



American Miniature Race Car Association
Member, World Organization for Model Car Racing
MODEL RACE CAR
NEWS

Established 1940

Spring, 2015

This is AMRCA's 75th Year!



From the Retiring President's Desk *Nick Tucci II, Retiring President*

Wow! What a year 2014 has been for AMRCA! A huge "thank you" must go out to all those who traveled far and wide to attend the Nationals and to all those who helped organize it. Congratulations to all the winners and

to those who set records: Rich Democh, 161.628 MPH in WMCR class 2.5cc, Stuart Hamill, 176.582 MPH in Class 3A, Stuart Hamill, 144.300 MPH in Class 10A. George Phillips, 204.436 MPH in the new Electric E-3 class. Also noteworthy, Paul Otto Ströbel, as a guest from Switzerland, ran 209.529 MPH, a new speed record for the New York track. And there were new friendships made. Lars Lundvik, made the trip from Sweden to attend. This was Lars' first Tether Car competition.

As for renewed friendships, 2014 saw the return of Walt Wilson to the Anderson track after many years. I'm looking forward to reading Walt's article published in this newsletter. John Ellis and Paul Otto Ströbel have put their differences aside, I'm happy to report. I sincerely hope we can all move forward with improved communication, cooperation and competition.

Since the Nats, there has been some hot competition at Anderson. In fact, two new records were set in late September. Lee Foldenauer, 147.275 MPH in Class 10A and Phill McDonald, 156.169 MPH in Class 9B. Congratulations!

We will begin to work soon on the AMRCA rulebook. It will be published with the amendments and rules changes since 2005.

Roger Phillips is set to lead AMRCA for 2015 as President. Roger has served as President in the past and I'm sure he will do an outstanding job.

The Whittier club will host the 2015 Nationals and the Anderson club has track and timer improvements scheduled that should be in place for the 2016 season. Best wishes to everyone in the New Year.



President's Message

By Roger Phillips, 2015 President

First of all, I would like to express my gratitude for the honor of serving as the AMRCA President during the 2015 tether racing season. Tether Car racing has been an important part of my life since the early 1970's, and

has served to introduce me to many new friends here in the US, and all over the World. Our friendship is cemented by our common love for engineering, mechanics, craftsmanship, and the excitement of making these little race cars go just as damn fast as possible.

During my term as President, I plan to focus some attention at reaching potential new tether car racers. My feelings are that, as a club, we must continue to grow in membership to remain viable. As the current membership grows older, we need new blood to move forward and continue the effort. New members will also bring new ideas, new challenges, and new excitement to our hobby.

If you walk up to most any stranger on the street and ask them about Tether Car Racing, I would guess that more than 95% have never heard of it. When you explain what we are all about, many will be interested, and think it is cool. To get more people into the sport, obviously, we need to let more people know about us. I will be looking into the use of the Internet, and social media in an attempt to accomplish this.

My Brother George, and I are currently designing a simple "entry level" deuce coupe that we hope can serve as an inexpensive way to get started in tether racing. No promises yet --- the project is just underway. An easy to run, reasonably priced "beginner" car will be a necessary part of attempting to get new people interested.

We are all looking forward to the 2015 season with anticipation. How will the new cars and changes we have been working on over the winter months perform?

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What speeds will we see? New records? New friends? Let's all have a great 2015 Tether Car Racing year, and also a safe one!

2014 A.M.R.C.A. Annual Meeting Minutes

J Phil McDonald, Secretary/Treasurer

The 2014 annual meeting of the American Miniature Racing Car Association opened at 5:45 P.M. at the Cedar Creek track located in Seaford, New York. The meeting was called to order by A.M.R.C.A. President Dr. Nicholas Tucci II. The minutes of the 2013 A.M.R.C.A. annual meeting held in Anderson, Indiana on August 23, 2013 were read by A.M.R.C.A. Secretary/Treasurer J. Phil McDonald. It was noted that there was a typo in the 2013 A.M.R.C.A. annual minutes and that the A.M.R.C.A. checking account balance on August 15, 2013 should have read \$4267.90. The correction was made and the 2013 minutes were approved as corrected.

A.M.R.C.A. member John Ellis gave a report on the Ellis-Strobel/Profi situation stating that a mutual agreement had been reached between Paul Otto Strobel and himself. A motion was made to rescind the ban placed on Mr. Strobel's attendance at A.M.R.C.A. sanctioned races. The motion passed by unanimous voice vote.

