



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

Established 1940

Winter 2018

Time to Renew Your Membership



President's Message

By Stuart Hamill

Here we go, racers, another year is here. This will be my 20th year running tether cars. When my father and I started building cars, we were pretty green but we kept at it. We built some cars and broke a lot

of parts, but learned what to do and what not to do.

The Nationals will be at Whittier Narrows in September and it looks like several racers from Europe will be joining us. We have been struggling with our computer timing system for many years and now is the time for an upgrade. We have ordered a new timing system like the one at the Anderson track. This timer was used at the New York Nationals last year and worked great. We will have ours up and running for the Nationals.

This past year has seen several collectors bring their cars out to run. In the past, the die-hard collectors wouldn't hear of it but now they're out at every race looking for another mile per hour like the rest of us. Our regular race dates now see Jay Procenko, Morris Thaine, and of course, Frank Fisher. They have been running period correct ignition cars and are going faster each session.

This past year, we have lost a couple of lifetime familiar racers.

Phil McDonald's wife, Jill, passed away not long after we saw her at the New York Nationals. She was always at the track helping us and will be sorely missed.

George Phillips, who built our present timing system, and was a tether car enthusiast all his life, passed away after fighting a long illness. I will always remember that he had his home phone number on a tag attached to our timing computer and, if we had a problem, we could call him and he would tell us what buttons to push.

As I write this, my Dad and I are at the workbench building cars for the coming season, which starts next Sunday, February 4.

Keep building and we hope to see you at the Nationals this year.



Vice President's Message

By Dave Lundegard

Greetings to all racers and hope for your best speeds in 2018. I'm optimistic for a great season ahead and for many reasons.

At the end of 2017 season, Steve and Jack O'Donnell were very close to a new USA record in 10cc while running laps at 206 mph with their new Linas car. I expect to see them run in excess of 210 mph this year.

Steve O'Donnell is exploring improvements to the VMRCA running surface and center post and will spearhead the proposed project with support from myself and others in fundraising

Finally, as the Nats will be in California this year, we look forward to a strong participation from all USA racers. I've heard the 2018 grand slam winners from Europe will be attending and running 12 cars. It would be nice for all our USA members to demonstrate support and attend the Nats in honor of our guests that travel so far.



Secretarial Notes

J Phil McDonald, Secretary/Treasurer

Wow ! I can't believe we are half way through the first month of 2018 already. It has been three months since Jill passed. Thank you to all of you who attended Jill's visitation and funeral

back in October. And thank you for all the condolence cards and e-mails. Believe me guys, it all helps !

Now, on a happier note. The A.M.R.C.A. checking account balance stands at \$8,333.95 The 2018 A.M.R.C.A. dues notices went out the last of November and I am glad to report that the increase in membership fee has been well accepted. So far we have only lost two members and absolutely no grumbling.

(Continued on page 11)

Racing Results October 22 - Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10cc					
1.	George Brown	Sheldon	Picco	133.040	214.107
2.	Dave Lundegard	Duran	Picco	N.T.	00.000
3.	Stuart Hamill	Duran	Eagle	N.T.	00.000
4.	Steve Lawrence	Linas/Picco	Picco	N.T.	00.000
WMCR 2.5cc					
1.	Rich Democh	NSC	Picco	N.T.	00.000
WMCR 5cc					
1.	Armen Arshakyan	Arma/Victor	Novarossi	175.254	282.044
2.	George Brown	Frymire	OPS	N.T.	00.000
AMRCA Class 3A					
1.	Steve Lawrence	Kuebler/Ellis	Eagle	151.308	243.507
2.	Stuart Hamill	Joe Ellis/Ellis	P-60	148.240	238.569
3.	Jim Okel	Kuebler/Ellis	Eagle	131.910	212.289
AMRCA Class 4					
1.	Jay Procenko #1	McCoy	McCoy	87.944	141.532
2.	Jay Procenko #2	McCoy	McCoy	85.891	138.228
3.	Steve Morse	Invader	Rossi	N.T.	00.000
4.	Frank Fisher	Invader	McCoy	N.T.	00.000
AMRCA Class 7C					
1.	Frank Fisher	Martin Flash	McCoy	N.T.	00.000
2.	Jay Procenko	Martin Flash	McCoy	N.T.	00.000
AMRCA Class 7D					
1.	Charles Hamill	Yonaites	Dooling	57.041	91.799
2.	Steve Lawrence	Kuebler/Ellis	Dooling	N.T.	00.000
AMRCA Class 9B					
1.	Jim Okel	MMM	Rossi	110.010	177.044
AMRCA Class 10B					
1.	Stuart Hamill	Patriot/Ellis	Nelson	147.789	237.843
2.	Steve Morse	Helander	Nelson	N.T.	00.000
Electric Class E-2					
1.	Kevin Wells	Frypan MK 10	Castle	194.516	313.043
2.	R.C.Car Demo			N.T.	00.000

