



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

Established 1940

Spring 2018

Good Weather at Anderson



President's Message

By Stuart Hamill

We are pretty well into the racing season and it is good to see that the Midwest and East Coast racers are out at the track too. The big tether car Collecto at Sabbatini's in Fresno last month was a great success.

There was a very big turnout with lots of deals made in the hotel parking lot in addition to the Saturday morning Collecto. Just like last year, we had some of the attendees from up north come down to Whittier on Sunday after the Collecto for a fun run and Mini Collecto. Richie Rich, Leroy and John James, Jim Gonsalves, Henry Schulz and his wife, Jim Okel, Wayne Short, and lots of the locals ran cars all day long.

We have been slowly learning how to operate our new computer system at the track with pretty good results. We are lucky to have our computer expert, Kevin Wells, to keep us going. We are staying on track to have everything running at the Nationals.

Speaking of which, we are hoping to have a good turnout for the Nationals in September. In addition to all of our AMRCA racers, there will be several WMCR racers from Europe attending.

The information for everyone is on page 11 of this newsletter and we hope you all send in your entry information to my dad in a timely manner.

Thats all for now and I hope to see everyone in September.



Secretarial Notes

By J. Phil McDonald

Greetings from now sunny Indiana. It is actually getting warm, finally! The A.M.R.C.A. membership stands at 107 of which 90 are paid up todate and 17 still have not paid their 2018 dues. The mailing label on your newsletter has your membership year printed in the upper right hand corner. If the year

is circled in red...I have not received your 2018 dues. All persons still unpaid at the end of this year's California Nationals will be removed from the membership file and placed in the inactive file and receive no Nationals newsletter.

Our finances are in good shape with just over \$6800 in the bank. The only large expense we have coming up is the premium for the A.M.R.C.A. liability policy. Nick Tucci II has been working with the Nassau County Park Board, trying to get them to waive the requirement of four million dollar coverage and drop it back to the two million we have carried for years. Hopefully Nick can get this done.

The Nationals this year are in California on September 26, 27, 28 and 29. Practice is Wednesday September 26 and the race begins Thursday morning, September 27. California has invested in a new timing system. They are using the same system used in Anderson and also used at the Nationals last year on Long Island.

Racing Results

February 4 - Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10 cc					
1.	Dave Lundegard	Linas	Picco TR	113.286	182.316
2.	Steve O'Donnell	Picco	PIicco	N.T.	00.000
3.	Jack O'Donnell	Linas	Picco	N.T.	00.000
4.	Jim Okel	Linas	Picco TR	N.T.	00.000
AMRCA Class 3C					
1.	Stuart Hamill	Patriot/Ellis	Eagle	164.119	264.124
AMRCA Class 4					
1.	Frank Fisher	Invader	McCoy	81.879	131.771
2.	Jay Procenko	Invader	McCoy	80.051	128.830
AMRCA Class 6C					
1.	Mark Hibbert	M/H	Rossi 21	124.191	199.866
AMRCA Class 7B					
1.	Jim Okel	Kuebler/Ellis	K&B 15	83.269	134.008
AMRCA Class 9A					
1.	Jay Procenko	K&G	OS 46	97.897	157.550
AMRCA Class 9B					
1.	Don Rowley	Frog	Novarossi	129.004	207.612
Electric Class E-2					
1.	Kevin Wells	Frypan MK 10	Castle 1515	198.134	318.866

February 18 - Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10 cc					
1.	Stuart Hamill	Duran	Eagle	189.090	304.311
2.	Jim Okel	Linas	Picco TR	155.776	250.697
3.	Dave Lundegard	Linas	Picco TR	N.T.	00.000
4.	Steve O'Donnell	Linas	Picco	N.T.	00.000
5.	Jack O'Donnell	Picco	Picco	N.T.	00.000
AMRCA Class 2B					
1.	Frank Fisher	Arrow	DoolingYJ	101.781	163.801
AMRCA Class 3A					
1.	Frank Fisher	Frypan	OPS	133.740	215.234
AMRCA Class 3B					
1.	Jay Procenko	Fox	Dooling	116.204	187.012
AMRCA Class 3C					
1.	Stuart Hamill	Patriot/Ellis	Eagle	165.478	266.311
AMRCA Class 4					
1.	Steve Morse	Invader	Rossi	113.469	182.611
AMRCA Class 7C					
1.	Bob Diekman	Hornet Mite	Hornet	77.899	125.366
2.	Jay Procenko	Martin Flash	McCoy	73.593	118.456
3.	Jay Procenko	McCoy	McCoy	N.T.	
AMRCA Class 9A					
1.	Jay Procenko	K&G	OS 46	100.105	161.103
Electric Class E-2					
1.	Kevin Wells	Frypan MK10	Castle1515	195.400	314.466

March 4 - Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10 cc					
1.	Stuart Hamill	Duran	Eagle	182.816	294.214
2.	Dave Lundegard	Linas	Picco TR	N.T.	00.000
3.	Steve O'Donnell	Linas	Picco	N.T.	00.000
4.	Jack O'Donnell	Picco	Picco	N.T.	00.000