Charlie Murphy made a motion that a vote be conducted amongst the general membership of the A.M.R.C.A. stating that proposed rule changes in any class only be voted on by those active in the class. The motion passed by unanimous vote. The vote will be conducted by a separate mailing to the general membership.

A.M.R.C.A. Secretary/Treasurer, J. Phil McDonald read the current financial statement dated August 28, 2014. Phil noted that the A.M.R.C.A. started the current financial period with \$4,267.90 in the general checking account and that after income of \$5242.75 and expenses of \$3492.66, the checking account held \$6017.99 on August 28, 2014. Phil brought to everyone's attention the fact that we have suffered more loss of members in the foreign classification than any other since the dues were last raised.

New Business

Charlie Murphy proposed that an appeal be made to all members, past and present, to remember the A.M.R.C.A. in their estate planning. The A.M.R.C.A. has provided a wonderful hobby over the years to well over 4,500 people and needs financial support if the hobby is to continue its current growth. Charlie noted that he has good contact with numerous auto racing manufacturers and teams. He will make an appeal to them for support.

A.M.R.C.A.	
Financial Statement	
August 28, 2014	
Checkbook balance August 15, 2013:	\$4267.90
INCOME:	
Dues:	\$4432.75
Donations:	\$10.00
MRCN Support:	<u>\$800.00</u>
TOTAL INCOME:	\$5242.75
EXPENSES:	
Newsletter:	\$1260.92
Office Supplies:	\$220.87
Postage:	\$702.99
Insurance:	\$250.00
Payment transfers:	\$100.00
2014 Nationals Support:	\$500.00
Web Site Support:	<u>\$457.88</u>
TOTAL EXPENSES:	\$3492.66
Checkbook balance August 28, 2014:	\$6017.99

Charlie Murphy was thanked by the members for his wonderful financial support of the Model Race Car News for 2014. Charlie accepted our thanks and pledged to support our newsletter during 2015 also. He also took on the task of shipping the track grinder from California to Indiana in order to grind the Anderson track prior to applying a new epoxy/carborundum coating next spring.

Election of Officers

For the office of President of the American Miniature Racing Car Association, John Ellis nominated Nicholas Tucci II. Nick respectfully declined the nomination. Phil McDonald nominated Roger Phillips. Roger accepted the nomination. No other nominations were made for the office of President.

For the office of Vice President of the American Miniature Racing Car Association, Roger Phillips nominated Stuart Hamill. No other nominations for the office of Vice President were made.

For the office of Secretary/Treasurer of the American Miniature Racing Car Association, Phil McDonald was requested to retain the office. No other names were offered in nomination.

There being no further nominations for 2015 A.M.R.C.A. officers, the nominations were closed. Since all nominees are unopposed in the respective offices, there will be no vote on A.M.R.C.A. officers in 2015. 2015 A.M.R.C.A. officers will be Roger Phillips, President, Stuart Hamill, Vice President, J. Phil McDonald, Secretary/Treasurer. Nominees will take office on January 1, 2015.

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Discussion was held on the site of the 2015 A.M.R.C.A. Nationals. It was noted that, following the usual rotation, Whittier Narrows would be offered the 2015 A.M.R.C.A. Nationals. On behalf of the C.M.R.C.A., Stuart Hamill accepted and stated that as soon as a date was decided upon, the dates for the 2015 A.M.R.C.A. Nationals would be announced and published on the A.M.R.C.A. web site and in Model Race Car News.

There being no further business to be brought before the meeting, the meeting was adjourned at 6:25 P.M.

Memories of the 2014 Nationals

By Stuart Hamill, Vice President

I've been to a world fair, a picnic, and a rodeo, but the New York Nationals have them beat! My first week on the east coast, I stayed at the Hotel Ellis, helping John with some car preparation. I always look forward to spending time in his workshop learning some new techniques on machining and setups. After fixing a few fuel tanks and building up some Eagle motors we gathered up the tools and support equipment and dug out the pigeon coop. This fits in the back of his GMC and holds 12 custom cars.



John Ellis' "Pidgeon Coop" for transporting cars.

Most of the racers stayed at the Marriott. A few still go to the old Gateway.

The Marriott is a little longer drive to the track but it has everything you could want under one roof. The track is looking excellent! The carbide coating put down three years ago has held up very nicely. We had a fairly smooth week of running. Only one wheel came off and got stuck in the fence. One tire exploded with a piece making it's way into the timing hut, and a front axle came off a custom car, only to grind the pan down a bit.