October 22 - Seaford, NY

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10cc					
1.	A. Tucci	Denneker	Picco EXR	NT	0.000
WMCR 3.5cc					
1.	N. Tucci II	Ekberg	CMB/Falk	159.667	256.959
AMRCA Class 3A					
1.	B. Fellows	Kuebler/ Ellis	Eagle	NT	0.000
AMRCA Class 6D					
1.	N. Tucci II	Frypan Mk 8	OPS 29	138.065	222.195
AMRCA 7C					
1.	B. Siry	Kuebler/ Ellis	McCoy 19	*79.268	127.569
2.	D. Clark	Hornet	McCoy 19	64.269	103.430
<i>* RECORD</i>					
AMRCA Class 7D					
1.	R. Diekmann (p)	Kuebler/ Ellis	Dooling 29	90.396	145.478
2.	G. Fellows	Kuebler/ Ellis	Dooling 29	NT	0.000

AMRCA Class 9A

1. G. Fellows K&G Torpedo OS46 83.793 134.852

AMRCA Class 10B

1. L. Ellis (p) Eagle Patriot Nelson 152.922 246.103

B. Fellows Kuebler/ Ellis Rossi NT 0.000

(p) = run by proxy

November 4, Anderson, IN

Place	Name	Car/Build	Engine	MPH	KmH
AMRCA Class 4					
1.	Ed Spencer	Railton	McCoy	NT	00.000
AMRCA Class 7D					
1.	Don Ulrich	Skat Kat	Dooling 29	NT	00.000
AMRCA Class 9A					
1.	Lee Foldenauer	MMM Watson	Rossi 45	NT	00.000
2.	Don Ulrich	HB1	Rossi 46	NT	00.000
AMRCA Class 9 B					
1.	Lowell Shirey	K&G Hotrod	Jett	NT	00.000
AMRCA Class 10 A					
1.	Lee Foldenauer	K&G Arrow	OS 45	124.533	200.419
WMRC 10cc					
1.	J. Phil McDonald	M2	Picco Testarossa	NT	00.000
2.	Bob Oge	RD1	Picco EXR	NT	00.000
Electric Class E-1					
1.	Mike Baldwin	Phoenix #9 White	60 mm EDF	104.566	168.285
2.	Mike Baldwin	Phoenix #8 Black	80 mm EDF	97.815	157.421

November 5 - Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10cc					
1.	Dick Hughes	Linas/Picco	Picco T/R	197.574	317.965
2.	S. O'Donnell	Picco	Picco 8th Ed	N.T.	00.000
3.	Stuart Hamill	Duran/Hamill	Eagle	N.T.	00.000
4.	Glen Dye	Denneker	Picco	N.T.	00.000
WMCR 5cc					
1.	Glen Dye	StellingsS	Novarossi	122.774	197.586
2.	S. O'Donnell	Piotti	Picco	N.T.	00.000
AMRCA Class 3A					
1.	Stuart Hamill	Patriot/Ellis	Eagle	164.529	264.784
2.	Stuart Hamill	Joe Ellis/Ellis	P-60	N.T.	00.000
AMRCA Class 4					
1.	Steve Morse	Invader	Rossi	119.904	192.967
AMRCA Class 5					
1.	Rich Democh	1234	Picco	N.T.	00.000
AMRCA Class 6C					
1.	Mark Hibbert	M/H	Rossi 21	124.787	200.825
AMRCA Class 7D					
1.	Charles Hamill	Yonaites	Dooling 29	N.T.	00.000
AMRCA Class 9A					
1.	Dick Hughes	PSH	Nelson	131.786	212.089
AMRCA Class 10B					
1.	Sturat Hamill	Patriot/Ellis	Nelson	144.263	232.169
Electric Class E-2					
1.	Kevin Wells	Frypan MK10	Castle 1515	N.T.	00.00
2.	Kevin Wells	RC Demo		N.T.	00.000

Anderson, IN, November 4.

By J. Phil McDonald

Yes, we finally got to run Saturday, well, kind of! The cars were hard to start with a high of 44 degrees and high humidity. We had to richen the needle settings in order to even get them started and then they refused to stay lit. There were only three recorded full runs all day.

We still had fun and finally got to run our last race of the season.



The day was as cold and disagreeable as this picture implies but several intrepid racers came out to try to run.



