the overall Grand Championship Racing award. Next years event is on. Same bat time, same bat channel, I hope to see you then!

SOUTH CENTRAL – Bill Bischoff

Spring is here. New airplanes are blooming around town! I have just finished a new Miss Min for Sport Goodyear. In our recent Sport Goodyear Shootout, the original Miss Min was the fastest plane flown, and the new one was built to see if that performance was repeatable, or just a fluke. Happily (for me), the new Min with my fast engine from the shootout is equal to the original Min. This and other testing results also appear in this issue of *Torque Roll*.



Bill's Miss Min Sport Goodyears, new model in front.

That's not all, kids. I also built a new AMA Goodyear Li'l Quickie for long time friend Bob Oge. Bob's last Quickie was lost to a line failure at the 2024 NATS. He needed a new plane, and I needed some engine work, so a deal was struck. I didn't get a complete engine to use building the plane, so I hope it all goes well. On one hand, I'd like to see Bob show up at the NATS with it all sorted out and ready to kick some a\$\$, but I'd also like to give it the first flights just in case something is less than perfect. This is the first Goodyear I've built with the controls in the wing in about 12 years, but I'm more than happy with how it turned out.



The new Bob Oge Li'l Quickie, built by Bill Bischoff.

From the Lee Skunk Works, Bill Lee is about to unleash a new Sport Goodyear Miss San Bernardino on the unsuspecting racing world. Last report was that it was only lacking a bit of final assembly. Hopefully, he'll submit a picture and a few sentences so the rest of us can start worrying now!

From: Jerry Van Dyk

Hello Bill, it's been a while...

I joined Paul G. and headed off to the Northwest Regionals, on the Thursday evening we got some time to run the Invictus DSGY with the Magnum engine on it. We wrung it out pretty good and I thought it ready to race, despite being over-propped. I still had (have?) a tendency to run the same props we ran back in the '80s. So, while not being especially fast, we had decent starts and restarts, and we added a little lead to the tail and removed the spinner to address the nose heavy condition, and we got some decent pit stop landings.

Come race day, of course the needle valve collet seemed to back off, and after tightening it, we still couldn't find a needle setting. Had a sag on takeoff, twice. On one of these takeoffs, I managed to snag my opponent's lines, basically had a pretty dreadful performance. I Had similar things go on in the carrier circle on Saturday as well. Even though I performed very poorly all weekend it was still a good time. Funny what happens when the first flights of the year happen at the contest sight. ;^)

We didn't get around to flight testing the Nemesis with the G-15 during the weekend. Pretty busy, and by Sunday we were ready

to relax. Well, after we returned home, we finally got 'round to giving it a run. I'm still running the Taipan 7x6 on it, so it's still substantially over-propped. The airplane flies quite nicely. I've revised the plans to move the wing forward by 1/4". I think there's still space to fit the tank and shutoff. The current model balances at the leading edge just at the start of the tip sweep radius. I think it'd be better a little further back yet, thus the change to the plans.

Paul got a time of about 27 seconds for 8 laps, giving speed of 67 mph. Not too speedy so far, but I expect we'll improve with better props. I'll get some APC's and play with 7x5 and 6.5x5 and we should bump the speed up substantially. This morning while going over the plans, I realized I hadn't bothered with the tank fairing, "What's up with that!" Yeah, I was rushing while building these airplanes as well as a couple of carrier jobs, and obviously this detail got missed. ;^) I'm going to build another one, with the new wing position, for Paul, he wants a place to put his new Fora engine, so later this summer we should have another example of this design to play with.

I've attached some pictures of the models, I'm quite happy with how they turned out. I've also attached the latest version of the plans as well. If you're happy enough with our results with the model so far, I'd be happy if you'd post the plans to the NCLRA website.

Cheers, Gerry



(Top), Gerry's new Sport Goodyear Models assembled and awaiting paint. (Middle and bottom), showing the Vacuum bagged fuselages and wings.



Miss Min and Nemesis ready to race.



Top view of Nemesis.



Business end of the Nemesis.



Leadout guide on Nemesis Model.

CONTEST REPORT: DALLAS, Apr. 26

The Dallas Spring Warm Up was missing more contestants than it actually had. Mike Greb, Lester Haury, Bob Oge, and Doug and Tristan Mayer were all unable to attend for various reasons, leaving Bill Lee, Patrick Hempel, Kelly Hite, Richard Kucejko, and myself to battle it out.

Due to forecast winds for Sunday, Mouse was run first on Saturday. The contestants elected to fly a single 100 lap race. Sport Goodyear was next. We started with five entries; I dropped to make the heat assignments easier. Everyone flew an 80 lap heat as a warm up, and then a 160 lap final. Results were based on final times. This was our first race with the required leadout rule in effect. No problems were noted, and speeds were only very slightly slower.

Quickie Rat was the last event of the day. Again, everyone flew one heat and one final.

On Sunday, we lost two contestants to the speed circle, and the remaining three were not enough to have a race, meaning we were done.

Thank you to our ever-faithful timers, Sandra Lee and Tom Walker.