AMRCA Class 2A

1. Rich Democh Fairabend Picco N.T. 00.000

AMRCA Class 3B

1. Frank Fisher Flynt Dooling 77.221 124.275

2. Steve Morse MK 4 Speed 60 N.T. 00.000

3. Jay Procenko Fox Dooling N.T. 00.000

AMRCA Class 4

1. Steve Morse Invader Rossi 130.938 210.724

AMRCA Class 6D

1. Steve Morse Fryco Sirio N.T. 00.000

AMRCA Class 7C

1. Bob Diekman Hornet Mite Hornet 76.045 122.383

2. Jay Procenko Martin Flash McCoy 68.233 109.810

3. Frank Fisher Martin Flash McCoy 63.869 102.787

4. Jay Procenko McCoy McCoy N.T. 00.000

AMRCA Class 10B

1. Stuart Hamill Patriot/Ellis Nelson 142.389 229.153

ELECTRIC Class E-2

1. Kevin Wells Frypan MK10 Castle 1515 N.T. 00.000

March 18 - Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10 cc					
1.	Dave Lundegard	Linas	Picco TR	199.122	320.456
2.	Jim Okel	Linas	Picco TR	198.164	318.713
3.	Stuart Hamill	Duran/Hamill	Eagle	186.039	299.401
4.	Steve O'Donnell	Linas	Picco	N.T.	00.000
5.	Jack O'Donnell	Picco	Picco	N.T.	00.000
AMRCA Class 2A					
1.	Rich Democh	Arrow	Picco	N.T.	00.000
AMRCA CLASS 3A					
1.	Stuart Hamill	Kuebler/Ellis	Eagle	164.311	264.433
2.	Marvin Justus	J78 Speedster	Picco	154.848	249.204
3.	Marshall Ziegert	Kuebler/Ellis	Eagle	N.T.	00.000
AMRCA Class 3B					
1.	Jay Procenko	Fox	Dooling	N.T.	00.000
AMRCA Class 4					
1.	Frank Fisher	McCoy	McCoy	85.210	137.132
2.	Jay Procenko	McCoy	McCoy	79.429	127.814
3.	Thaine Morris	McCoy	McCoy	N.T.	00.000
AMRCA Class 6C					
1.	Mark Hibbert	M/H	Rossi	122.652	197.389
AMRCA Class 6D					
1.	Steve Morse	Fryco	Sirio	N.T.	00.000
AMRCA Class 7C					
1.	Bob Diekmann	Hornet Mite	Hornet	73.117	117.670
AMRCA Class 9A					
1.	Charles Hamill	RWP	Picco 3.5	106.938	172.100
2.	Henry Schulz	K&G	OS 46	86.382	139.018
AMRCA Class 10B					
1.	Steve Morse	Helander	Nelson	152.090	224.765

Sabbatini Collecto, April 14, 2018

By Charlie Hamill

The Sabbatini Collecto in Fresno was well attended and a very good swap meet.

Some of the guys from the Collecto went to Whittier Narrows on Sunday and we had a Fun Run. There were lots of older cars running, including a very nice B. B. Korn car that started on the first push and ran very well, at about 50 mph.



Rod Sabbatini, Host and Master of Ceremonies.



PHOTOS BY CHUCK LARKIN



A wide variety of cars from all generations of tether car racing were on display with some for sale. This was an enthusiast's dream.

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Sabbatini Collecto

By Rod Sabbatini

The Sabbatini's 26th Annual Collecto was a great success with fun had by all. Thanks to all who attended and traveled to make this event what it continues to be. Also, thanks to Chuck Larkin (Official Photographer) for taking many pictures of the event from start to finish. I took a few, but not as many as I should have, being the host. I'm Looking forward to planning next years event. If you never have attended, we would like to see you next year at the 27th Annual Collecto. As I have mentioned before, your participation is what makes this show a success!!!

Till next year, Thanks from the Sabbatini's



PHOTOS BY CHUCK LARKIN



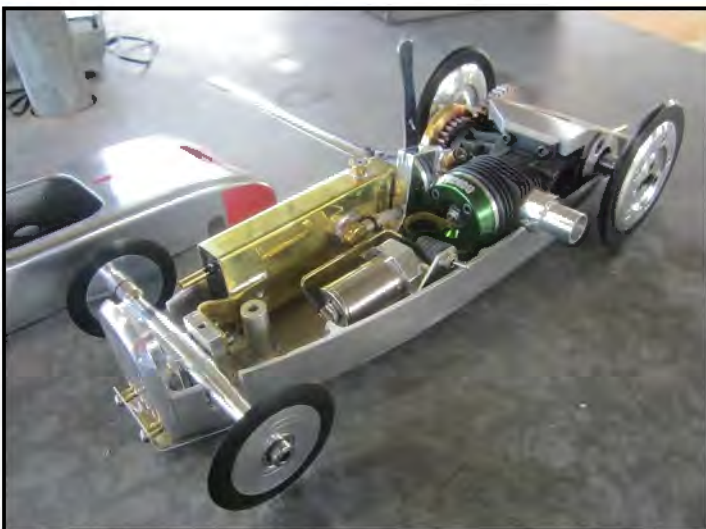
2018 AMRCA Racing Schedule		
Anderson, IN (All Saturdays and Sundays)	Seaford, NY (Monthly races)	Whittier Narrows, CA (All Sundays)
June 2-3	June 9	June 3 and 17
July 14-15	July 14	July 3 and 22
August 11-12	August 4	August 5 and 19
September 8-9	September 8	September Fun Run 8
October 13-14	October 7	Naionals September 26 thru 29
	November 3	October 14 and 28
	December 1	November 11 and 25
	Note: Radio Control is forbidden at the New York track.	December 9

Ideas from Down Under

By Scott Clydesdale, QMRCC Race Committee Member
I was interested to see the article on the RC car and Walt's 'Last Word' comments regarding the next generation of tether car racers...

About 25 years ago, one of our members (Doug Harding) imported about six 3.5 cc (.21 ci) spur-drive, open-wheel, unpiped 'Hot Rods' (one complete car and the rest as semi-completed casting kits with machined engine mounts, axles and gears) made by Manfred Pfefferle in Germany. They were originally designed as additions to the European entry level 'Monza' class, but they were too heavy (1.9 kg) for the cable being used for the class at that time, so were largely redundant in their homeland.