Lee Foldenauer's look says it all. On the other hand, his O.S. .45-powered K&G Arrow was the only glow-powered car to complete a run with a respectable time.



Photos by J. Phil McDonald

Mike Baldwin (right) shows Bob Oge how it's done. His electric ducted fan cars both ran flawlessly and got two of the only three recorded times of the day.



Ed Spencer works on his Railton McCoy. This car was part of the Tom Pearson collection

See it in Full Color

By Walt Wilson

If you're interested in seeing this and some previous newsletters in full color, all of the issues of Model Race Car News that I've published are available on the AMRCA.com web site in PDF format. Click on "Archives/Newsletters" and select the ones you want to see. Listings of AMRCA Records and Past Presidents are also available there.

Thanks to Paul Geders and various contributors, photo slideshows of racing and related activities during 2016 and 2017 are also available on our web site by clicking on "Racing Albums" on the upper right corner of the AMRCA.com front page.

More Racing Results November 19, Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10cc					
1.	Glen Dye	Denneler	Picco EXR	193.574	311.527
2.	Stuart Hamill	Duran/Hamill	Eagle	173.379	279.026
3.	Dave Lundegard	Picco	Picco T/R	N.T.	00.000
WMCR 2.5cc					
	Glen Dye	NSC	Picco	N/T	00.000
WMCR 5cc					
1.	Glen Dye	Stelling	Novarossi	N.T.	00.000
AMRCA Class 3A					
1.	Jim Okel	Kuebler/Ellis	Eagle	131.910	212.289
2.	Stuart Hamill	Joe Ellis/Ellis	Picco P-60	N.T.	00.000
AMRCA Class 3C					
1.	Stuart Hamill	Ellis Patriot	Eagle	163.662	263.388
AMRCA Class 4					
1.	Jay Procenko #1	Invader	McCoy	89.015	143.256
2.	Jay Procenko #2	Invader	McCoy	61.814	99.480
AMRCA Class 5					
1.	Rich Democh	1234	Picco	N.T.	00.000
AMRCA Class 6D					
1.	Charles Hamill	RWP	Picco	108.830	173.860
AMRCA Class 7B					
1.	Jim Okel	Kuebler/Ellis	K&B	74.734	120.273
AMRCA Class 7C					
1.	Frank Fisher	Martin Flash	McCoy	73.193	117.793
2.	Jay Procenko	Martin Flash	McCoy	N.T.	00.000
AMRCA Class 9A					
1.	Bob Graybill	K&G	O.S. Max	110.575	177.953
AMRCA Class 10B					
1.	Stuart Hamill	Ellis Patriot	Nelson	146.723	236.128
Electric Class E-1					
1.	Charles Hamill	RWP	Castle	82.367	132.557
ELECTRIC Class E-2					
1.	Kevin Wells	Frypan MK10	Castle 1515	196.533	316.289
2.	Bob Graybill	B/G	Traxxas	99.402	159.972
R/C DEMO					
1.	Kevin Wells			69.487	111.828



Stuart Hamill with some of his stable of cars.



Frank Fisher with his Martin Flash and Jay Procenko with his McCoy Invaders.

2018 AMRCA Racing Schedule

Anderson, IN
(All Saturdays and Sundays)
May 12-13
June 9-10
July 14-15
August 11-12
September 8-9
October 6-7

Seaford, NY
Monthly races
April 7
May 5
June 9
July 14
August 4
September 8
October 7
November 3
December 1

Note: Radio Control is forbidden at the New York track.

Whittier Narrows, CA
(All Sundays)
January: No Races
February 4 and 18
March 4 and 18
April 8 and 22
April 14, Sabbatini Collecto
May 6 and 20
June 3 and 17
July 3 and 22
August 5 and 19
September Fun Run 8
Naionals September 26 thru 29
October 14 and 28
November 11 and 25
December 9

11/25 Seaford, New York

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10cc					
1.	B. Siry - N. Tucci II	Denneler	Picco EXR	188.771	303.799
WMCR 3.5 cc					
1.	N. Tucci II	Ekberg	CMB/Falk	NT	00.000
AMRCA Class 7C					
1.	B. Fellows	Hornet	Hornet 19	NT	00.000
AMRCA Class 7D					
1.	G. Fellows	Kuebler/ Ellis	Dooling 29	NT	00.000
AMRCA Class 9A					
1.	G. Fellows	K&G Torpedo	O.S. 46	NT	00.000
Electric Class E1					
1	B. Siry	R/C Demo		83.956	135.115



Marvin Justice (right) attaches Stuart Hamill's Nelson-powered Ellis Patriot to the cable.



Part of the George and Bob Fellows stable at the Seaford track on November 25.