MOUSE 100 laps

1) Kelly Hite	5:21.00
2) Patrick Hempel	5:34.92
3) Bill Lee	2 laps
4) Richard Kucejko	0 laps

SPORT GOODYEAR	80 laps	160 laps
1) Bill Lee	3:55.68	8:12.94
2) Patrick Hempel	5:10.76	8:23.53
3) Kelly Hite	78 laps	8:39.37
4) Richard Kucejko	4:12.66	9:09.64

QUICKIE RAT 70 laps 140 laps

1) Bill Lee	3:17.64	7:50.06
2) Kelly Hite	3:30.50	8:08.93
3) Bill Bischoff	38 laps	10:23.38
4) Richard Kucejko	3:58.03	32 laps

CONTEST REPORT: DALLAS, June 7, 2025 RACING

It was hot! It was humid! At least it wasn't windy. Besides the usual suspects from around Dallas, Richard Kucejko came over from Alabama to race with us again. I guess by now, he's also a "usual suspect".

We started with mouse. Contestants flew two 50 lap heats and took their better time. Kelly Hite had to drop out after one heat, as his airplane flipped over on landing and fractured the "vee" tail. Rather than take a solo for his second flight, Patrick Hempel waived his second flight.

We flew Super Slow Rat next, rather than risk the possibility of more wind later in the day. Probably as often as not, we end up not flying super slow rat, and we obviously needed a refresher to prepare for the Nats. Richard Kucejko in particular had a very nice race, with good pits and a hole shot on the start. Now we need to find him some more speed and he could be coming to a winner's circle near you!

We proceeded to Sport Goodyear next, without stopping for lunch. We gave ourselves a bit of a break by flying heats only, and two-up instead of three-up. It was the first race for my new Miss Min, which is basically a clone of the one I fly for Lester Haury. Like its older sibling, the new model made quite a showing for itself. I accidentally smacked Richard's Plum Crazy on landing, and put him out of the race. My best assessment of what happened was that an overly aggressive shake down caused the bellcrank to go over center and jam, unjamming itself when the airplane hit the ground. The damage was mostly cosmetic, and I am fixing it at home and will return it to Richard at the Nats.

Mike Greb and Kelly Hite also posted very close times for second and third.

After Sport Goodyear, we needed a break from the heat and activity and took a well-deserved rest. We all came to the same conclusion that it would be acceptable to forego the most demanding race of the day, Quickie Rat, so we did.

Once again, thank you to our timers Sandra Lee and Tom Walker, and the contestants who took turns starting the races when they weren't flying or pitting.

MOUSE 50 laps

- | | |
|------------------|---------|
| 1)Mike Greb | 2:37.82 |
| 2) Bill Lee | 2:43.37 |
| 3)Kelly Hite | 2:50.09 |
| 4)Patrick Hempel | 3:05.06 |

SPORT GOODYEAR 80 laps

- | | |
|-------------------|---------|
| 1)Bill Bischoff | 4:01.04 |
| 2)Kelly Hite | 4:06.18 |
| 3)Mike Greb | 4:06.92 |
| 4)Bill Lee | 4:15.34 |
| 5)Patrick Hempel | 4:16.23 |
| 4)Richard Kucejko | 42 laps |

SUPER SLOW RAT 100 laps

- | | |
|-------------------|---------|
| 1)Bill Bischoff | 5:51.82 |
| 2)Kelly Hite | 6:00.54 |
| 3)Richard Kucejko | 6:05.84 |

SOUTH WEST – Doug Mayer

New Business: My most important news is always to announce any upcoming contests. The speed fliers are hosting the John Newton Memorial on June 21-22 for Speed/Combat/Racing, see attached flier. Racing is Sunday ONLY.

The Virgil Wilbur which is scheduled for October 11 & 12 has been a huge success for the last 5 years. This is an informal 2-day event, and not a fully sanctioned event. Similar to last year, the VW is the weekend following the Fall Finale contest in Dallas. Sometimes we can get folks who attend the Dallas contest to join us the following weekend in LA.

And finally, to cap off the season, we can always count on our stalwart contest, the Toys for Tots in December. The Toys for Tots is usually the first weekend in December, so that would make it December 7th.

You may have noticed from the last newsletter that I am stepping down from this position. I've been supporting the SW District representative effort for 6 years, and it's time to take a break. I've got a lot of different competing interests, and 2 teenage boys with different interests as well. I'm not quitting from racing, but it's time to give the SW Rep position a rest.



Les Akre at the 2012 Virgil Wilbur.

I want to give my sincere thanks to Les Akre for being our newsletter editor. Les and I communicate before every newsletter, and he always checks in to make sure he's got my latest material for the newsletter. I appreciate the effort that Les puts in to compile and edit the newsletter every 2 months. We are all lucky to have Les at the helm putting together a quality newsletter for all of us to enjoy. I'm sure it's more work than anyone appreciates.

I also want to thank our diehard president, Bill Bischoff for the endless support that he gives to the NCLRA, and to me personally, and control line racing in general. Bill has done a genuine service to the sport of CL racing by making his race specific products readily available to everyone. I can't count the number of fuel tanks and shut off on my planes that came out of the Bischoff shop. Bill would give you the shirt off his back, or maybe just give you a shirt at a contest. He'll also rent you a racer, give you a plug, or screw, or anything else you need to finish a race. A true gentleman. Thank you Bill for your support, keep up the good work. The sport needs you.

