

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



TO



Young David Miller, next door Neighbor of Southwest Rep Doug Mayer, soloing for first time at the Sepulveda Basin Control line site.

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Torque Roll Issue #153
December 2020

PRESIDENT - Bill Bischoff

Here we are, nine months into the Covid pandemic, and things are at their worst level yet. A ray of sunshine is the fact that several different companies have vaccines that are looking promising. But at this point, it's anybody's guess what next year will bring. So why not pour yourself a steamin' mug of optimism, and start planning for next season? Get your club to plan and schedule contests as if everything's fine. Fix your old models and build some new ones. You'll need them eventually. And you've probably got some spare time these days. I just hope you're already stocked up on dust masks and disposable gloves!

NOTICE REGARDING "CONTROL LINE PARTS" lines

A company called Control line Parts is marketing a couple of sizes of brass plated steel 4 strand control lines in varying lengths. One size offered is labelled .0145" diameter (the subject here). According to the AMA rule book, lines measuring at or above .0145" are rounded up to .015"; lines measuring below .0145" are rounded down to .014".

We have various racing events that require .015" multi-strand lines. We all understand that smaller diameter lines equate to more speed, myself included. I bought a set of these lines to examine and try out. While they were indeed faster than "regular" stranded .015's, I also found that in places, they measured as small as .0141". Due to these lines having only 4 strands, readings will vary along the twist of the line. The lines measure greater than .015" in some places as well, but there is no denying that they are not consistently .0145" or larger. As such, in a pre-emptive measure against arguments and excessive time spent measuring lines, the Dallas Model Aircraft Association is banning these lines from their Sportsman Goodyear event, effective immediately. Further, NCLRA is also banning their use in all events that require .015 multi- strand lines.

I must stress that I am not saying these lines are a defective or inferior product in any way. They are simply not the right diameter for our purposes.
Bill Bischoff



These are the lines that are banned.

Editors Note:

The lines in question are marketed on the controllineparts.com website under the "Lines" menu, sub menu **0.367mm/0.014in**. This company does market the proper 7-strand .015" and .018" lines in varying lengths that are suitable for our events that require these line diameters. However, measure them to be sure, it's no one's fault but your own if you get caught with under size lines.

NORTH CENTRAL – Paul Gibeault

I have heard of almost no flying being done. Most of my C/L racing is being done over the Internet, often referred to as "Armchair Racing". The British racers are getting in a little racing but COVID-19 protocol rules over there mandate that 2 single teams are having to race on adjacent circles at the Barton Club site. This must feel strange, but under these dire circumstances, I guess solo racing beats no racing any day. I also have a bit of International News from attending the virtual FAI F2 C/L Sub Committee working group. Below is my report:

At the online virtual F2 FAI C/L International meeting in Lausanne, Switzerland which I attended (at 5:00 AM), the following C/L rule proposals were recommended for acceptance for the December FAI General Meeting in December.

- **F2C (Team Race):** France proposed eliminating retractable landing gear on team race models, citing the extra cost & complication is unnecessary. The group agreed but **WHEN** this is to be implemented was the issue. Fliers who **paid good money** for this option need to be considered. Retracts proposed to be eliminated **after 2023** seemed acceptable to the group.

- **F2F: (Profile Team Race):** Some minimum & maximum weights were proposed. The group decided that this event really needs its own rules rather than just being a "supplement" to the F2C rules. Sent back to the subcommittee for re-writing.

- **F2G: (Electric Speed):** Switzerland (*of course*) proposed a full set of rules for this new event. The Swiss pilots have now flown over 300 KPH, so performance is now on par with the IC powered F2A model's in a relatively short time. No idea of where or when this event is going to be flown, or whether it will be flown at a C/L world champs. The committee recommended acceptance.

** This begs the question as to **who** will propose the first Electric Racing Class...?? **

I shouldn't be giving give my secret away but I finally acquired the most perfect BTR race weaponry (Below). I need to first get rid of the carb, muffler & trim off some excess crankcase weight, but BOY do these engines have torque!