Jim Okel proudly shows his Eagle-powered Kuebler/Ellis car.

December 3, Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10cc					
1.	Steve O'Donnell	Linas	Picco Gen 8	202.805	326.383
2.	Jim Gonzalves	Linas	Picco T/R	172.630	277.821
WMCR 5cc					
1.	Steve O'Donnell	Piotti	Picco	N.T.	00.000
AMRCA Class 2B					
1.	Frank Fisher	Arrow/Dooling	Y/J	N.T.	00.000
AMRCA Class 3A					
1.	Stuart Hamill	Kuebler/Ellis	Eagle	165.871	266.943
2.	Frank Fisher	Frypan	OPS	134.658	216.711
AMRCA Class 3B					
1.	Jay Procenko	Fox	Dooling	109.772	176.661
AMRCA Class 3C					
1.	Stuart Hamill	Patriot/Ellis	Eagle	157.398	253.308
AMRCA Class 4					
1.	Steve Morse	Invader	Rossi	112.715	181.397
2.	Thaine Morris	Invader	McCoy	93.463	150.414
3.	Jay Procenko	Invader	McCoy	86.690	139.514
AMRCA CLASS 7C					
1.	Jay Procenko	Martin Flash	McCoy	70.615	113.644
2.	Charles Hamill	Buddy L	McCoy	N.T.	00.000
AMRCA Class 9A					
1.	Charles Hamill	RWP	Picco 3.5	104.667	168.429
Electric Class E-2					
1.	Kevin Wells	Frypan MK10	Castle 1515	194.855	313.589



Dave Lundegard checks deck clearance on the Picco in his 10cc Duran car.

Seaford, New York 12/03/2017

Place Name	Car/Build	Engine	MPH	KmH
AMRCA 6D				
I. N. Tucci II	Frypan Mk 8	OPS 29	NT	0.000
Electric Class E1				
I. B. Siry	R/C Demo		92.973	149.626

More Whittier Narrows Pictures.

By Dave Lundegard



Jim Gonzalves in his shop in Oakland.



Paul-Otto Strobel's new Profi-built 3.5cc engine kit comes with flywheel and pipe.



Charlie Hamill takes a ride in his "Kopper Kar".



Thaine Morris and Chris Perez.

QMRCC Castrol Trophy and Barnes Shield Standing 500 metres November 25

By Scott Clydesdale

The Castrol Trophy is for the fastest outright speed from any class on the day, and this year saw Tony Peacock (208.126 miles/hr or 334.946 km/hr) steal the win from early leader John Walker (207.469 miles/hr or 333.889 km/hr) and third placed Ron Clydesdale (206.397 miles/hr or 332.164 km/hr). This trophy was donated to the QMRCC by the Castrol Motor Oil Company back in the early 1960s, and is a time capsule of fast speeds recorded from the very first winner back in 1963 (Doug Harding at 129 miles/hr or 207 km/hr) to the present day.

The CC Barnes Shield is a 500 metre drag race (fastest car to complete the distance from a standing start) and

sees the re-emergence of this trophy in the QMRCC events list. Club Secretary Allan Barnes (the late Cyril Barnes' son) has donated a new trophy to replace the one that was misplaced at some time in the distant past, and this inaugural running of the 'new' event was won by Scott Clydesdale with a time of 13.9 second with his fast accelerating 3.5 cc M Class car, in front of John Walker's venerable Rossi 60 and Ron Clydesdale's Sepetauc OS 25 car.

The final event of the year (the Stewart Cobroft Memorial REDeX Trophy) will be held on Saturday, December 2, after the Annual General Meeting. The REDeX Trophy is another that has re-emerged recently, and is the original trophy won by Stewart back in the 1950s.



Rob Buckley (left) and Tony Peacock with the Castrol Trophy.



Alan Barnes (left) presents Scott Clydesdale with the 2017 CC Barnes Shield.



Queensland Miniature Racing Car Club Inc 2017 CC Barnes Shield Standing 500 Metres