I wouldn't be racing if it wasn't for the friendships and comradery that I share with all the other CL racers in our community. For me, the personal relationships are more rewarding than winning a race. Racing isn't fun unless you are doing it with your friends. I have been very lucky to have lived in Los Angeles which has had a thriving CL racing community for generations. I have made lifelong friends from the racing community that will last forever. I want to thank Ron Duly, Dave Hull, Dave Braun, Mike Callas and Greg Kovach for all the local support and helping to keep SCAR together for all these years. I especially want to thank Ron for his absolute generosity for taking my airplanes and gear to Nationals for 2 years in a row! A 2,000 mile one-way road trip is no small feat, and your help transporting my gear is really amazing.



Doug with L-R, Roger McIntyre, Mike MacCarthy, and Rich McIntyre.



Rich McIntyre, Doug Mayer and Jim Holland flying Quickie Rat.



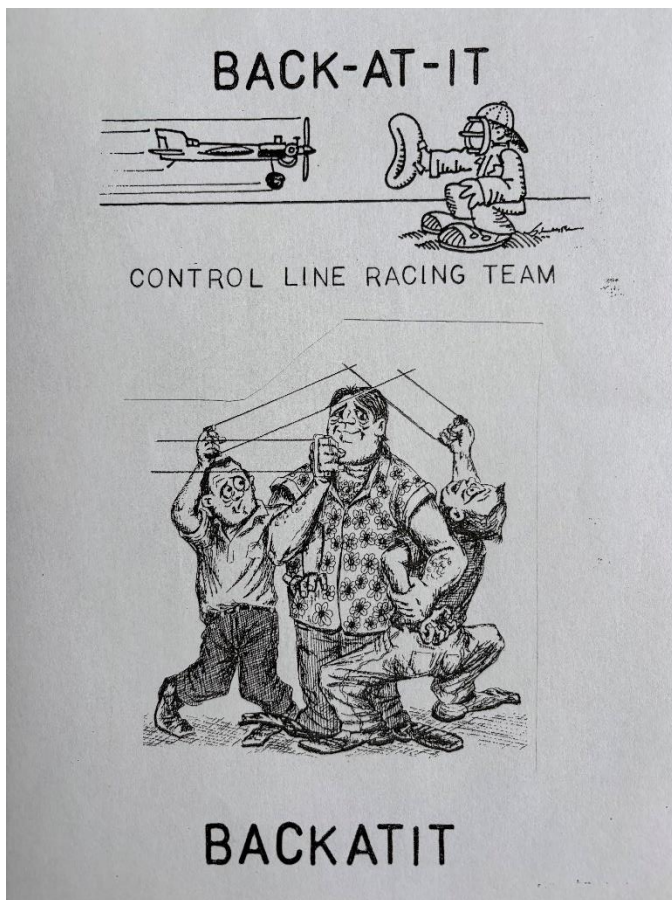
Mike MacCarthy with his 1/2A Me-109 model.



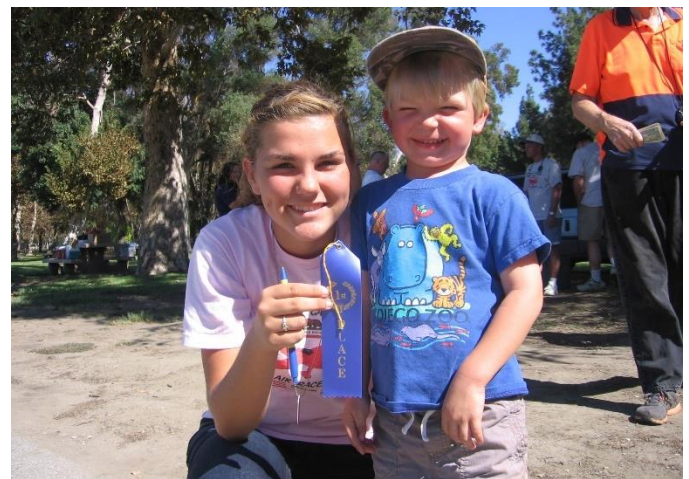
The Joyous duo of Charlie Johnson and Ron Duly. These guy's seem pretty happy for a crew tasked with field maintenance.

Nationals – Part 1: I attended NATS for 5 years in a row in the late 90's and early 2000's with Mike MacCarthy and the BACK-AT-IT team. It's a pure coincidence, but I got a big envelope in the mail from Unkle Mikey the other day, and it had a few photos and cartoons in it. The first photo is myself, Roger McIntyre, Mike MacCarthy, and Rich McIntyre. This was the early days when Mike was welcoming me to join the BACK_AT_IT team. Roger didn't join us much, so this is a rare photo to have Rog in there. I remember at the time, I was in my 30's and Mike thought I was a "KID". Ha ha, now I look at these photos 30 years later, AND I THINK I look like a kid!! Ha, funny how times change.