We were all very happy to have Loyd Torrey make the trip to the east coast. Thanks to Dave Lundegard for

looking after Loyd. We had a NASCAR pit crew going, getting things tightened up, and when it came time to race Loyd was right there on the track ready to push the button. Thanks to Doug Phillips who prepared the lunches all week. I must of gained ten pounds. The banquet and trophy presentation at the Marriott was fantastic!!!! How could I complain, I did get some wood; First place in WMCR 10cc, first place in. 3A, with a record speed, and getting the Torrey Speed Award Trophy. First place in 10A, with a record speed, first place in 9B, second place in. 3C, and second in 7D. Thanks to John Ellis who made up the class 3 custom car trophies and a special Life Time Achievement Trophy for Loyd Torrey. Beautiful old trophies from John's father Joe Ellis who was there in the early days and a pioneer of tether car racing



Trophies and awards at the 2014 Nationals.

Secretarial Notes

J Phil McDonald, Secretary/Treasurer

What a great Nationals on Long Island last month!

Three new A.M.R.C.A. records recorded:

*Rich Democh, WMCR Class II (2.5cc) 161.628 mph

*Stuart Hamill, AMRCA Class 3A... 176.582 mph

*Stuart Hamill, AMRCA Class 10A... 144.300 mph

These outstanding results were topped off by a new track record by guest participant Paul Otto Strobel in WMCR Class V with an outstanding run of 209.529 mph.

Congratulations to Nick Tucci and the Long Island Club for staging an outstanding A.M.R.C.A. Nationals! The only hitch was fighting timer problems as has happened so many times over the years. Our timing systems seem to be the only weak link in our racing programs.

Thank you to our two foreign guest entrants this year: Lars Lundvik from Sweden and Paul Otto Strobel from Switzerland.

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The main items coming out of this year's A.M.R.C.A. Annual business meeting were the nomination of Roger Phillips for President, Stuart Hamill for Vice President and myself as Secretary/Treasurer. All will run unopposed and therefore will take office on January 1st 2015. Whittier Narrows received the bid for the 2015 A.M.R.C.A. Nationals and the last thing of importance was the lifting of the ban on Paul Otto Strobel. Hopefully we can now get back to what we do best.....RACE.....!

The A.M.R.C.A. is solvent with a treasury balance of just over \$6,000 at the time of this year's Nationals. Sounds like a lot but not so much when you consider that all three tracks are in dire need of reliable timing systems (projected cost of \$6,000 to \$8,000 at each track). So we have a little money, but our needs far exceed our funds on hand. Now with so many of us in our Golden Years, hopefully you will remember that organization which has given us all so many good times and good memories over our lifetimes.

With Winter quickly approaching, racing programs will be winding down at Long Island and Anderson. Those fortunate enough to live in or close to California will carry on through the Winter months. I admire those out west for being able to keep the spirit going while the rest of us freeze for six months !

Who is Walt Wilson, Your New Newsletter Editor?

I started racing with my Dad, Walter Wilson Sr., in 1947 at a track in a converted wading pool, in St. Louis, Mo. When it became available, we moved on to a much better "home" track in Belleville, Il. On June 20th, 1954, I was fortunate enough to set a world record of 151.77 at Anderson, Indiana, with my Dooling .61-powered Flynt car.

We went to as many races throughout the Midwest as possible and continued to race cable cars through 1959. If you look at the Nationals results from 1953 through 1959, and again in 2014, you'll find my name somewhere.

In 1957 and 58 we built a couple of street rods and in 1959, my Dad and I both bought and started racing Quarter Midgets with neighbor kids driving. We raced them until local tracks were closed for various reasons.

In the following years, I raced slot cars, was engine builder and crew chief for a stock car, and drag raced a '55 Chevy then a 64-1/2 Mustang semi-professionally for two and a half years with 98 wins. My wife, Suzi, supported me in all of these endeavors and took an active part. She also drove in "Powder Puff" with 16 wins.

We stopped drag racing to adopt our son, Larry, in 1968. In 1971, we adopted our daughter, Shari. By then, our home tether car track at Belleville had gone away and the closest track was Anderson, more than 300 miles away. Always the hobbyist, I raced R/C cars for a year, then started building and flying R/C

airplanes. There are fewer things in the air to run into, only the ground!

In 1973, we trekked to Anderson and I ran my Yellow Jacket-powered Flynt and McCoy-powered Frypan for the last time. In the following years, I sold my then "obsolete" tether car collection a little at a time to various racers and collectors. I designed, built, and raced R/C planes and wrote more than 200 articles and kit reviews for all the major model airplane magazines. I did the "Here's How" column for RC Report magazine for four years. I also did illustration work for the magazines. Suzi and I supported ourselves and our hobbies as professional technical writers and illustrators throughout our working careers.