Final Results

No.	Country	Driver	Car / Engine	Timer 1	Timer 2	Timer 3	Average	Place
17X	AUS	Scott Clydesdale	Clydesdale Mk II Novarossi	00:14.1	00:13.7	00:13.9	00:13.9	1
2	AUS	John Walker	Rossi	00:15.3	00:14.9	00:14.9	00:15.1	2
21	AUS	Ron Clydesdale	Sepetauc OS25	00:16.2	00:16.1	00:15.9	00:16.1	3
251	AUS	Graeme Walker	Hot Rod OS	00:16.4	00:16.4	00:16.5	00:16.4	4
4	AUS	Geoff Offer	Offer Novarossi Red	00:20.5	00:20.3	00:20.4	00:20.4	5
11	AUS	David Chadwick	Hotrod OS	00:21.1	00:21.1	00:21.2	00:21.1	6
5	AUS	Corey Clarke	Batterham Novarossi	00:21.4	00:21.7	00:21.6	00:21.6	7
99	AUS	Eddie Mitchell	Burns LRP	00:23.2	00:23.2	00:23.1	00:23.1	8
20	AUS	Logan Clarke	Batterham Novarossi	00:24.9	00:24.8	00:24.9	00:24.9	9
80	AUS	Anthony Knoblauch	Burns Axe Rossi	00:34.0	00:33.9	00:34.0	00:34.0	10
25	AUS	Allan Barnes	Howarth OS	01:37.0	01:36.5	01:37.1	01:36.9	11

QMRCC Castrol Trophy

25 November 2017



Class	No.	Driver	Car / Engine	Round 1			Round 2			Place
				Time (sec)	Speed (km/hr)	Speed (miles/hr)	Time (sec)	Speed (km/hr)	Speed (miles/hr)	
10 cc A Grade (Class V)	Q7A	Tony Peacock	Dmitriev Picco	5.395	333.642	207.316	5.374	334.946	208.126	1
	Q2	John Walker	Dmitriev Picco	5.391	333.889	207.469	-	-	-	2
	Q21	Ron Clydesdale	Dmitriev Picco	5.419	332.164	206.397	NT	-	-	3
	Q12	Robert Buckley	Dmitriev Picco	5.552	324.207	201.453	NT	-	-	4
	Q17	Scott Clydesdale	FTL Picco	5.555	324.032	201.344	5.578	322.696	200.514	5
	Q11	David Chadwick	Dmitriev Picco	NT	-	-	5.606	321.084	199.512	6
	Q5	Corey Clarke	Denneter Picco	NT	-	-	NT	-	-	-
3.5 cc A Grade (Class III)	Q5	Corey Clarke	NSC Nova	NT	-	-	-	-	-	-
10 cc C Grade	Q17	Scott Clydesdale	Chadwick Picco	6.873	261.894	162.733	-	-	-	-
	Q8	Brian Hunter	Cobcroft Fox Picco	8.320	216.346	134.431	-	-	-	7
3.5 cc M Class	Q4	Geoff Offer	Offer Novarossi	8.746	205.808	127.883	8.715	206.540	128.338	8
	Q80	Anthony Knoblauch	Burns Axe Rossi	9.271	194.153	120.641	NR	-	-	9
	Q25	Allan Barnes	Barnes Nova Rex	NT	-	-	NR	-	-	-
	Q5	Corey Clarke	Balterham Novarossi	NT	-	-	NT	-	-	-
	Q20	Logan Folder	Balterham Novarossi	NT	-	-	NT	-	-	-
	Q4B	Geoff Offer	Offer Novarossi	8.751	205.690	127.810	-	-	-	-

Notes:

*The Castrol Trophy is an outright speed event, with the fastest car of the day (from any class) being declared the winner.

Picco 10cc engines and related spare parts all in stock. Please inquire for a catalog and price list