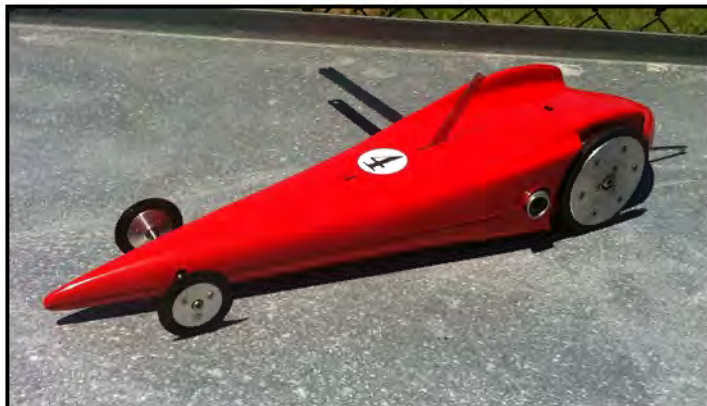
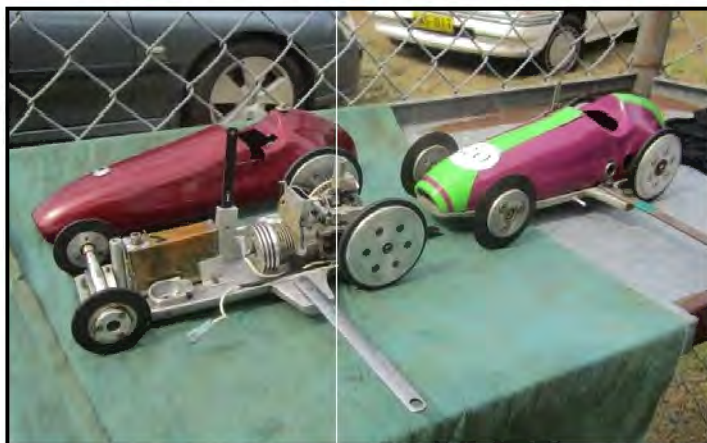
Once in Australia, the kits were completed by the members of the QMRCC (Doug Harding made the fuel tanks and shutoff valves, Jim Chadwick finish-machined the pans and made flywheels, my father Ron Clydesdale made the wheels etc) and once fitted with Picco .21 engines they formed the basis of a new class called 3.5 cc M Class (M being for Monza, the 'similar' European class). The Australian M Class is also a simplified version of the AMRCA Class VI C Mites Modified, but with spur gear only, no suspension, no mini pipes and on straight 4:1 fuel.



Once the first series was finished and running, Jim Chadwick used his own car as the pattern for several more batches of these cars and this is now the single most popular class within the Australian tether car membership, with virtually all members owning and running at least one car in this class.

Of course like all things 'racing', cars in this class have now morphed into more streamlined versions of the original 'hot rod' shaped cars, but the class remains buoyant with some choosing to go 'fast' (the record is currently 130 miles/hr or 210 km/hr on straight fuel) with others choosing more of the concourse/reliability route for running in our nominated speed type events.

Due to the spur drive requirement of M Class, there is very



Australia's 3.5cc Class M cars are raced in many configurations.

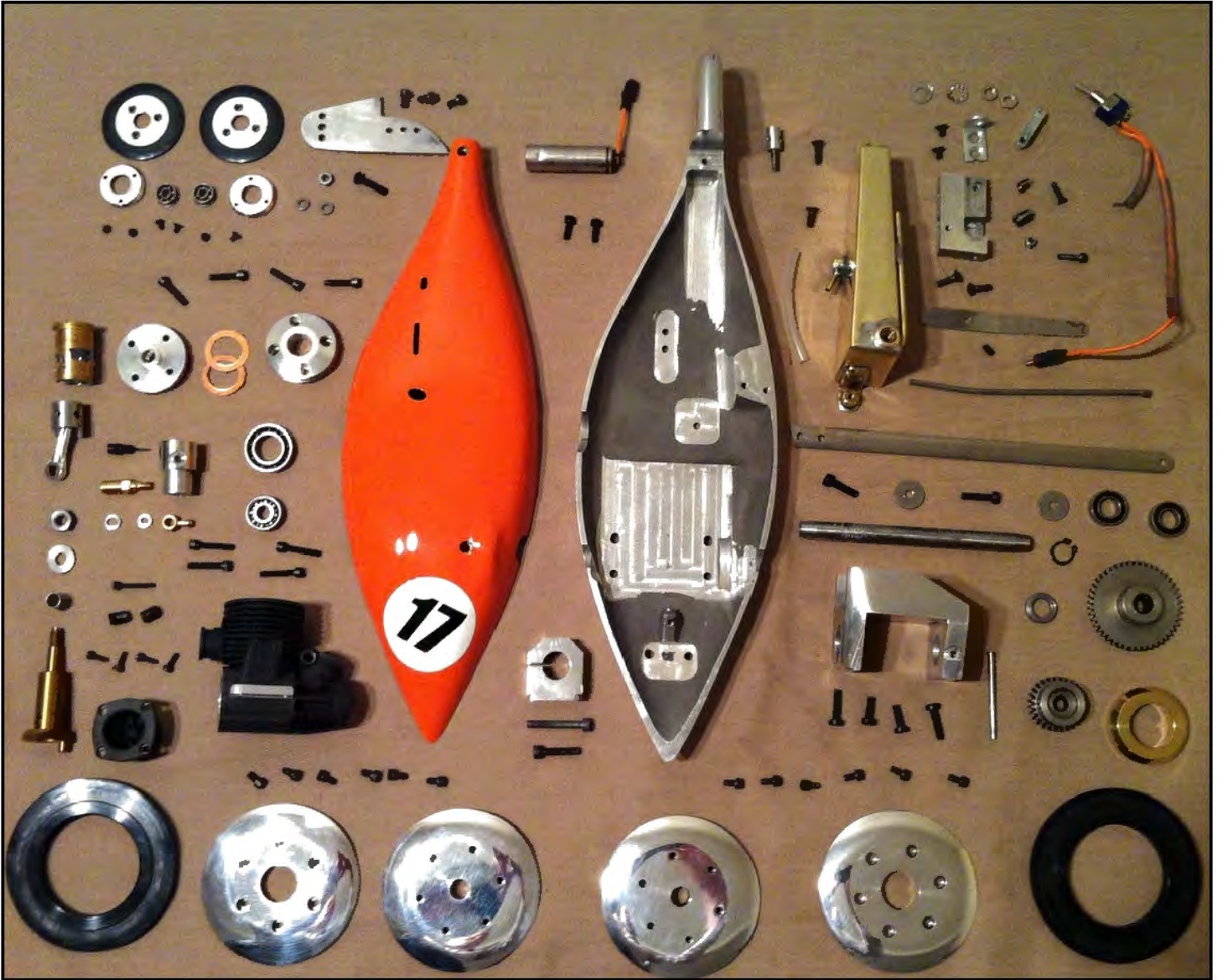
little machining that is needed (and a lot less than that required by a bevel drive 'proto' like our 10 cc C Grade or AMRCA Class III), and manufacture of new cars is relatively straightforward. Many choose a flat aluminium plate as the chassis, and bolt on proprietary parts (RC car gears, a shutoff from USA, rear wheels from Germany, front wheels from Estonia etc) and most of the remainder can be fabricated with very limited workshop equipment. The engine mount with rear axle and flywheel are the only parts requiring machine shop tools, and there are a couple of people in Australia who make parts or complete cars for sale.