Below is Les Akre correcting the runout on his Gillott Rossi crankshaft after its unfortunate "Incursion into Terrain" incident last season. It takes patience, but I believe he eventually got it straight. The Rossi will live to race another day! Photo taken at the "Power by Paul" engine facility in Leduc, Alberta.

Keep those cards and letter coming!

SOUTH CENTRAL - Bill Bischoff

DALLAS FALL FINALE 2020

The Fall Finale ended our abbreviated contest season. It was an intimate gathering of seven racers, including our "long distance" entrant Richard Kucejko from Alabama. If that name seems familiar, perhaps it's because Richard also joined us for the Charles Ash contest on Labor Day.

Although we had some welcome cloud cover for speed on Friday, Saturday and Sunday were unseasonably warm and humid with nary a cloud in the sky. This was not typical October weather! Saturday, we started with mouse race, flying back to back 100 lap races. Bill Lee, Patrick Hempel, and Mike Greb all had clean, close races. Richard Kucejko is still getting his model and engine sorted out but did manage to finish his race.

Biscuits and Gravy were the only two entries in Super Slow Rat. We had to do some juggling in order to have an actual race, so it became Biscuits and Lee vs. Hempel and Gravy. Bill and Bill emerged victorious.

All seven contestants entered Sportsman Goodyear, so we had two 2-up races and one 3-up race. Everyone had at least one clean race. In his second race, Patrick had a shutdown malfunction that jammed his controls and caused a figure-9 after his first pit stop. The crash broke the model **and** the



The last pic (Opposite Top) is of Larry Renger's Unique, and simple Cox reed valve engine test stand. Makes running several engines in succession easy since you're not constantly bolting, unbolting...

engine. Richard had a new Invictus model that flew well and was very pretty in flight. Although his airspeed is lacking, all of his starts were one flippers. I'd call that a success! The heat results of 3:59, 4:00, and 4:01 looked very impressive on paper, so all parties involved elected to stand on their times (and sit in the shade).

Sunday began with F2CN profile team race. Due to the pandemic the out of town F2CN contestants did not attend, so the Hempel/ Lee team was the only entry. I encouraged them to fly anyway just to have a time on the books. Bill was unable to clear 6-7 years of dormancy out of the model, and they waived the white flag after 71 laps.

Clown was Biscuits and Gravy vs Hempel and Lee. This was the NATS matchup that wasn't flown. Biscuits and Gravy had actually practiced this time, and it showed. A slightly rich needle cost them some speed and mileage, while a slightly lean mixture for Lee caused some pitting difficulties and lost airspeed. Biscuits and Gravy prevailed, 140 laps to 128.

Quickie Rat was last, and uneventful. Richard took home a couple of new K&B 40's and vows to have it all sorted out by next spring. The others did what they usually do.

I would like to thank the club members who donated their time counting laps and timing, namely Sandra Lee and Dale and Linda Gleason. Thanks also to the contestants who timed and ran races when they weren't flying. Thanks. You are all needed and appreciated. And here's hoping things will be back to normal next year.

MOUSE I 100 laps

- 1)Bill Lee 5:02.65
- 2)Mike Greb 5:08.63
- 3)Patrick Hempel 5:11.15
- 4)Richard Kucejko 8:34.28

SUPER SLOW RAT 100 laps

- 1)Bill Bischoff 5:36.03
- 2)Mike Greb 99 laps

SPORTSMAN GOODYEAR

- 1)Bill Bischoff 3:59.36
- 2)Bill Lee 4:00.00
- 3)Kelly Hite 4:01.84
- 4)Mike Greb 4:09.39
- 5)Jeff Gitchel 4:16.09
- 6)Patrick Hempel 4:20.26
- 7)Richard Kucejko 4:33.44

F2CN

- 1)Bill Lee 71 laps

CLOWN RACE 7.5 min.