Complete 10cc world class car kit for sale. Price approximately \$5500.00

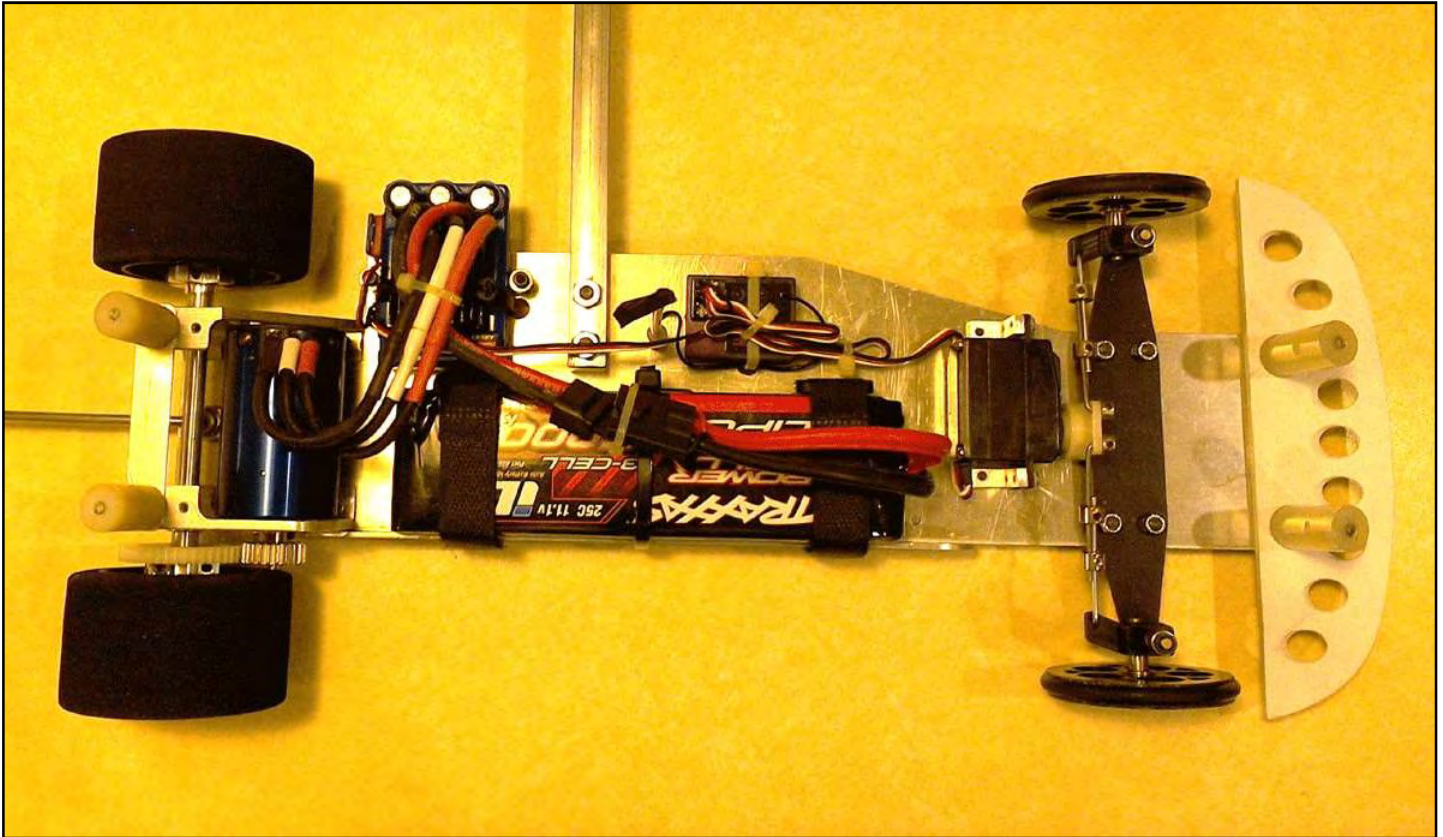
Please inquire for details.

Dave Lundegard, 3110 San Pasqual Street, Pasadena, CA 91107

lundegarddave@gmail.com

Cell/text 626-590-9655

Electric RC Car Conversion By Bill Siry



Bill Siry's Electric R/C Pan Tether Car

I built a low cost RC Tether Car from an RJ Speed Pro Stock kit from Tower Hobbies. I chose this kit because the car was originally designed for very short fast runs, similar to our tether races. I used most of the kit, but I decided to replace the fiberglass pan with an .080" thick piece of Aluminum, and add an aluminum angle to support the batteries. I also added a Pan Handle. The location was obtained by first building the car. I shimmed and clamped a piece of flying wire onto the pan at the balance point, and fastened it with two 8-32 black allen screws. After reaching speeds over 85 MPH, I Had to glue the front O-Ring tires to the wheels. I used CA tire glue from Duratrax. Instead of fastening the body with body clips, I used four 6-32 screws with washers, and four 1/2" dia nylon posts. I also added a plastic bumper that fits tightly inside of the body, for support.

List of the Major components that were used to Build the R/C Electric Tether Car:

1. RJ Speed Pro Stock Kit, 11" Wheelbase, 7" wide.
3 lb 1.85 oz Ready to run with 5000 Mah battery.
2. Traxxas VXL-3S Electronic Speed Control, 3355R, 200 Amp Continuous, 320Amp peak, 11.1 volts.
3. TRAXXAS Velineon 3500 RPM / Volt, 4 pole Motor.
At 11.1 volts the motor turns 38,850 RPM (no load)
1.42" dia , 2.25" long, 1/8 Dia shaft, 10 turn, 65 Amp constant 100 Amp peak. One Horsepower = 745.69 Watts, so this motor is rated for .96 hp continuous, 1.51 hp Peak (Volts x Amps = Watts)

4. Traxxas 3S Lipo battery (11.1V/5000 Mah) Discharge rate 25 C (25C x 5.0 = 125 Amps).
5. Low cost generic 2.4 GHZ, two channel R/C radio, with Failsafe (If signal is lost, car shuts down automatically). The radio can be replaced by one of Kevin Wells' "Black Boxes", so it can be stopped with a broom.
6. I upgraded all plain bearings to ball bearings (6).
7. I used 0.080" 2024 T4 sheet aluminum for the pan.