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Engines for these cars are available for purchase in nearly every hobby shop in the country, or online for very little cost. Of course there will be those who want to be involved with the fastest piped classes and to compete on a world level

(as do many of our members who are also involved with M Class) but there are many others who are just as happy paying 1/10th of the dollar amount for their fun. The racing in this class is always close, with strong fields at every event... Food for thought?



Here's something you don't see often. it's a complete breakdown of all the parts in Scott Clydesdale's 3.5cc Class M car.



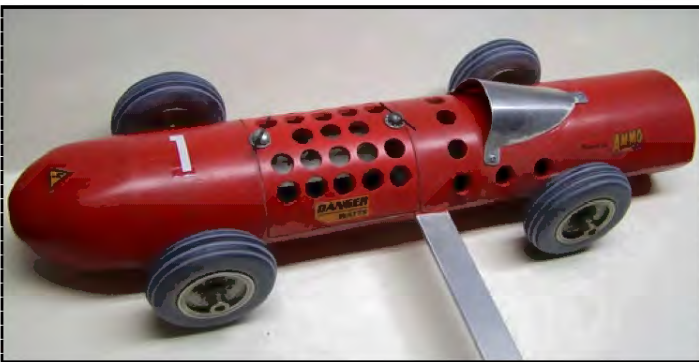
(Left) A flat-pan chassis with a carbon fiber lower body shell.

All photos by Scott Clydesdale.

An Electric Ducted Fan Tether Car

By Mike Baldwin

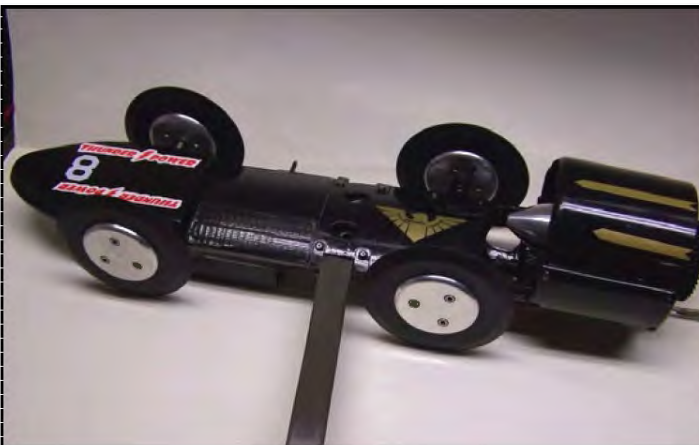
I have always have been a fan of Tether Cars. I was there and saw Walt Wilson set the world record in 1954 here at the Anderson Track in Jackson Park. I have been building and flying RC Planes for several years. While watching the 2013 National AMRCA Nationals here in Anderson, I saw a battery powered tether car and thought I could make a battery powered ducted fan car. I talked with Phil McDonald, President of the Anderson Club, He said I could test a ducted fan car on the Track here if it was Safe to run. My first car as shown below was powered by 56 mm ducted fan with a 14.8 volt battery that produced 1.58 lbs of thrust. It had wheels that were bronze bushed that were purchased on the internet. The car was radio controlled with a 40 amp Electronic Speed Control. It hit 74 mph and I was hooked.



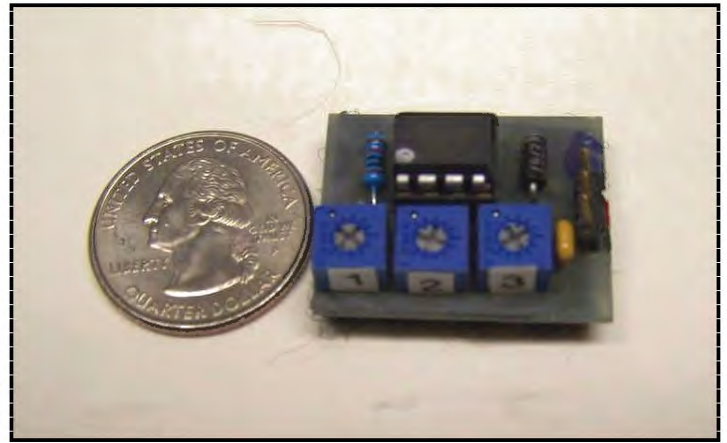
My second year Car hit 87 mph with a 68 mm ducted fan and 22.2 volt battery

The third year Car hit 114 mph with a 90 mm ducted fan and 37 volt battery, but it weighed 6 lb 7oz.