- 1)Bill Bischoff 140 laps
- 2)Bill Lee 128 laps

QUICKIE RAT 140 laps

- 1)Bill Lee 6:35.75
- 2)Mike Greb 7:47.64
- 3)Kelly Hite 8:18.40
- 4)Richard Kucejko 18 laps



Attendee's at the 2020 Dallas Fall Finale.

CONTEST SHIRTS FOR SALE

Be safe! Be responsible! Practice social distancing! Avoid the risks and still get in on the fun and fellowship. Now you can get your own "I survived Fall Finale 2020" DMAA contest T-shirt, complete with contactless USPS delivery for only \$20.00 anywhere in the good ol' US of A. For the appropriate shipping cost, I'll send 'em anywhere. Just ask. I have Large, X Large, and XX Large only. Paypal preferred. Please email first to confirm the size you want is still available.

Bill Bischoff billbisch@hotmail.com

Note: There is also a small logo on the front of the shirt. Look at the photo of that handsome devil Mike Greb elsewhere in this newsletter.



**2020 SOUTH CENTRAL TOP TEN
(includes NATS)**

Mouse 1 50 laps

1)Patrick Hempel	2:27.27
2)Bill Lee	2:32.68
3)Mike Greb	2:33.01
4)Melvin Schuette	2:49.83
5)Bob Whitney	3:06.23
6)Dave Hallas	3:41.18
7)Sam Londke (Jr)	4:48.85
8)Dave Betz	5:48.05

Mouse 1 100 laps

1)Bill Lee	5:02.65
2)Mike Greb	5:08.63
3)Patrick Hempel	5:11.15
4)Mike Greb	5:12.94
5)Bill Lee	5:17.65
6)Patrick Hempel	5:23.14
7) Patrick Hempel	5:30.62
8)Bill Lee	5:50.33
9)Mike Greb	6:09.43

Quickie Rat 70 laps

1)Bill Lee	3:12.02
2)Mike Greb	3:28.86
3)Dave Betz	3:45.48
4)Tim Stone	3:53.97

Quickie Rat 140 laps

1)Bill Lee	6:35.75
2)Bill Lee	6:45.62
3)Bill Lee	6:48.78
4)Mike Greb	7:33.34
5)Mike Greb	7:47.64
6)Kelly Hite	8:18.40
7)Mike Greb	8:49.24
8)Richard Kucejko	12.22.45

Sportsman Goodyear 80 laps

1)Bill Bischoff	3:59.36
2)Bill Lee	4:00.00
3)Bill Lee	4:00.98
4)Kelly Hite	4:01.84
5)Bill Bischoff	4:04.82
6)Bill Bischoff	4:08.67
7)Mike Greb	4:09.39
8)Mike Greb	4:10.75
9)Bill Lee	4:11.03
10)Patrick Hempel	4:13.95
11)Kelly Hite	4:14.64
12)Jeff Gitchel	4:16.09
13)Patrick Hempel	4:17.16
14)Mike Greb	4:17.43
15)Bill Bischoff	4:18.87
16)Patrick Hempel	4:20.26
17)Bill Lee	4:20.37
18)Tim Stone	4:24.87
19)Richard Kucejko	4:33.44
20)Richard Kucejko	4:34.84

Sportsman Goodyear 160 laps

1)Patrick Hempel	8:43.11
2)Bill Bischoff	8:47.07
3)Tim Stone	9:32.93
4)T.J. Vieira	9:56.7
5)Bob Heywood	11:19.68

Super Slow Rat 100 laps

1)Bill Bischoff	5:36.03
2)Mike Greb	5:39.53
3)Mike Greb	5:41.31
4)Bill Lee	5:54.60
5)Bill Bischoff	5:55.14
6)Tim Stone	6:09.51
7)Bill Bischoff	6:13.20
8)Gary James	7:09.86
9)Bill Lee	7:47.08
10)Dave Betz	7:53.70