Testing Results:

	11/25/2017	11/25/2017	12/3/2017	12/3/2017
<i>Seaford Track</i>				
Timed MPH	77.98	83.95	92.22	92.97
Gear Ratio	2.8	2.4	2.0	2.0
Gears Used	48/17	48/20	44/22	44/22
Calculated MPH	102.41*	120.33	144.39	144.39
Motor speed %				
	76.14**	69.76	63.87	64.39
Outside Temp Degrees				
	54	54	48	48
Motor Temp	Cold	Cold	Slight Warm	Slight Warm
Battery Charged	Prev. Day	Fresh	Prev. Day	Fresh

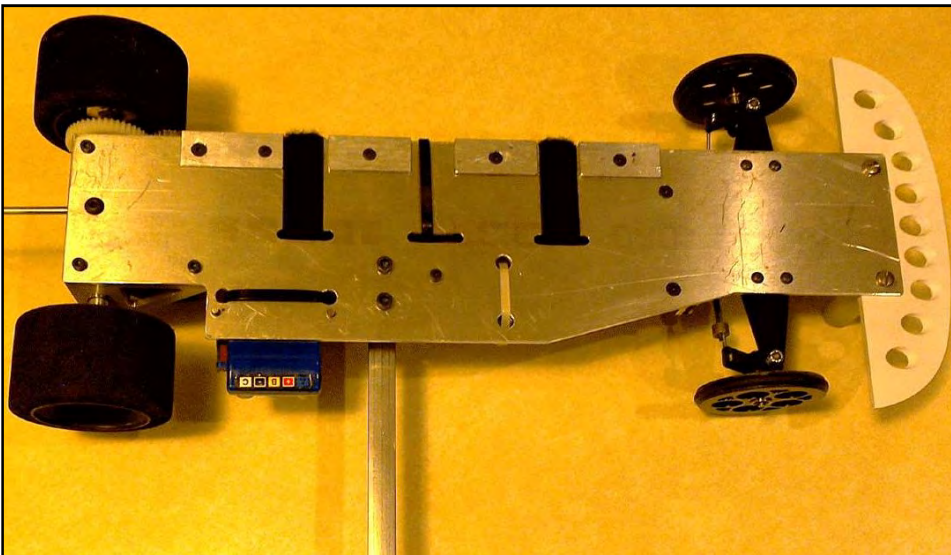
*Calculated MPH = 11.1 volts x 3,500 kv / 2.82 (Gear ratio) x 3.14 (Pi) x .20833" (Tire Dia.) / 88 = 102.41 MPH

**Motor Speed % = 77.98 (Timed MPH) / 102.41 (Calculated MPH) x 100 = 76.14 %

Results show the motor likes the higher gear ratios.

(Continued on the next page)

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Some Advantages of R/C "Pan" Tether cars.

- Much lower cost than conventional Tether cars.
- Most parts are easily available from your local R/C Car Hobby Shop, Or: Ebay, Amazon, Tower Hobbies, Etc
- 100 MPH + speeds are obtainable from just 11.1 volts
- Almost no tire wear. After five runs my rear sponge tires are still the same size (2.5")
- Very easy to run and horse, because the car can accelerate very fast. Sponge rear tires give plenty of traction.
- More reliable, and easier to maintain. So far I tried to run five times, and got five good runs in!

-There is an endless supply of low cost modifications, that you can do easily. Gears, tires, Motors, batteries, speed controllers, etc , are all readily available at nominal cost.

For example, spur pinion gears are \$4.00

-The car I built was made with hand tools in about 40 hours. No fancy machines were needed.

-Since the cars are quiet and radio controlled, low speed testing can be done in your own drive way, or in any empty parking lot. Deserted malls, parks, train station, office buildings on weekends, or churches during weekdays are all viable test tracks.

Conclusion:

My R/C tether car can be converted to the "Classic" broom-controlled car with a switch and a "Black Box" from Kevin Wells, but for testing I see no clear advantage to use it; I see only another layer of complex possible problems.

In the spring, I will do some more testing, I have a couple of new Tattu 1800 75C battery packs, a 5400 KV motor, and some more gears to test. Then, with Kevin Wells' help we will try to make it broom-controlled, to satisfy the current rules.

I could make the car go much much faster by adding more batteries, a larger speed control, and larger motor, But I wanted to keep the car low cost.

What's on the work Bench Next:

I am currently in the process of gathering all the parts to make a mid-cost 130-160 mph (hopefully) classic electric tether car.