My best speed before this season was 117 mph by my number 8 car that has an 80 mm ducted fan and runs on 29.6 volts with a 130 amp ESC. This one and weighs 4 lb 3 oz. It has 8 lbs of thrust .

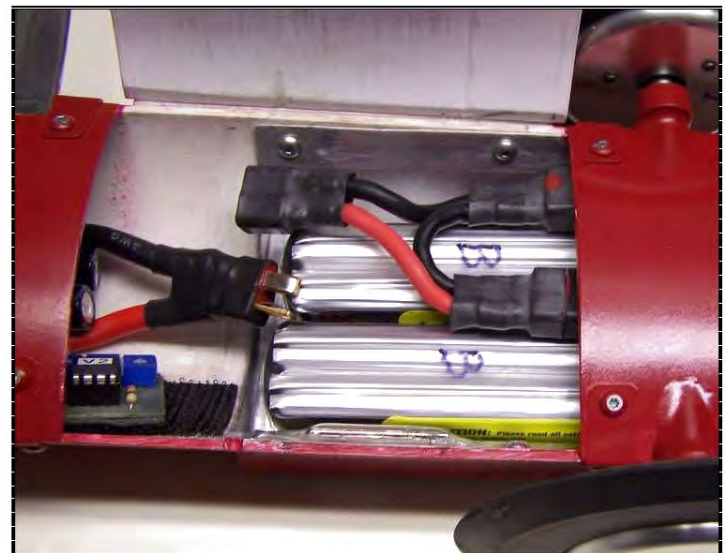


All of my cars except number 1 are now controlled by a 3 stage timer that weighs only 0.2 oz and is no bigger than a postage stamp . The first stage is set for a delay of 15 seconds after the battery is plugged in. Second stage is set for a 50 % ramp up speed for 5 seconds. The third and final stage is set for run time (which is 40 to 50 seconds) .



My latest is car number 10, which I just finished, and has all the same things as number 8, but is more streamlined and 8 oz lighter due to the use of .070 PVC instead of the usual .140 thickness. It turned laps at 140 mph on May 5, 2018 but suffered structural failure..

My cars are made of 200 lb test PVC pipe. It is fiber glassed to a straight board so a precision cut can be made on a radial arm saw. Everything is done on the saw including slots for wheel axles. Axles are lined up square and parallel on a surface plate or flat surface. Axles are fiber glassed in place with wheel collars on the outsides of the axles.



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Eighteen thousandths aluminum brackets fastened with round head sheet metal screws that have had the inside ends ground off help hold the cars together.

The nose cone is basswood that has been drilled out for lightening. The ducted Fan motor is mounted at five degree up angle in order to put pressure on front wheels that, on a

previous version, raised up when over 100 mph. The battery door is hinged and held closed by very strong magnets. Build cost for number 8 and number 10 cars ran around \$500.00 each.

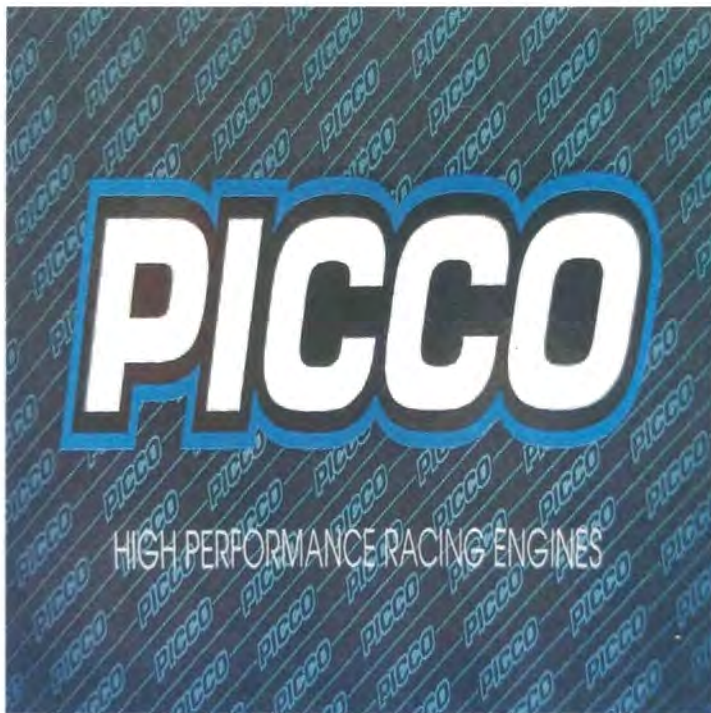
My Thanks to Phil McDonald , Lowell Shirley and Bob Oge for lots of help and suggestions over time.



Caution:

Editor's Note: No structural problems were encountered with .140 thickness frames while speeds were 117 mph or below, but when Mike's light weight .070 thickness number 10 car, shown here, reached 140 mph, centrifugal force and the heavy batteries pulled the car in half at the panhandle, destroying it. Now that he's proven that higher speeds are attainable, Mike is planning on a more substantial chassis for future development of this type car.