Clown Race

1)Bill Bischoff	140 laps
2)Bill Lee	128 laps

SOUTH WEST – Doug Mayer

I am writing this report a few days before Thanksgiving, November 26, 2020. Our country is experiencing a resurgence of a damning virus that continues to threaten people in the United States and all over the world. We have all found ways to deal with the pandemic, and a lot of the responses are guided by local and state governments. Our biggest contest of the year, "The Virgil Wilbur Memorial" was officially cancelled in October because LA Parks and Recreation is restricting the gathering of large groups. Also, there is a general reluctance to join in a large gathering of this sort by our own community. Just today, Los Angeles introduced more restrictive guidelines for the next 3 weeks to try and get the surge under control.

The Virgil Wilbur contest was a month ago, and although things were not back to normal, they were certainly better than things are today. My good friend Bill Bischoff and his girlfriend Kari had made plans to come to LA and join us for the VW over 6 months ago. Bill and Kari decided to follow thru with their plans and come to LA for a visit. Bill and I emailed our local crew of guys and invited them to come out for one day on Sunday for a fun fly. We decided the venue would be the Sepulveda Dam Basin instead of the Whittier Narrows site because it was not a contest, and the basin is more convenient for most people.

Bill and Kari got in Thursday night, and had a few days to kill, so they made some classic LA tourist plans. On Friday, they went to Hollywood and Venice Beach, two classic Los Angeles destinations in one day. Friday night, they came over for a Bar-B-Que at my house and they told us stories about their day. On Saturday, Bill and Kari joined myself and my 2 boys, Mason, and Tristan for a hike in the Santa Monica Mountains. We hiked up to Eagle Rock which is a famous spot with an incredible view. After our hike we went to



Bill & Kari, Doug and the Boy's atop Eagle Rock.

Hermosa Beach to get some fish Tacos, and go to our local surf shop. Kari bought some swag, and Bill and I posed in front of the Dogtown Mural. I do not think I'll get Bill on a skateboard, but I'm a hardcore skater, so we had to take this classic BRO SHOT!! (Below)



Kari snapped this Pic of me and son Tristan giving the boards a "workout" at the skatepark.

On Sunday, we showed up at the Basin, and we had a small crew of the regular Guys. We had Ron Duly, Dave Hull, Mike Callis, Dave Braun, Bill, Kari, Myself, and my son Tristan. We took turns flying in the circle, and Ron Duly secretly carried around a stopwatch, and collected times. Once we realized Ron was timing, it made it more fun, so Ron kept track of the times, and shared them with me at the end of the day. It's not a contest by any means, but just keeping some times was fun. Bill and I were trying to Needle my Moki on my Outrageous SCAR Goodyear, and we dialed in the time a little bit. Dave Hull and Mike Callis got some times on Dave's goodyear. Ron put some times on 2 of his goodyears. After all that, I can say I won, or maybe I can just say, I had the fastest airplane. Either way, it doesn't matter, we had fun, and that's what counts. My son Tristan was flying his sport goodyear, ElBandido, when something happened, and he pancaked the plane really hard, but then bounced up and kept flying until the tank ran out. The landing gear were flattened, so he brought in the plane into the pit for a nice belly landing. The wing was cracked, so we had to give up on old ElBandido for the rest of the day. Bill came to fly airplanes, so Mike Callis gave Bill the handle to his F2CN for some laps. Dave Hull also put up a F2CN flight, but you can see from the results that Mike and Bill put in more flights and got some better needles (Or should I say compression?). Dave Braun brought out his collection of odd-N-ends of old props, and kits and speed pans and stuff. Its always fun to rummage thru Dave's collection, its kind of like a flea market return to the past. We ended our day with a group shot, Covid style with masks on. After flying, I dragged Bill and Kari to a local skateboard park, so Tristan and I could show off skating in the pool. Bill and Kari weren't so sure about breaking into the skatepark, and going thru the hole in the fence, but I convinced them that's what punks like us do, so it must be OK! And so we ended a good weekend of visits, hiking, flying and skating. All they guys thanked Bill for coming to town, to join us for a good day of flying.