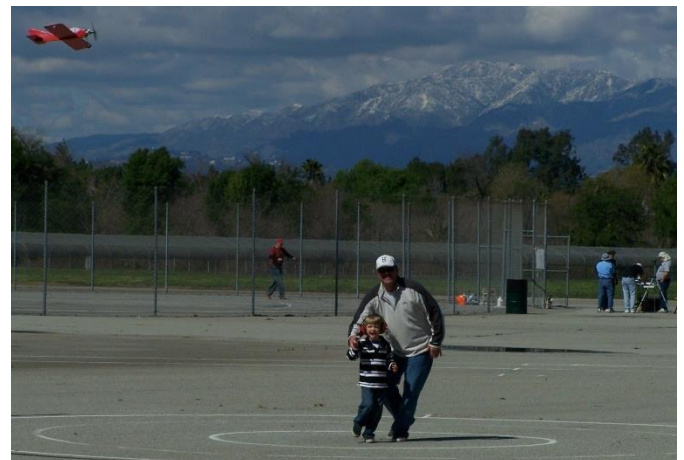
The next photo is one of my all time favorites. Rich McIntyre, Myself and Jim Holland flying Quickie Rat. Back in the day, Quickie Rat was the hottest contended event at every contest. It wasn't unusual to have 5 or 6 planes within a 10 second spread at finish. Sometimes a fraction of a second would give you the crown. Mike left a notation that Rich Passed away in 2014, and Jim Holland also passed away a few years ago. I miss both of these gentlemen, but I carry them in my memories.



picture, Tristan and I will probably just become a father-son team for the next couple of races. I need Bill or someone else to come to LA and pit for me so I can enjoy being a pilot once in a while.



(Top) Crystina Kusik helping Tristan in his first race.
(Bottom) Posing with Tristan and his 1st place ribbon.



Doug Watching over Mason on his first official Flight.

Nationals – Part 2: I took a 20-year hiatus from NATS until 2023 & 2024 when I returned with my sons. I'm really glad we made the effort to attend NATS because it will be something the boys will remember forever. I won't be returning this year because it is too much of a financial commitment, and a time constraint to take all the time off work, and its simply not a priority to return to Muncie this summer. Currently, Tristan is motivated to race, and we'll be at Whittier in June, but Mason is graduating high school next week, and he has completely lost interest in airplanes. Oh well, kids grow up and find their own interests in life.

Boys: In all transparency, I hope you have endured the last 6 years of me writing about my sons. It really is the primary reason that I returned to the hobby, and made a second run of it. Mason flew his first control line race when was 5 years old. I've included a photo of the certificate that the SCAR Club gave me for Mason's first race. Tristan flew his first Mouse Race at Virgil Wilbur in 2012 when he was less than 4 years old. Both kids would always fly 1-up as little kids because they were too scared to race 2 up. I found some pictures of Tristan's first 2-up race. He was 9 years old, and we thought it was safe to have him fly 2-up sport goodyear against Dave Hull. It didn't end well. Tristan accused Dave of being 2 feet taller than him, and really intimidating, and somehow, they ended up crashing? I can't imagine a 9-year old crashing? Anyway, that ruined him for years because he refused to fly 2-up again for a very long time. He kept referring to, *"Remember that really tall guy with the glasses?"* Fast forward 12-14 years, and both kids race 2-up in sport goodyear and quickie rat, and they'll grease the plane into your pit like a seasoned pro. With Mason fading out of the



Doug and Mason posing with Mason's Official Flight Certificate.



(Top) Tristan's first 2-up with Dave Hull. (Bottom) The unfortunate result.



Tristan flying his Sport Goodyear entry.



Tristan and his entry posing with Don Burke and Ron Duly at the Virgil Wilbur Oct 2012.

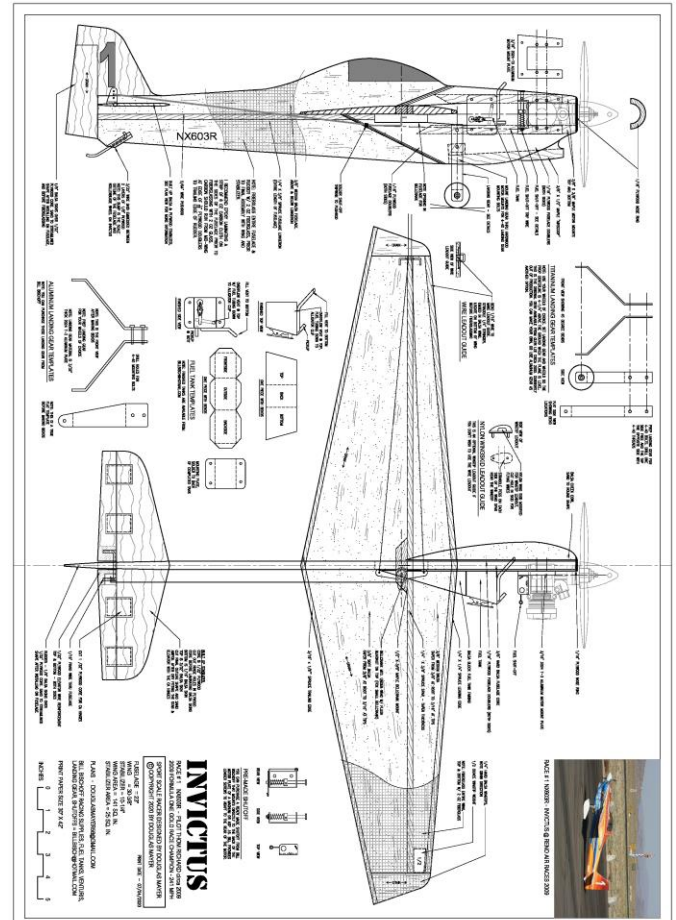
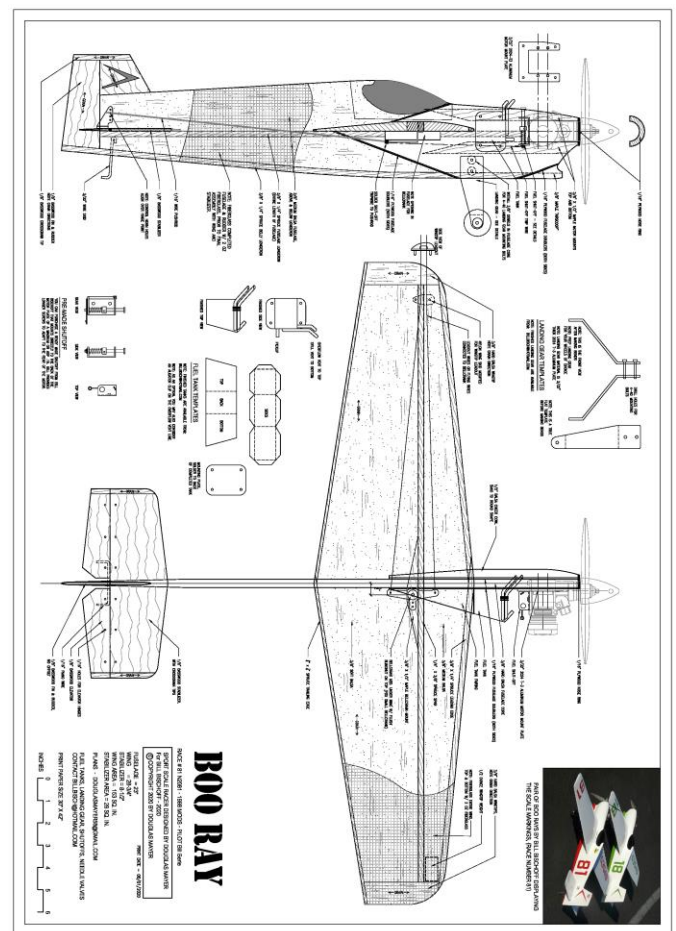