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

Brisbane International, March 3, 2018

By Scott Clydesdale

“The QMRCC hosted the 2018 Brisbane International in early March, and we were joined by Paul-Otto Ströbel (Switzerland), 5cc World Record holder Tõnu Sepp and son Tõnis (Estonia), as well as Chris Kennedy and Stuart Holdaway (both from New Zealand).

There were some fast speed recorded during the event, including half-a-dozen 10cc Class V entries well above the 200 miles/hour mark. Tõnu Sepp had a great 212 miles/hr run to take first place, followed by John Walker and Tony Peacock at 208, narrowly edging Ron Clydesdale and Paul-Otto Ströbel from the podium spots. It was great to see Rob Buckley finally chasing some gremlins from his usually fast car after a few months of head scratching.

Tõnu Sepp also took first place in the 5cc Class IV (with his No. 2 car!) recording just short of 189 miles/hr with Ron Clydesdale and John Walker fighting for the minor podium placings.

Paul-Otto Ströbel’s 3.5cc car (with his own designed engine) recorded a solid speed to win Class III, narrowly edging Australian record holder Wayne Burns and New Zealand record holder Chris Kennedy in third. Stu Holdaway was unlucky not to record a time with his new car after some fast speeds in practice, and Corey Clarke’s brand new CNC milled car also showed promise before a loose flywheel ended his running for the day.

A tight race in 10cc C Grade (un-piped, open-wheel, side exhaust, straight fuel) saw Scott Clydesdale edge early leader Ron Clydesdale from top spot, with both cars recording speeds at the 161 miles/hr mark.

Eddie Mitchell retained his traditional first place in 5cc B Grade (un-piped and straight fuel) with David

Chadwick’s brand new car coming home in second place.

Finally, 3.5cc M Class (un-piped, open-wheel, spur drive, no-suspension and straight fuel) saw a new Australian record with Scott Clydesdale lifting the new high mark to 211.739 km/hr (131.569 miles/hr). Former record holder Geoff Offer and Graeme Walker filled the remaining podium spots in front of a full field of cars.

We finished the day with drinks and nibbles and some lengthy discussions on how cars can be made to go faster! Many thanks must go to the ladies who sorted the timing system all day, and to everyone who pitched in the make the event a success.

Two of the five world class records are held on this fantastic Brisbane track [Tõnu Sepp’s 5cc record at 317.124 km/hr (197.052 miles/hr) and Andrii Yakymiv’s 3.5cc record at 300.953 km/hr (187.004 miles/hr)] and we are looking forward to hosting a super-fast World Championships here during 18 – 20 October, 2019. Start making your Australian travel plans today!”



Tonu Sepp's 189 mph 5cc Class IV Novarossi powered Sepp car.



Doug Harding Rob Buckley Tõnu Sepp and Paul-Otto Strobel.



New Zealanders Chris Kennedy and Stu Holdaway with QMRCC Secretary Allan Barnes.



Corey Clarke and his father Andrew
(1970s QMRCC Alumni).



Brian Hunter and Ron Clydesdale.

Queensland Miniature Race Car Club Inc.
Brisbane International
3 March 2018
Final Results