1. Dooling Arrow tether car parts from John Sanderson.
2. 6S (22.2 Volt) batteries, 150 amp
3. ARRMA BLX200 speed control and 2000 KV Motor (1.7" dia 2.9" long)

It looks like it will be a simple conversion, and should be ready to test by April 2018.

I feel this car will be better received by everyone, because it is a classic design, and will be much faster Than the low cost R/C pan car.

(Continued from page 1)

I think we all realize that it takes money to conduct this sport and maintain our tracks. Today, January 15, 2018, our membership stands at 107, of which 84 are current in their 2018 dues. 11 people have paid their 2018 dues using PayPal. That seems to go very well with PayPal notifying me of a deposit made to my account. I then go to my account, see who it is that paid, and then transfer that money to the A.M.R.C.A. checking account and send out a 2018 membership card. Just a reminder, when paying by PayPal, if you will mark the payment as "Friends and Family", then we don't suffer the PayPal fee of around \$2.00 on a \$50.00 payment.

To the 23 people who have yet to pay their 2018 A.M.R.C.A. dues that were due by January 1st, I plan to send a reminder around the first of February and those still unpaid by June 1st will be removed from the active file and placed in the inactive file.

Not much to report from the Anderson area other than it is colder than Hell and snowing. Racing will resume here in about four months, if it ever stops snowing.

The 2018 A.M.R.C.A. Nationals will be held in Whittier, California with the dates and details to be announced at a later time.

Keep your speed up !

The Last Word

By Walt Wilson (rallyx@charter.net)

As the years go by and our active members get older, our membership numbers keep going down. The fact that there are only three full-size tracks in the country and the high cost of first-class equipment are contributing factors, too. In years gone by, you could go to a hobby shop and buy anything you wanted for first class tether cars for reasonable

prices. For various reasons, those days are long gone. Our sport has more recently been slanted toward expert machinists and people who could afford to hire or otherwise induce them to meet their needs. A first-class car will cost several thousand dollars, if you can find someone willing to part with one, and \$6000 or more for the latest and greatest new ones. Top of the line .60 (10cc) engines and parts are only available from a couple of manufacturers, one of which is not currently in production, and are also quite expensive.

Those are intimidating factors for someone who might like to try the sport, but not prepared to make that kind of commitment.

There are literally thousands of older cars, for which there are competitive classes, stuck away in basements or in the hands of collectors who may not have the skills to prepare them, live too far from active tracks, or may be afraid of damage to irreplaceable parts if they try to run them. As far as supporting the sport, those cars may as well not exist.

Bill Siry and Kevin Wells are trying to solve part of the problem by converting readily available RC cars for use as tether cars. While the resulting cars may not meet with the elite racer's long-held conceptions of a tether car, if the sport is going to survive much longer in the USA, some concessions may be necessary.

The car Bill Siry presents on the previous pages can be set up by almost anyone with reasonable skills and modest tools. The parts are relatively inexpensive and readily available at local RC car carrying hobby shops or on the internet. This accessibility for tether cars has been missing for decades.

Read Bill's article again and think about how this approach, as long as the cars are built or inspected by experts and found to be safe to run, may contribute to inducing new people to join us and expand our favorite sport

Do you have a better idea? It's time for innovation.

APPLICATION FOR MEMBERSHIP IN THE AMRCA

I hereby make application for membership for the year 2017 in the AMERICAN MINIATURE RACING CAR ASSOCIATION. I agree to conform to the rules and regulations of the association. The sum of fifty dollars (\$50.00) is enclosed for my membership dues for the year 2018.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ E-MAIL _____

COUNTRY _____

Send to: J. Phil McDonald, 2312 Mimosa Lane, Anderson, IN 46011-9781 U.S.A.

New York Notes

By Nick Tucci

Political update: Nassau County has a new County Executive, Commissioner of County Parks and Cedar Creek park has a new Park Administrator, Libby Carroll.

I have been reminded that our permit forbids the use of R/C radios in our models. Self contained speed controllers are allowed. Violations will result in permit revocation and track closure.

Continued vandalism to the tether track and aerodrome have caused the park to keep the road gate locked at all times.

I have visited the track weekly since October. I would encourage local members to drop in whenever possible. Park administrators will unlock the gate for you. I have requested additional keys for our club.

Recent bomb cyclone and Nor' easter storms have not resulted in any tree loss on our property. The track surface looks unaffected so far by the especially cold winter season. We look forward to opening the season on April 7. Hope to see you there



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

If you have comments, suggestions, or contributions for this newsletter, contact Walt Wilson at: rallyx@charter.net