Mason Age 10.



The boy's at their first Airshow.

Model Airplane Designs: Its been a while since I drew my last Goodyear plan. I've got a huge collection of designs that I've accurately scaled and drawn for construction. Part of the adventure expanded when Bill Bischoff contacted me after many years of racing at the NATS in the 2000's. Bill reached out, and asked if I could draw up some construction plans for a Goodyear for him. I think the first model may have been Boo-Ray. Since then, I've drawn a few plans for Bill, and quite a few for myself. This endeavor is actually how Bill and I became such good friends. When I was younger, I sold the plans for \$20 bucks, but I can't buy anything with \$20 bucks and I don't care about the money, so I just started giving away my plans for FREE. This was my contribution to the hobby, with my hopes to keep the sport alive, and make different designs available to keep the interest going. I haven't built any new airplanes lately. I have so many airframes that I tend to do more modifications, repairs and refurbishments than new builds. I've got a few bucket list items, but all my other interests get in the way of building a new model airplane.



Thanks for reading all my ramblings, signing off for now.....“When there is a void, someone will fill it”.

That’s it for this month, keep your lines tight and wear your sunblock.



Control Line Speed Flyers of Southern California
presents the
John Newton Memorial Control Line
Contest: June 21-22, 2025
AMA Class AAA, Sanction Event Number:

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,
Northwest B Proto, F2D Proto, Fox 35 Speed,
Fast Jet, Sport Jet, Northwest 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)
with paved center pads 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.rt.com
(714) 394-5304

Combat: Bill Maywald
wmaywald@gmail.com
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Fly all events for \$20.00.