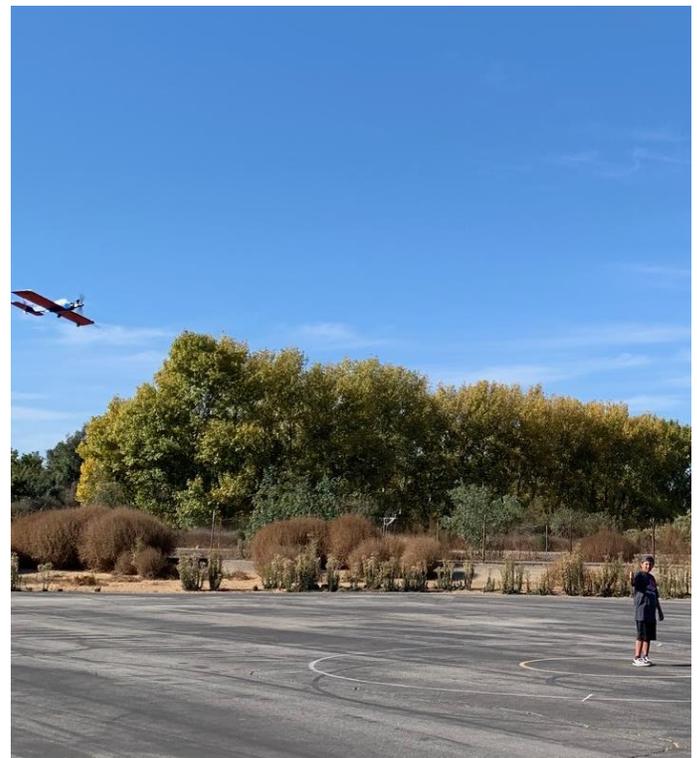


The Sepulveda Basin Test Crew: Dave Braun, Dave Hull, Bill Bischoff, Mike Callis, Doug Mayer and son Tristan. Missing from picture is Ron Duly.



The Lineup, Dave Braun watching over Dave Hull as he tinkers with his Sport Goodyear.

BREAKING NEWS!!! November 23, 2020. Tristan told me this week that he wanted to go flying some more, so I repaired old diehard ElBandido just as good as new. I rebuilt the landing gear, and fixed the wing, and were' back in business. I emailed the guys this week and told them that we would be at the basin on Sunday. I loaded a bunch of planes in the car, and we brought our next-door neighbor kid David Miller. Tristan and David are best buddies, and we told David that if he went to the field with us, we would teach him how to fly. We started David on my classic 1/2A Sig Skyray. Ron Duly gave me a Skyray kit many years ago, and both my boys used it as their first trainer plane. Tristan flew the Skyray first, and we had David walk around in the circle with him to get an idea what it would be like to be in the middle of the circle. Next, we had David take off and do a flight. I held David's hand for takeoff and the first 3 laps, and I could tell the kid had it. I let go and walked the circle with him, and he flew great!! Next, we put David up solo, and he did a complete flight, take off, laps, and landing without a hitch!. David did another solo flight, and did great. David took a break and Tristan took a few flights on ElBandido, and it flew as good as ever. Tristan brought ElBandido into the pits every time. Tristan also flew Shoelace (Fox Racer) for the first time successfully. The first time he tried to fly it, it ground looped on him, and did a crazy



(Top) Tristan Showing friend David Miller how to fly. (Bottom) David flying solo, apparently he's a natural.