Class	No.	Country	Driver	Car / Engine	Nominated (km/hr)	Round 1			Round 2			Difference (km/hr)	Nom. Place	Place
						Time (sec)	Speed (km/hr)	Speed (miles/hr)	Time (sec)	Speed (km/hr)	Speed (miles/hr)			
10 cc A Grade (Class V)	1650	EST	Tõnu Sepp	Picco Picco Testarossa	-	5.818	320.396	199.086	5.270	341.555	212.232	-	-	1
	Q2	AUS	John Walker	Dmitriev Picco 8th Ed.	-	5.363	336.260	208.942	-	-	-	-	-	2
	Q7J	AUS	Tony Peacock	James Picco 8th Ed.	-	5.365	335.507	208.474	NT	-	-	-	-	3
	Q21	AUS	Ron Clydesdale	Dmitriev Picco 8th Ed.	-	5.374	334.946	208.126	5.367	334.137	207.623	-	-	4
	1511	SUI	Paul-Otto Ströbel	Schmutz Picco Testarossa	-	6.827	263.666	163.830	5.383	334.366	207.778	-	-	5
	Q12	AUS	Rob Buckley	Dmitriev Picco 8th Ed.	-	5.467	329.248	204.565	8.118	221.729	137.776	-	-	6
	Q17	AUS	Scott Clydesdale	FTL Picco EXR	-	NT	-	-	-	-	-	-	-	-
	Q11	AUS	David Chadwick	Dmitriev Picco	-	NT	-	-	NT	-	-	-	-	-
	Q9	AUS	Wayne Burns	Burns Picco Testarossa	-	NT	-	-	-	-	-	-	-	-
	Q7A	AUS	Tony Peacock	Dmitriev Picco 8th Ed.	-	5.472	328.947	204.368	5.643	318.979	198.204	-	-	-
5 cc A Grade (Class IV)	1500	EST	Tõnu Sepp	Sepp Novarossi	-	5.890	305.602	189.892	-	-	-	-	-	1
	Q21	AUS	Ron Clydesdale	Stelling Linas Novarossi	-	5.987	301.656	187.442	6.122	294.021	182.896	-	-	2
	Q2	AUS	John Walker	Stelling Linas Novarossi	-	6.131	293.589	182.426	5.983	300.852	186.941	-	-	3
	Q11	AUS	David Chadwick	AV AV	-	6.601	272.685	169.439	6.566	274.139	170.342	-	-	4
	Q9	AUS	Wayne Burns	Burns Picco	-	7.232	248.860	154.855	NT	-	-	-	-	5
	Q5	AUS	Corey Clarke	Linas Novarossi	-	NT	-	-	-	-	-	-	-	-
	1200	EST	Tõnu Sepp	Sepp Novarossi	-	5.953	302.368	187.883	5.926	303.746	186.739	-	-	-
	3.5 cc A Grade (Class III)	1520	SUI	Paul-Otto Ströbel	Sepp Ströbel/Profi	-	6.595	272.934	169.593	-	-	-	-	-
Q9	AUS	Wayne Burns	Kiper Novarossi	-	6.623	271.780	168.876	6.736	267.220	166.043	-	-	2	
NZ27	NZL	Chris Kennedy	Sepp Novarossi	-	NT	-	-	6.883	261.513	162.497	-	-	3	
Q6	AUS	Doug Harding	Harding CMB	-	7.326	245.700	152.671	-	-	-	-	-	4	
Q5	AUS	Corey Clarke	Batterham Novarossi	-	NT	-	-	-	-	-	-	-	-	
NZ134	NZL	Stu Holdaway	Sepp Novarossi	-	NT	-	-	NT	-	-	-	-	-	
2.5 cc A Grade (Class II)	Q21	AUS	Ron Clydesdale	Denmeier Picco	-	8.130	221.402	137.573	-	-	-	-	-	1
10 cc C Grade	Q17	AUS	Scott Clydesdale	Clydesdale/Chadwick Picco	262	6.985	257.895	160.124	6.906	260.567	161.909	1.433	-	1
	Q21	AUS	Ron Clydesdale	Clydesdale/Chadwick Picco	258	6.934	259.590	161.302	-	-	-	1.580	4	2
	Q8	AUS	Brian Hunter	Coberoff/Fox OPS	220.5	NT	-	-	-	-	-	-	-	-
5 cc B Grade	Q89	AUS	Eddie Mitchell	Burns LRP	190	9.717	185.242	115.104	-	-	-	4.758	5	1
	Q11	AUS	David Chadwick	Burns Chadwick Novarossi	185	10.513	171.216	106.389	10.340	174.081	108.169	10.919	9	2
	Q5	AUS	Corey Clarke	Batterham Novarossi	165	NT	-	-	-	-	-	-	-	-
3.5 cc M Class	Q17X	AUS	Scott Clydesdale	Clydesdale Mk II Novarossi	211	8.501	211.739	131.589	-	-	-	0.739	2	1*
	Q4B	AUS	Geoff Offer	Offer Novarossi Rex	212	8.918	201.838	125.416	8.799	204.568	127.113	7.432	7	2
	Q251A	AUS	Graeme Walker	Walker Go	201.5	9.366	192.184	119.416	8.992	200.177	124.384	1.323	-	3
	Q21	AUS	Ron Clydesdale	Clydesdale Mk I Go	200.6	9.245	194.699	120.980	9.337	192.781	119.789	5.901	-	4
	Q77	AUS	Tom Clydesdale	Clydesdale Mk I A Go	192.5	10.033	179.407	111.478	9.899	181.836	112.988	10.664	8	5
	Q25	AUS	Allan Barnes	Barnes Novarossi	170	10.444	172.347	107.091	10.527	170.998	106.247	0.988	3	6
	NZ027	NZL	Chris Kennedy	Hot Rod OPS	172	10.165	177.078	110.031	NT	-	-	5.078	6	-
	Q5	AUS	Corey Clarke	Batterham Novarossi	165	NT	-	-	NT	-	-	-	-	-
	Q251	AUS	Graeme Walker	Hot Rod OS	167.2	10.777	167.022	103.783	0.000	0.000	0.000	0.178	1**	-
	Q4A	AUS	Geoff Offer	Offer Novarossi	212	8.647	203.458	126.423	8.874	202.839	126.038	8.542	-	-

Notes:
*New Australian Record by Scott Clydesdale for 3.5 cc M Class with a speed of 211.739 km/hr (131.589 miles/hr)
**Nominated speed (unpipped) won by Graeme Walker with a difference of 0.178 km/hr (0.110 miles/hr)

Members of the VMRCA Present
76th AMRCA NATIONALS

SEPTEMBER 26th-29th, 2018

THE 2018 AMRCA NATIONALS WILL BE HELD AT
WHITTIER NARROWS PARK IN SOUTH EL MONTE, CALIFORNIA

DETAILS:

- PLEASE PRE-REGISTER BY SEPTEMBER 1;
INCLUDE CLASS, TYPE OF CAR, AND ENGINE
- SEND ALL PRE-REGISTRATION ENTRIES TO: HAMILLCAR@VERIZON.NET
- \$40.00 PER CAR ENTRY FEES WILL BE COLLECTED AT THE TRACK
- REGISTRATION, CAR INSPECTION AND PRACTICE WILL BE HELD ALL DAY
WEDNESDAY, SEPTEMBER 26
- THE COMPETITION WILL BE HELD ON THURSDAY, FRIDAY AND SATURDAY,
SEPTEMBER 27, 28, 29
- EVERY EFFORT WILL BE MADE TO RUN 2 HEATS EACH DAY
- THE COMPLIMENTARY BANQUET AND BUSINESS MEETING WILL BE HELD AT
DAVE LUNDEGARD'S HOUSE ON FRIDAY EVENING AT 7 P.M.
3110 SAN PASQUAL STREET, PASADENA, CA 91107

ACCOMODATIONS:

HOTEL RESERVATIONS CAN BE MADE AT:

DOUBLETREE HOTEL, 888 MONTEBELLO BLVD., ROSEMEAD, CA 91770

REGISTER BY AUGUST 15 FOR SPECIAL AMRCA GUEST RATE OF \$159.00 +TAX

DATES SEPT. 26-27-28-29

PLEASE CONTACT THE HOTEL DIRECTLY TO MAKE RESERVATIONS AT

<http://doubletree.hilton.com/en/dt/groups/personalized/L/LAXRMDT-AMR->

[20180925/index.jhtml?WT.mc_id=POG](http://doubletree.hilton.com/en/dt/groups/personalized/L/LAXRMDT-AMR-20180925/index.jhtml?WT.mc_id=POG)