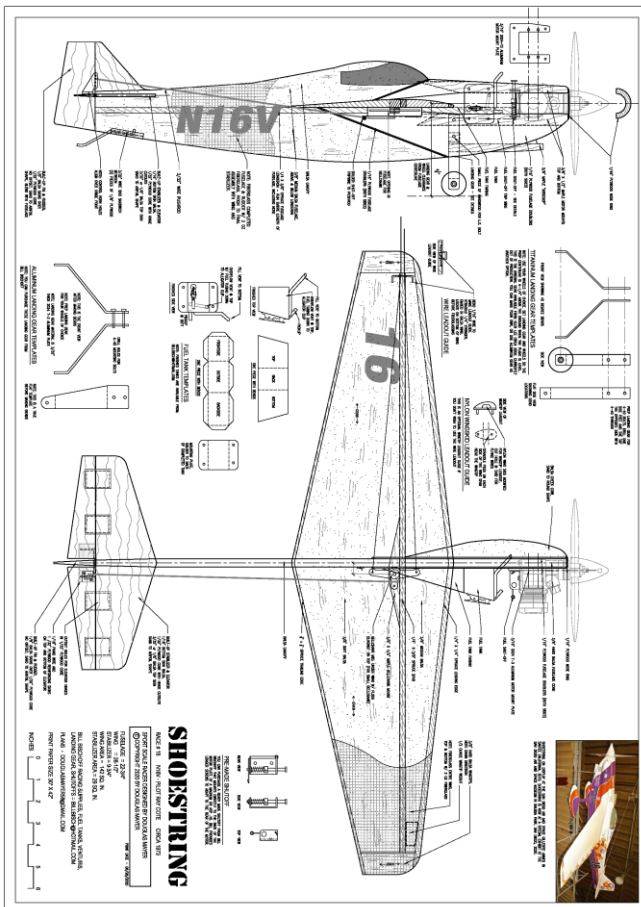
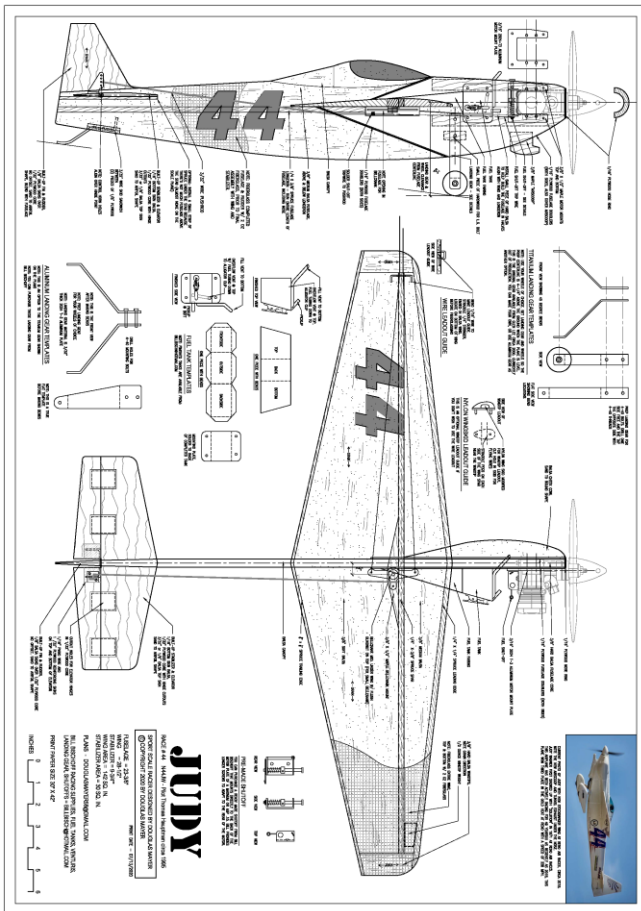
Current Covid-19 Protocols for this outdoor event.

A 20' Model – Miss San Bernadino By Bill Lee

This design has been my favorite for over 40 years. My first AMA Scale Race win at the NATs (1979) was with this design as was 1984 in Reno. After getting out of AMA racing for quite a number of years (F2C become the dominant activity), I built a new AMA model, Nelson power, but it unfortunately got wrecked at the NATs one year. (A funny story of pilot error!)

Then came Sport Goodyear as Bill B defined, and I built a new Miss San Bernadino, the one most have seen. It has been a very successful model, many NATs and local event wins. With the 10 or so years it has been flown, it is getting quite long in the tooth: a little brother was needed.

I don't build many models, I think this is the third in the last 10 years. As a result, every time I do, I have to re-learn everything all over again! This new Miss San Bernadino is no exception. The number of complete screw-ups I made when building this model is immense. Resulting in a model that is really nice if you don't get closer than 20' away! The pictures don't do the really bad finish and structural 'whoops!' any real justice!



This model was built from a 'kit' that Lester Haury made for me. Lester, at my urging, drew the Miss San Bernadino in CAD, we decided on an airfoil and a number of other design issues. Lester fired up the CNC router and cut me all of the parts. That certainly helped cut down on my building screw-ups! Thanks, Lester!

The finish is KlassKote for the colors with a clear coat of the 2K rattle can polyurethane. All of the graphics were done using a stencil cutter that Bill B donated to the cause. Sure makes it a lot easier than Scotch tape and frisket paper!

Model in the photos is not quite complete, still needing a pushrod, control horn, leadout guide and shut-off trip wire. Hope to fly it soon.



Bill Lee's new Miss San Bernadino Sport Goodyear.

MORE SPORT GOODYEAR TESTING

By Bill Bischoff

This spring, we've been doing additional testing with Sport Goodyears here in Dallas. Instead of a big extravaganza like we had last fall (see Feb '25 Torque Roll), lately we've been testing one or two things each time over the course of several flying sessions. Since the weather is variable, comparisons of RPM or airspeed on different days may be not be accurate. Only back to back comparisons performed on the same day

will show an accurate representation. That being said, here are some things we learned.

Bill Lee's Miss San Bernardino, fitted with the engine from Lester Haury's Miss Min, was about 3 tenths of a second faster for 8 laps than Bill's own engine, when tested back to back. Still fitted with Lester's engine, Bill's plane averaged 4 tenths of a second slower when fitted with leadouts than it was with the .015 lines going straight to the bellcrank. At a later date, testing Bill's model with its original landing gear and then the new "low drag" landing gear, showed no difference in airspeed. This is in contrast to testing on other models, where about a 0.4 second difference was typically found. My new Miss Min and Lester's Miss Min were both timed on the same day, each with its own engine, and current lines/leadouts. Lester's model averaged about 20.6 seconds; mine did not. A couple of weeks later, my model was fitted with my highest RPM engine, as determined at the original Shootout. With some needle adjusting, and several applications of lead tape to the tail end, I was able to go 20.7 repeatably. Lester's airplane was not flown, but with the higher density altitude that day, it would be reasonable to expect it would have not been faster than the time before, and likely a bit slower. I will go out on a limb and say the new Miss Min is equal to the old Miss Min.

UNDERSTANDING THE DMAA SPORT GOODYEAR RULES

The northwest region of the US has only been flying Dallas rules Sport Goodyear for a couple of years, and some questions have emerged about interpreting the rules. Some additional background about how and why the rules evolved should lead to a better understanding of their intent.