Detroit Dragway, May, 1967

When the kids got older, Suzi and I went road rallying. We rallied on a national level for 15 years and worked SCCA sports Car races. After I retired in 1994, I raced slot cars for a while then went back to R/C airplanes and writing about them.

My beloved wife, Suzi passed away after a long illness in March of last year. We were two months short of our 57th wedding anniversary. One of the things I had on my "bucket list" was to visit Anderson once more, see some old friends and, along with members of my family, see the cars run again. I had been in close communication with John Ellis and Nick Tucci through the years as questions about old cars and racing came up and I provided some photos for the AMRCA archives and web site. When John learned that I was going to Anderson, he graciously offered me a car to run. After some hesitation and concern about something happening to it, I gratefully accepted.

On June 7th, My son, Larry, grandson Alex Blodgett, and brother-in-law Bill Predock went to Anderson. We were warmly greeted by the assembled racers. Mike Baldwin remembered being there the day I set the record in 1954! There were a wide variety of types of cars and some in my class, 3A. The race results on the AMRCA.com website will identify the types and engine combinations.

I set about getting ready to run. The car John sent me is the first Kuebler/Ellis with the first Eagle engine John built.

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2014 AMRCA Nationals results: September, 4,5,6 Seaford, NY

WMCR 2.5cc						
	Car	Engine	Time	MPH	Km/h	
1	R. Democh *	NSC/Sepp	Picco	6.920	161.628	260.116 * AMRCA Record

WMCR 3.5cc						
	Car	Engine	Time	MPH	Km/h	
1	N. Tucci II	Ekberg	CMB/Falk	6.766	165.307	266.036
2	J. Ekberg (p)	Ekberg	CMB/Falk	NT	0.000	0.000

WMCR 5cc						
	Car	Engine	Time	MPH	Km/h	
1	D. Otto	Frypan F-10	Nelson	NT	0.000	0.000

WMCR 10cc						
	Car	Engine	Time	MPH	Km/h	
1	S. Hamill	Duran/ Hamill	Eagle	5.553	201.417	324.149
2	C. Murphy	FTL/ Torrey	Picco	5.649	197.994	318.640
3	L. Torrey #1	Ellis GE	Eagle	5.675	197.087	317.181
4	A. Tucci	Denneler	Picco	5.726	195.263	314.246
5	D. Lundegard	Duran/ Lundegard	Eagle	5.855	191.028	307.430
6	B. Oge	FTL	Picco	6.210	180.108	289.855
7	J. P. McDonald	M2	Eagle	6.577	170.057	273.681
8	D. Clark	Znugg	OPS	6.857	163.113	262.505
9	D. Phillips	FTL/ Frymire	Picco	NT	0.000	0.000
10	D. Otto	FTL	Picco	NT	0.000	0.000
11	S. Morse	Picco	Picco	NT	0.000	0.000
12	L. Torrey #2	FTL/ Torrey	Eagle	6.325	176.833	284.585
	P.O. Stroebel *	Picco	Picco	5.338	209.529	337.205 * NY track record

AMRCA 3A						
	Car	Engine	Time	MPH	Km/h	
1	S. Hamill *	Kuebler/ Ellis	Eagle	6.334	176.582	284.181 * AMRCA Record
2	J. Ellis	Kuebler/ Ellis	Eagle	6.720	166.439	267.857
3	W. Wilson (p)	Kuebler/ Ellis	Eagle	6.822	163.950	263.852
4	A. McGough	Ellis	Eagle	7.294	153.341	246.778
5	B. Fellows	Kuebler/ Ellis	Eagle	7.412	150.900	242.849
6	R. Democh	1234 Special	Picco	7.499	149.149	240.032
7	A. Macropoulos	Kuebler/ Ellis	Eagle	7.528	148.574	239.107
8	T. Pearson	Ellis	Eagle	7.644	146.320	235.479
9	J. Brennan	Ellis	Eagle	7.770	143.947	231.660
10	S. Lawrence (p)	Kuebler/ Ellis	Eagle	8.002	139.774	224.944
11	J. DePinto (p)	Kuebler/ Ellis	Eagle	NT	0.000	0.000
12	J. Okel ** (p)	Kuebler/ Ellis	Eagle	6.330	176.693	284.360