bunch of circles on the ground. Ever since then, he has been intimidated about flying Shoelace. Today he was super motivated, and he did a fantastic flight. He flew solid and brought it into the pits, right on cue! Of course, he said it hurt his arm because he is only 11, and this is the biggest airplane he's ever flown. Well heck, we were on a roll, so we asked David if he wanted to fly a mouse racer. He said, "Heck yeah", so I set up one of my mousers with a de-tuned propeller. He took off, flew all his laps and landed like a champ! We gave him another heat, and the wind picked up, and he was hunting a bit, but he handled it, and put up a good flight, and made a good solid landing. Mike Callis and Dave Hull put up a few flights on Mike's F2CN to round out the

day. It was a beautiful autumn day to go out flying. It looks like we might have a new Junior on our hands. Tristan finally has a buddy to fly with, and now all the guys, including me are hoping to have some Junior races in 2021! The boys are both excited to fly some more, so some Junior races should be in the cards. We're looking for a bright new future with some new young blood, and a good 2021. That's it for now, see you next year, Cheers!

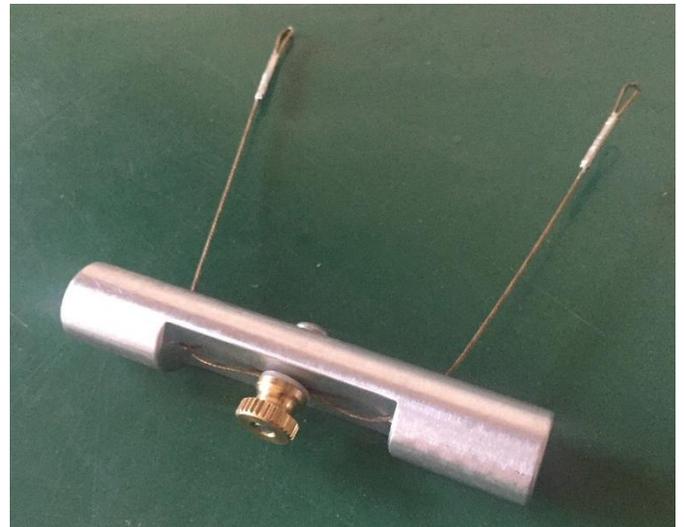
Results Virgil Wilbur Fun Fly, October 25, 2020.

Sport Goodyear:

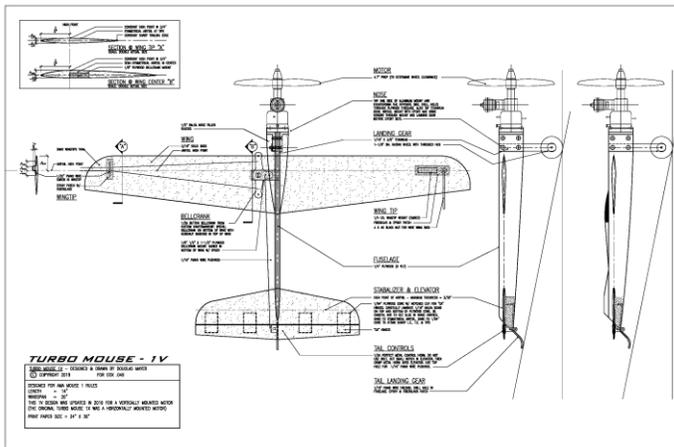
Hull	Shoestring	OS-15LA	22.91
Mayer	Outrageous	Moki	21.44
			20.81
		Lean	21.06
			20.75
Duly	#47	Magnum	24.56
			24.19
Duly	lil Quickie	Magnum	24.35
Hull	Bonzo	Magnum	DNS
Tristan	ElBandido	Fox 15BB	no timer

F2CN:

Hull	-	Profi	20.15
Callis	-	Profi	22.94
			22.15
			19.59
			19.81
			20.34



Not to be outdone, Richard Kucejko is currently building the prototype kit of Pat King's Rare Bear slow rat (below). This model uses the same wing and moments as the Mockingbird II, with cosmetics inspired by the racing Bearcat "Rare Bear". This model could also be built for Super Slow Rat, but I'm predicting that some nose weight would be required. I'm predicting that we will be reading good things about both of these models in the coming contest season.