We started flying Sport Goodyear in Dallas in the early 90's, using the Wichita rules. Their rules, in a nutshell, were 1 oz tanks, and engines that were non schnuerle porting, of plain bearing or ball bearing construction, or plain bearing only engines if they were schnuerle ported. For example, Supertigre G15 and G20-15's fit the first group; OS 15 FP's, and Fox 15 with the tall backplates fit the second group. The fact that the Fox engine had the same mounting pattern as the Rossi and Supertigre 15 meant that retired AMA Goodyear airframes could find new life as Sport Goodyears by fitting a Fox 15 and a one ounce tank. Most of these planes would have had the controls in the wing, so this was permitted.

At some point, Fox stopped making the plain bearing schnuerle 15, but kept making the ball bearing version. The Wichita club decided to make a special allowance so the Fox 15 BB would be legal. The Fox 15 BB emerged as the dominant engine, creating essentially a one-engine event. Fox engines became quite hit-or-miss in quality, and eventually, to be competitive you either had to know all about fitting engines, be willing to buy lots of parts, or luck into getting a good one. This caused interest in the event to decrease, and people simply dropped the event.

In 2013, I bought a Magnum blue head 15. It was easy-starting, a good performer, and readily available, so I began to experiment with it as a potential Sport Goodyear engine. With a 1/4" venturi, the performance was a good match to the existing event, so new rules to include the Magnum and its clones were created to supplement the existing rules. All the old rules still applied and all the old engines were still

allowed, but if you wanted to use a Magnum 15 instead, there were specific engine and airframe rules associated with only those engines. For example, since the engine mounting pattern for the Magnum wasn't similar to any of the other engines being used, it was thought that people would be building new models. This was the perfect time to make the airplanes simpler, so external controls were mandated in conjunction with the new engines. Previously legal models continued to be allowed. With the new engines, and simpler models, the event gained lots of interest.

After a time, The Magnum 15 et.al. were discontinued. The SH 15 came along as another "modern" alternative. Time showed that the SH wasn't quite as strong as the Magnum, and it eventually got a venturi size increase in an effort to bump up the power. So, there are now specific rules for that engine as well.

Most recently, we have also allowed the Fora Junior 15. For now, the engine rule for the Fora is "run it how you bought it". Unfortunately, I have looked at engines from 3 different batches, and they all have different size venturis. This tells me that we will ultimately need some sort of venturi size restriction for them too. So we have "classic" rules coexisting with "modern" rules. Some airframe and engine rules apply to everything, some apply only to models with "classic" engines, and some only apply to models with "modern" engines. Reading the rules with this in mind, they become clearer and make more sense.

I have tried to boil this down to a chart. Starting at the top with the appropriate engine, going down the chart will show what engine and airframe rules will apply. Rules that apply equally in all situations have been omitted from the chart. When in doubt, please refer to the written rules, available at nclra.org.

DMAA SPORT GOODYEAR RULES SUMMARY

This is not a substitute for the full event rules, available at nclra.org.

engine type; **non-Schnuerle** **Schnuerle** **Magnum/ ASP 15** **SH 15** **Fora Jr 15**

ball bearings allowed not allowed * comes with comes with comes with

engine mod's permitted	limited allowed	limited allowed	must be stock	head clamp only	must be stock
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venturi size	any	any	.250 max	.266 max	TBD
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internal controls	allowed-not req'd	allowed-not req'd	must be external	must be external	must be external
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* allowed for Fox 15 BB



The Tree Town Modelaires
2nd Annual
Race Day
AMA Sanction #18212
Saturday June 21, 2025

Location: Aurora Municipal Airport, Rt. 30, Sugar Grove, IL 60554

Jerry Who Memorial Race - (JSO) - 100 lap sport race. (see special event rules) A final 100 lap race to be held between the 3 fastest qualifiers. Club provides fuel.

Sport Goodyear - (JSO) - Dallas sport Goodyear rules. Each contestant will be given 2 - 80 lap, one pit preliminary races. A final 160 lap, 3 pit race to be held between the fastest 3 qualifiers. Organizers will supply fuel.

Tri-Athlon - (JSO) - Event combines the results from the 'Jerry Who' race with scores from an abbreviated Beginner Stunt pattern and "Close Landing" event. All 3 events are flown with the same airplane.

Mouse Class 1 - (JSO) - (313) AMA Rules, Contestants provide fuel.

Awards through 3rd Place. Awards for best Junior/Senior in all events.