** Car disqualified. Ran without weight check.

AMRCA 3B						
	Car	Engine	Time	MPH	Km/h	
1	C. Murphy	Arrow	Dooling	8.992	124.385	200.178
2	D. Otto	Flynt	YJ	NT	0.000	0.000

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AMRCA 3C		Engine				
1	D. Ellis	Eagle Patriot	Eagle	6.626	168.800	271.657
2	S. Hamill	Eagle Patriot	Eagle	6.698	166.985	268.737
3	S. Lawrence (p)	Eagle Patriot	Eagle	NT	0.000	0.000

AMRCA 4						
1	A. McGough	McCoy	McCoy	10.095	110.794	178.306
2	L. Lundvik	McCoy Railton	McCoy	12.923	86.549	139.287
3	C. Murphy	McCoy	McCoy	NT	0.000	0.000

AMRCA 5B						
1	C. Murphy	FTL/ Murphy	Eagle	NT	0.000	0.000

AMRCA 6A						
1	T. Maciag	Endre	Endre .09	NT	0.000	0.000

AMRCA 7D						
1	G. Fellows	Kuebler/ Ellis	Dooling 29	12.255	91.266	146.879
2	S. Hamill	Kuebler/ Ellis	Dooling 29	13.003	86.016	138.430

AMRCA 8						
1	T. Maciag	Borden	Super Tigre 29	10.376	107.794	173.477
2	C. Murphy	Borden	Dooling	NT	0.000	0.000

AMRCA 9B		Car	Engine	Time	MPH	Km/h
1	S. Hamill	RPW Tank	Nova Rossi	8.566	130.571	210.133
2	J. P. McDonald	ACDC Foyt	Nova Rossi	NT	0.000	0.000
3	A. McGough	Watson	OPS	NT	0.000	0.000
4	B. Oge	MMM Indy/ Oge	OPS	NT	0.000	0.000

AMRCA 10A						
1	S. Hamill *	K&G	Nelson 40	7.751	144.300	232.228 * AMRCA Record
2	B. Oge	Arrow	Rossi 46	NT	0.000	0.000

AMRCA 10B						
1	B. Oge	Wanda	Nova Rossi	7.249	154.293	248.310
2	L. Ellis (p)	Eagle Patriot	Nelson	7.455	150.029	241.449
3	T. Pearson	Eagle Patriot	Nelson	7.562	147.906	238.032
4	A. Macropoulos	Kuebler/ Ellis	Picco	7.885	141.848	228.282
5	B. Fellows	Kuebler/ Ellis	Rossi	9.217	121.348	195.291
6	J. Okel (p)	Eagle Patriot	Nelson	NT	0.000	0.000

ELECTRICS

E3 2mm cable						
1	G. Phillips	Vector	Neu 1521	5.471	204.436	329.007

E4 .085 cable						
1	R. Phillips	Vector	Neu 1530	NT	0.000	0.000
2	D. Phillips	Vector	Neu 1530	NT	0.000	0.000

(P) = Car run by proxy.

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It started easily and turned 154.56 on the first heat, which was the first time I had ever heard the engine run. Upon stopping it, I discovered that the left rear tire had come apart and the remaining tire was probably spinning throughout most of the run. Listening to the run in a video verified that it didn't accelerate normally, but broke loose after about five laps. I changed tires and the plug and battery, then made a second run. I later found a fuel leak due to vibration from the imbalance of the destroyed tire and it never cleaned out until right before it ran out of fuel. Between lack of sleep and the heat, I was feeling poorly, so called it a day. There were two WMCR cars entered, but both failed to start. As it turned out, I posted the fastest time of the day, which was a welcome outcome for my first time to run in 41 years and the 60th anniversary of setting a world record at the same track.

We went back to Anderson on July 19. This time, Larry and I were accompanied by my daughter, Shari Blodgett, son-in law, Casey Rariden, and two members of the Spirits of St. Louis R/C Flying Club, Paul Geders and Dennis Skeeters. Paul is a dedicated pylon racer and Dennis is an avid collector of engines, tether cars, and anything else in the model and toy worlds that he takes a fancy to. This time, we came up the night before and got some sleep, so we felt better throughout the day.

All the .46 engine classes were run first, so we didn't get on the track until later in the day. I had invited Jay Smith, the editor of AMA's Model Aviation magazine, to come over from Muncie and see the tether cars run. We visited and he saw the .46 cars run, but he had to leave before we got to run the "big iron".