**Doug Mayer's Mouse 1 Design "Turbo Mouse IV".
Look for larger image near back of this issue.**

SHOW AND TELL

Bill Bischoff

Well, it looks like a couple of our members have been busy lately. Kelly Hite and Richard Kucejko have both built new Invictus Sport Goodyears recently, and you can read about them elsewhere in this newsletter. Since the October contest, Kelly has finished up a Jim Ong- designed Mouse Catcher airplane, and a nice F2C style handle (top, and middle right) with which to fly it (with).



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 T. Ryan / P. 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

CONTEST CALENDAR

Due to Covid-19 virus, many contests listed may be cancelled or re-scheduled, check and make sure before travel.

NCLRA cannot be held responsible for errors or omissions!

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

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

NORTHEAST DISTRICT

None

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT

None

SOUTH CENTRAL DISTRICT

None

SOUTHWEST DISTRICT

2020 Whittier Narrows Speed, Combat, & Racing Contest Calendar

1511 Loma Av, Whittier Narrows Park, S. El Monte, Ca, 91733

Speed Circle Coordinates are DEC:+34.042737, RA:-118.070392

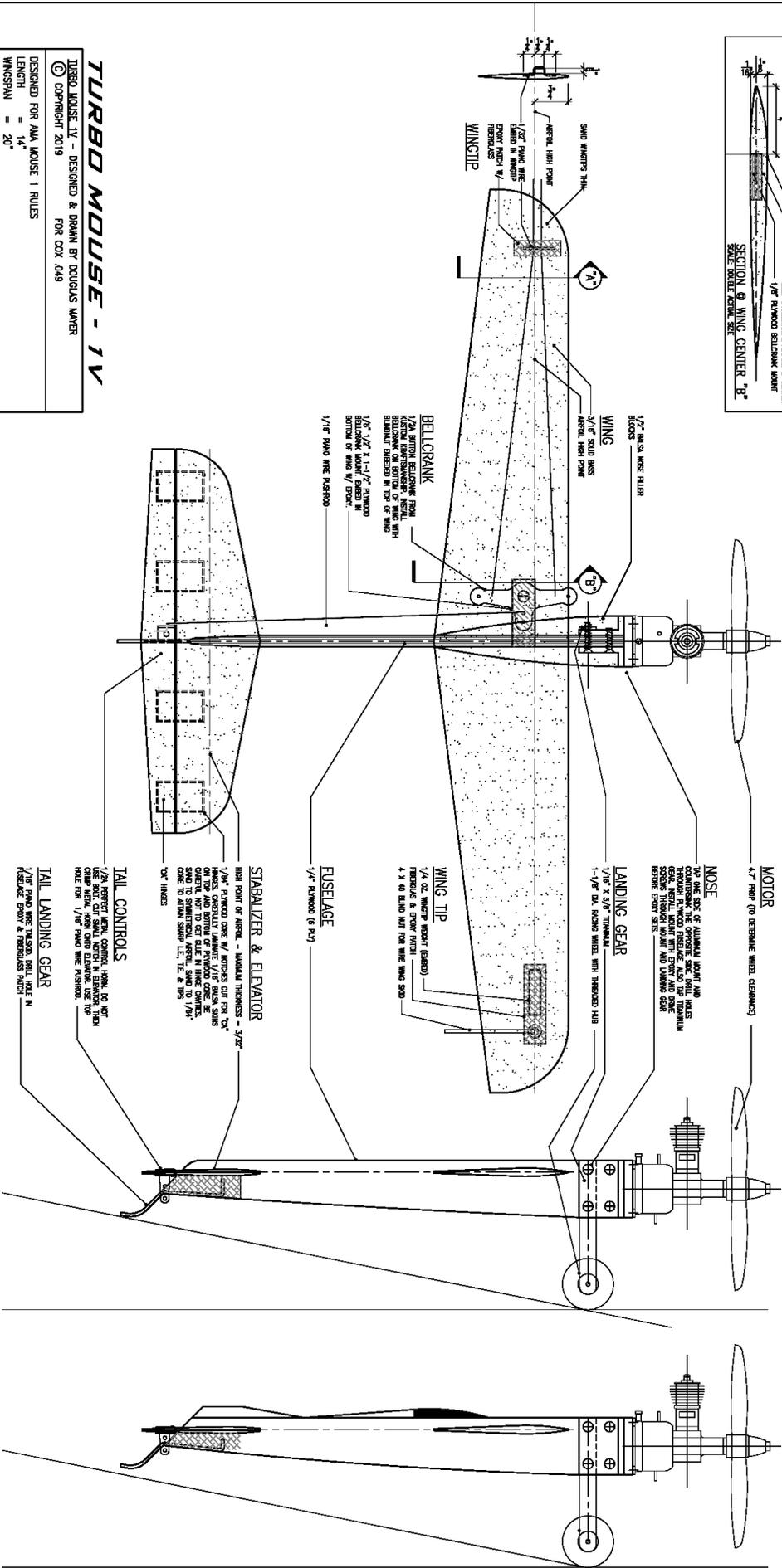
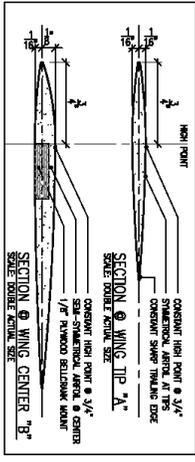
TENTATIVE