Entry Fees:
Open, \$10.00 per Event Junior / Senior, \$5.00 per Event

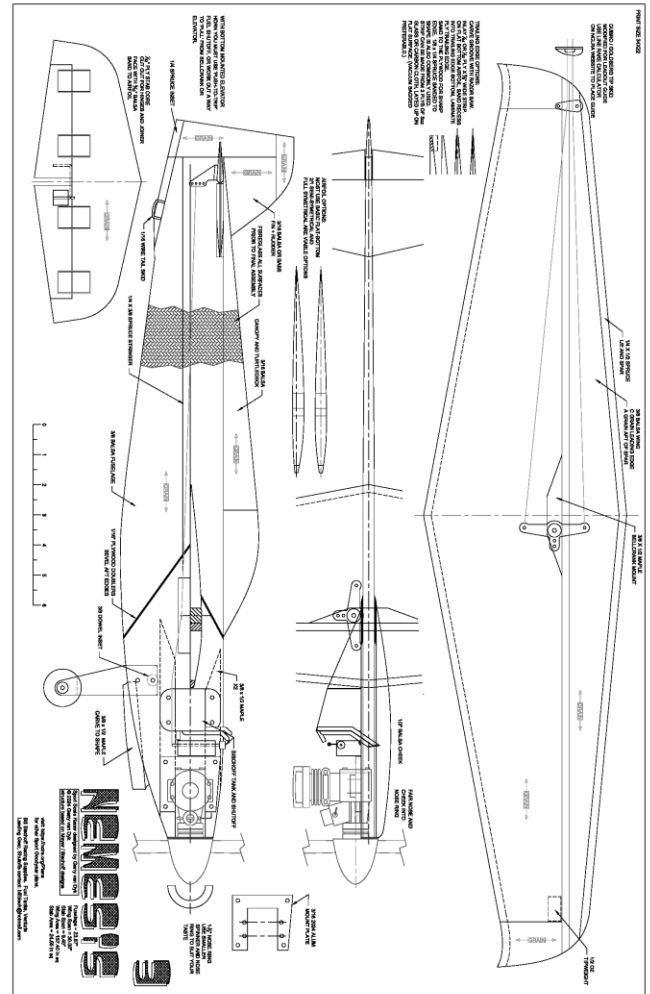
Competition Begins at 10:00 AM Registration Closes at 12:00 PM

** Food, Porta-john and Raffle Available on Site **

Lodging:
Comfort Inn, Aurora (630) 820-3400 Hampton Inn, Aurora (630) 987-2600
Holiday Inn, Aurora (630) 806-7400 Holiday Inn Exp., Yorkville (630) 882-0600
Sunset Motel, Yorkville (630) 553-7353 Super 8 Motel, Yorkville (630) 553-1634

Contest Director:
Jim Schuett, AMA 54705
2350 Sans Souci Drive,
Aurora, IL. 60506
Phone: (630) 642-3617 E-Mail: jschuett25@comcast.net

ATTENTION
No Alcoholic Beverages are allowed at the Airport. Violators will be escorted off site by irate club members and / or the **Sugar Grove Police**.
There will be **No Refunds**, regardless of Weather or other circumstances.



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

2025 AMA Nats, National Aeromodeling Center, Muncie In.
The CL Racing schedule for the 2025 NATS is as follows.
Monday, July 7 will be Mouse 1, Vintage B TR, and F2C team race. Tuesday, July 8 is AMA Slow Rat and AMA Goodyear. Wednesday, July 9 will be Quickie Rat and DMAA Goodyear. Thursday, July 10 is Super Slow Rat and Clown Race.

The Tree Town Modelaires 2nd Annual Race Day
Saturday June 21 2025. See Flyer posted above in this issue for details.

SOUTH CENTRAL DISTRICT

The Dallas Model Aircraft Association will have four contests that feature racing.

August 30-31 Southwestern Championships
October 3-5 Fall Finale

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 1, Clown race, and AMA Goodyear. These contests will also include speed. Other racing events are possible on Friday by request. Please ask.

The June and August contests will have racing on Saturday only, including Mouse 1, Quickie Rat, Super Slow Rat, and Sport Goodyear. These contests will also include stunt and carrier events.

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

SOUTHWEST DISTRICT

June 21-22.

John Newton Memorial Speed/Combat/Racing, see attached flier in this issue. Racing is Sunday ONLY.

Virgil Wilbur October 11 & 12

Toy's For Tot's December 7-8

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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NEW! Low drag landing gear for Goodyear

complete set with wheels, hubs, aluminum struts and mounting hardware	\$22.00
--	----------------

aluminum struts only (with screws) bent, drilled, tapped, edges not rounded.	\$10.00
--	----------------

wheels only, 1 pr., 1 1/8" dia. urethane	\$7.00
---	---------------

brass hubs and screws only, pair	\$7.00
---	---------------

Fuselage mounted FUEL SHUTOFF bottom pull, specify Goodyear (1 1/4") or Quickie Rat (1 1/2")	\$20.00
---	----------------

Sullivan medium fuel tubing soft silicone, great for shutoffs	\$2.00/ft or \$5.00/ 3 ft
---	--

ASP/ Magnum 15 VENTURI (blue) 1/4" ID, 4mm spraybar, fits 10mm hole	\$10.00 out of stock
---	---------------------------------------

SH 15 VENTURI (red) .266 ID, 4mm spraybar, fits 10mm hole	\$10.00
---	----------------

ENYA Supertigre style needle assembly	\$16.00
--	----------------

replacement needle only fits all Supertigre style spraybars	\$6.00
---	---------------

1 oz Sport Goodyear fuel tank with pinch-off overflow	\$20.00
---	----------------

bellcrank button kit includes hex buttons, eyelets, screws	\$2.00
--	---------------

5 oz. mouse fuel bottle	\$7.00
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8 oz. fuel bottle with fitting	\$10.00
---------------------------------------	----------------

16 oz fuel bottle	for 1/8" fill tube	\$12.00
	for rubber quick fill	\$15.00

Shipping

\$12.00 per order including fuel tanks, bottles.
\$7.00 per order without fuel tanks, bottles.

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840-2135 or email billbisch@hotmail.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

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