Finally, it was time to run the 3A cars. I was first up and managed to turn 156.904, even though both rear tires were destroyed. Jim Crabb ran his 3A Ellis/Eagle and also shredded both rear tires with no time. Bob Oge turned 153.479 with his class 10B car and found a destroyed rear tire upon completion of his run. Jim Crabb ran his Kuebler/Ellis/Nelson and destroyed his tires turning 135.135.

My body was damaged again by the imbalanced blown tires, so I called it a day. As it turned out, everyone else did, too. We didn't stay for Sunday's racing.

John Ellis ran my car by proxy at the 2014 Nationals in New York and we finished third with 163.95, even though coasting the latter part of the timed run due to the plug being blown out of the head! The tires stayed together, though.

I want to offer my sincere thanks to J. Phil McDonald and all the guys at Anderson for their hospitality and congeniality. Thanks to John Ellis for a great car and necessities to make it competitive! I want to thank my son, Larry, for all his help at the track. Now, Larry has joined the AMRCA. I'm getting a new car and engine from John and looking forward to racing throughout the coming years. If you want to contact me or submit something for publication, my e-mail is: rallyo@att.net.

Hello All Members of the AMRCA!

By Lars Lundvik

I was asked to write a report from my very first (and only) visit to New York and the Nationals at Seaford in September of 2014.

I think an introduction can be the necessary explanation first why this was possible for me to do!

Already as a 10 year old boy I visited, for the first time, an exhibition in a town, Västerås, in Sweden when a Tether Car was running inside a dancing rotunda as a place for the cable track in this event. This was the moment when my interest for Tether Car race started to be kept from now on all years since then! In this Swedish town Västerås a permanent track on concrete was built later on by the club "The Bumble Bees"! My parents moved from this town more south to another town in Sweden where this kind of track was missing so I only could keep my two small Tether cars which I had built from parts for later possibility to run them somewhere? I never dreamed of this possibility to have the opportunity to use my much bigger Tether Cars on a permanent track in the USA and visit New York for the Nationals at Seaford September 2014!

I got the first contact with Nicholas "Nick" Tucci via Email six years ago because I wanted to have his information for a very good cable track which I found was not in use anymore in my town Gothenburg (Göteborg) in Sweden. The former members of this local club, GMRK, refused completely to help me with this and told me that I could keep this cable track for myself!

I refused to think that this was the end of the former very active race club so I needed the information from Nick how it was possible to make a functioning centerpost to begin with? I also made one which could be fixed at the center of this abandoned track with four 20 mm bolts in the concrete there.

All the time since then I kept this interest to get support also from anyone in the Swedish association SMRU and the staff there for Tether car race in Göteborg with no success! They only wanted to support the club and cable track in Örebro, not very far from Göteborg which of course is an excellent permanent track for this!

I was very sorry to get the final information in the end of last year 2013 that now the town wanted this area to build new houses on and everything connected to this old cable track "Lärje Ring" should be eliminated with the help from the former GMRK club members! The club house for speed registration as well as all the service tables under the protecting roof as well as the excellent safety fence surrounding the 20 m diameter track!

Then I informed Nick about this and I agree with him when he said "what a shame"! Imagine that this track Lärje Ring once was a very high speed track for a registered speed over 300 km/h the last time of use in the year 2005!

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(Continued from the previous page) I am glad to have photos from this track to be kept at least as a memory from this time with more active interest from the former members of the GMRK!

Now after this long story I can tell you that Nick invited me to come to use my two 10cc cars with McCoy 60 and Dooling 61 respectively on the cable track at Seaford instead! I was very happy to receive this invitation from him then! He offered me to send my both cars some weeks before to him for inspection and a possible reconstruction if it was necessary? I did so with DHL and then he asked Charlie Murphy to see what he could do for me! He made an excellent job with one of my cars which is the white one with the McCoy 60 engine which you have seen with the Swedish flag on and SMRU member number 84 during those days on his service table.

During my stay at the Marriott hotel I got the information about a guided tour to Manhattan in New York so I ordered this for one day when Charlie had to finish my car and test it for a race before I was back at the Seaford track again. It was an unbelievable experience to visit all the most well known places in New York! I could come very close to the statue of freedom the Liberty woman on the Hudson river by boat and under the fantastic bridge over this! Then it was the two memory places named Ground Zero with the names of the victims on each frame around these two huge pools. The water was lost as in a grave in the dark big hole in the middle of these! A beautiful but very sad memory of this terrible attack on the two very huge towers from the former World Trade Center! This shall never be forgotten!