Dec 5-6 TOYS FOR TOTS Speed, Combat and Racing, sanction #

Cancelled!



Bill Bischoff flying and Doug Mayer pitting his "Outrageous" Sport Goodyear at the Virgil Wilbur Fun Fly this past Oct. 25



TURBO MOUSE - 1V
 TURBO MOUSE 1V - DESIGNED & DRAWN BY DOUGLAS MAVER
 © COPYRIGHT 2019 FOR COX 049
 DESIGNED FOR AMA MOUSE 1 RULES
 LENGTH = 14
 WINGSPAN = 20
 THIS 1V DESIGN WAS UPDATED IN 2019 FOR A VERTICALLY MOUNTED MOTOR
 (THE ORIGINAL TURBO MOUSE 1X WAS A HORIZONTALLY MOUNTED MOTOR)
 PRINT PAPER SIZE = 24" X 36"

SUPPLIERS

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e-mail williamhughes4@comcast.net 630-736-6036

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www.Petrockfarm.com

JIM DUNKIN

Engine reference books 816-229-9671 dunkin@discovernet.com

ELIMINATOR PROPS

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763-531-0604 e-mail swilk@cpinternet.com
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Douglas Mayer 5010 W. 123rd Place
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310-463-0525 cell
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www.LeeMachineShop.com

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1-785-256-2583. mbsmodelsupply.com

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NELSON COMPETITION ENGINES

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see the October 2020 <i>Torque Roll</i>	
Clothespin type glowplug lead	\$10.00
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Shipping: \$10.00 per order including fuel tanks, bottles, or handles.
\$4.00 per order without fuel tanks, bottles, handles. I accept paypal or
personal checks.

Paypal: billbisch@hotmail.com/ Mail checks to: William Bischoff,
1809 Melody Ln, Garland TX 75042. For questions, call (972) 840-
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Torque Roll is the official publication of the NCLRA. Published bi-monthly. All submissions are valuable & will be considered for publication subject to editing. Preferred format for publication is as a MS Word document using 10-point Times New Roman font. Any photos should be sent as a separate jpeg file, medium res. Email all as an attachment to Les Akre at the address given on this page.

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