After this another excitement for me was to visit the famous Empire State Building on the upper 102 level with this enormous view over New York! I also could see in red letters H&M the company from Sweden on one building! Many other places with information from the guide Johnny all the time in the mini bus and he was also singing the National hymn at the memorial place with a very loud voice which was to be kept in my memory extra much! He was also singing the well known song from Frank Sinatra about "New York, New York" when we came into this town by bus!

Now back at Seaford again for the final day and race at this track. I got the help from Charlie and Nick to get into competition which gave me a second place in my class to my big surprise! Annette McGough took the first place then but Charlie obviously let us have this because he did not compete with us then! In the evening at the fantastic dinner in the Marriott Hotel I also got a prize for this to my very big surprise! I was asked by John Ellis to make a speech as a Swedish visitor and this was his big mistake because I wanted to take over the microphone permanently! I saw that he pointed on his wrist watch after a very long time and I thought I could look on his diamonds on this later on! Finally I said thank you all after I had given some Swedish gifts to the most helpful members as

Nick Tucci and Charlie Murphy and Stuart Hamill because he and his father Charles Hamill had brought me to the track and back to the Marriott hotel every day! I tried to compete with the voice of the GPS then in the car and that could have been a problem for them to find the right way, I understood later on!

I shall always remember all of you at the track in Seaford and all of you who were living in the Marriott Hotel all the evenings at the bar with nice talks then! You are my very dear friends now and you have let me feel your very kind and warm friendship which I shall always keep in my heart for lifetime!

Thank you so very much for this wonderful time in New York and the USA!

Two Weeks

By Stuart Hamill

2008 was my first experience working with John Ellis. I was visiting the east coast and John had me spinning up some wheels. It's a simple job, load the wheel blank in the chuck & push the button. John was making titanium rods on the Kitamura. John would clamp a block of titanium in the vice and the machining center would tear right through it like butter. On John's first attempt at the rods, he cut the radius in a step pattern. I gave him such a hard time on how it looked that the next batch had a beautiful radius and a smooth finish. Every time Picco would look at my motor he would say "Titan no good". For safety and durability the titanium rod is the only one for me.

At the Anderson Nationals of 2010, I spent two weeks helping John build four Kuebler, three John Ellis, and two Rouse cars. This was my first experience in building such precise model cars.

John has spent years designing and manufacturing cars and parts, slowly rebuilding the custom class. The parts are so exact that everything goes together like a honeymoon fit. John is producing interchangeability of components from car to car, that are second to none.

My next visit to the New York Nationals was in 2012. This time I would help build one car, Valentine. This car had been in the works for two years, evolving into a full suspension ultimate custom car. My next visit was the Anderson Nationals in 2013. This time we had one week to build five cars. The Eagle Patriot. This car evolved from the Valentine. Four cars would be powered by Nelson 60 side exhaust and one an Eagle 60 3A car. John had been working on the project and had all of the parts machined up ready for assembly. With one week to get the cars built, the first order of business was to clear a spot on the bench. I got started on the fuel tanks, making a pattern, cutting out the stainless sheet, and silver brazing them together. I spent two days making five tanks and doing various hole drilling and tapping parts on the Bridgeport. We worked 10 to 12 hours a day at a pretty good pace. It was a mountain of work to be done and I had my doubts we would accomplish it. John would say with confidence, this is how we do it, as usual, and it would get done.

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With a few days left before we were to drive to Anderson, we realized the cars were not going to get painted.

Fortunately the bodies were a very nice black fiberglass shell, so paint was not really necessary. John takes extreme pride in delivering a beautiful two tone paint job in the traditional Ellis livery. He always uses the most expensive paint and when finished, the cars are gorgeous. With time running out and the pressure to get finished John had been chain smoking. The last night of the builds I found myself with one last thing to silver braise, the exhaust baffle for the 3-A car. It was about 10 o'clock. John said lets call it a night get up tomorrow and finish up, pack the car and hit the road by noon. But there was no way I was getting up and silver brazing one more part! I decided to finish it that night. So about 4 A.M. we called it a day. Tuesday the cars made their way into the kitchen for final assembly. (Diane has extreme patience) It took about five hours to get the cars finished, and by the time we got the cars packed, we were headed for Anderson at 9:30 Tuesday night. We drove straight through, only stopping for coffee. We got to the Days Inn Wednesday morning, rested for a bit, and headed to the track. The first day of practice, I did some test runs with my 10cc to feel out the track conditions. The weather was nice, not too hot, with some humidity, not so good for the custom cars. John ran all the new E. P. cars with some fooling around with the needle settings.

The Nelson 60 cars have a pressurized fuel system and were a little finicky to start. The motors were new and a little tight. We had to pop them off on the wheel and be careful not to flood them or they would fuel-lock. The cars looked great on the track, like they were running on rails.

Race day 1: Get to the track, set up ready to race. 10cc up first with John pushing my car and a few restarts. I could see it was a struggle for John to get in and out of the track gate. Next up Nick ran his car. The next thing, I noticed John sitting at his bench having some trouble coughing and holding his chest. I asked him if he was okay and he said not good. Nick came over and said "Do you feel like an elephant is on your chest?". John said yes, Nick said you are having a heart attack. I yelled to Phil to call 911, then everyone jumped into action. We laid him down, Charley Murphy got his legs up, Roger Phillips had a nitro pill. We gave him that and John went limp for a few seconds. The paramedics showed up and took over, got him on the stretcher, and off to the hospital. As they wheeled him off, he told me to run his cars. We stopped running and waited to hear from the hospital. Murphy came back to the track and said it was a close call, but John is alright. We stopped for lunch, regrouped, and ran cars for the rest of the day. When I went to see John, he looked great and said he felt good, and when can I get out of here? The next two days of running was a challenge without John. It was all I could do to run my cars and run what we had built. I did manage to get some good speed with my 10cc. I set a record in 10A with my Nelson 40 but never got a good speed with the Kuebler 3A.

The last day of competition, Saturday, John was released from the hospital and came to the track. We ran the cars and, as usual, John doing more than he should.

Everyone was very happy to see him to the point that they were asking him to work on their cars. I had to keep reminding him that he had a heart attack two days ago and stop what you're doing and take it easy. That evening we had a very nice dinner and trophy presentation. Thanks to all the Anderson crew for putting on a good Nationals with a limited work force. Thanks to the line masters who changed the wires and horsed the cars. The last order of business was to get John home. We headed back to New Jersey at 5 A.M. Sunday morning. I drove till John wouldn't shut up! Complaining how bored he was while sitting as a passenger. So I let him drive a few hours. It was tough for John not to have a cigarette but it was nice not to be breathing those Lucky Strikes. The previous week in the shop, I must have second-hand smoked a carton of cigs. John drove the last leg of the journey back to N.J. It was such a relief to get him home to his family.

Letter from the retiring Editor:

Those of you who know me on a more personal level know that my time last year was totally absorbed with attending to my mother's health. She's had an amazing recovery which I very thankful for. I was looking forward to seeing everyone at the Nat's as well as going on my annual pilgrimage to Bonneville but family comes first of course. The newsletter suffered as well. Once my mom healed things were in high gear. I took a "working" vacation on the newsletter and went to upper Michigan on a ski trip. While there I was involved in an accident and was hit in head the by the chair lift. Luckily I was wearing a helmet but did suffer a concussion as well as a bad case of whiplash. As I write this, I'm recovering but at a slow rate which the doctors aren't happy with. All this being said, I respectfully resign as editor of the newsletter. I'm happy with work I accomplished on the newsletter particularly bringing it into the new social multi-media world. Behind the scenes, the newsletter production process has taken some steps to help bring it up to a "magazine" level as Stuart once said. I wish I could continue on with this project but I can't commit to the time necessary. I feel that we couldn't find a better qualified editor than Walt. He brings a wealth of experience and I thank him for carrying on the newsletter to promote the sport of T1ether Car Racing.

Best Regards, Joe

Race Schedule for 2015

Whittier Narrows Schedule

Jan. 10 Fun Run.
Feb. 1 & 15.
Mar. 1 & 15.
Mar. 21 Sabbatini Collecto.
Apr. 12.
May 3 & 17.
Jun. 7 & 21.
Jul. 12 & 26.
Aug. 9 & 23.
Sep. 12 Fun Run.
Sep. 30 Nationals Practice.
Oct. 1-2-3 Nationals Racing.
Oct. 11 & 25.
Nov. 8 & 22.
Dec. 6.

Proposed Anderson Schedule

May 23 & 24.
Jun. 6 & 7.
Jul. 11 & 12.
Aug. 15 & 16.
Sep. 19 & 20.
Oct. 10 & 11.

Seaford, New York Schedule

TBD, watch the AMRCA.com website

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For more information, contact Stuart Hamill at: 714-894-7746

E-mail: stuartraceway@aol.com

*For more information about Tether Car Racing or how to contact officers, visit our web site
at: AMRCA.com*



Walt Wilson, Newsletter Editor
3000 Persimmon Drive
St. Charles, MO 63301-0131