GROUP CODE IS AMR

PHONE: 323-201-3457

RACE ORGANIZERS

Dave Lundegard
626-590-9655
LUNDEGARDDAVE@GMAILCOM

Charles Hamill
714-614-6055
HAMILLCAR@VERIZON.NET



CLASS 3A TETHER CAR



PAN	Meets current class 3A specifications Fully CNC machined from 7075 billet aluminum
GEARBOX	Split gearbox Rear axle & gear hub all one piece (no tapered pin required) Rear axle heat treated & ground for accuracy Pinion shaft - double bearing Replaceable dog bone on drive shaft Dennelear harden gears Spiral cut gears - 15/24 - 1.600: 1 ratio
FUEL SHUT OFF	Positive shutoff Adjustable spring tension
FRONT SUSPENSION	Pivots on bearings Oil shock with adjustable rebound Multiple springs available for various track conditions Over .400 inches of shock travel
FUEL TANK	135cc capacity CNC machined Mounts are machined into the tank
BODY	Fiberglass standard or optional carbon fiber construction Precision fit to pan Two body types - Sprint standard or options Aero Wind tunnel developed for max aero dynamic benefits
WHEELS	5° taper USA Made

All components are CNC machined from high quality aircraft aluminum



Marvin Justus / 760.802.2536 / marvinjustus@me.com

More Racing Results

April 8 - Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10 cc					
1.	Stuart Hamill	Duran/Hamill	Eagle	185.340	
2.	George Brown	Dennler	Picco	166.466	
3.	Dave Lundegard	Linas	Picco TR	N.T.	
4.	Steve O'Donnell	Linas	Picco	N.T.	
5.	Jack O'Donnell	Picco	Picco	N.T.	
WMCR 5 cc					
1.	George Brown	Frymire	OPS	N.T.	
WMCR 2.5 cc					
1.	Rich Democh	NSC	Picco	151.227	
2.	Glen Dye	NSC	Picco	N.T.	
AMRCA Class 2A					
1.	Rich Democh	Arrow SPL.	Picco EXR	N.T.	
AMRCA Class 3A					
1.	Stuart Hamill	Kuebler/Ellis	Eagle	158.231	
2.	Marvin Justus	J78 Speedster	Picco	156.815	
AMRCA Class 4					
1.	Thaine Morris	McCoy	McCoy	86.489	
AMRCA Class 6B					
1.	Charles Hamill	RWP	Profi	28.197	
AMRCA Class 6D					
1.	Steve Morse	Fryco	Sirio	113.996	
AMRCA Class 7C					
1.	Jay Procenko	McCoy	McCoy	N.T.	
2.	Bob Diekmann	Hornet Mite	Hornet	N.T.	Proxy
3.	Jay Procenko	Martin Flash	McCoy	N.T.	
AMRCA Class 9A					
1.	Jay Procenko	K&G	OS Max	102.346	
Electric Class E-2					
1.	Kevin Wells	Frypan MK10	Castle 1515	197.399	

April 22 - Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10 cc					
1.	Dave Lundegard	Linas	Picco TR	190.002	305.780
2.	Stuart Hamill	Duran/Hamill	Eagle	189.883	305.588
3.	Jim Okel	Linas	Picco TR	169.793	273.255
WMCR 2.5 cc					
1.	Rich Democh	NSC	Picco	N.T.	00.000
2.	John Newton	UNK	UNK	N.T.	00.000
AMRCA Class 2A					
1.	Rich Democh	Arrow	Picco	*156.196	251.373
* Record time 7.160, 156.196					
AMRCA Class 3A					
1.	Stuart Hamill	Kuebler/Ellis	Eagle	166.783	268.411
2.	Marvin Justus	J78 Speedster	Picco	159.476	256.652
3.	Frank Fisher	Frypan	OPS	144.435	232.446
AMRCA Class 3B					
1.	Jay Procenko	Fox	Dooling	85.673	137.878
AMRCA Class 6D					
1.	Steve Morse	Fryco	Sirio	125.140	201.393
AMRCA Class 7C					
1.	Jay Procenko	Martin Flash	McCoy	N.T.	00.000
AMRCA Class 9A					
1.	Jay Procenko	K&G	OS Max 46	109.675	176.504

AMRCA Class 10B

1.	Steve Morse	Helander	Nelson 60	156.341	251.607
2.	Stuart Hamill	Patriot/Ellis	Nelson 60	143.508	230.954
Electric Class E2					
1.	Kevin Wells	Frypan/MK10	Castle 1515	204.403	328.955

May 5 Seaford, New York

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10cc					
1.	Murphy &Tucci II	Pavel	Picco 8th	177.338	285.397
2.	Charlie Murphy	FT-L/ Torrey	Picco EXR	NT	00.000
WMCR 5cc					
1.	Charlie Murphy	Piotti	Picco	162.356	261.286
AMRCA Class 2B					
1.	Charlie Murphy	Arrow	Y-J	NT	0.000
AMRCA Class 6D					
1.	Nick Tucci II	Fryco Mk 8	OPS 29	NT	0.000
Electric E1					
1.	Bill. Siry	R/C Demo		93.768	150.905

May 6 - Whittier Narrows, CA

By Charlie Hamill

We had a busy day at the track using our new timing system for the first time. All went well but we still have a few things to work out. Fortunately our member, Kevin Wells, is a computer guy and was a great help. He wrote up a procedural guide for us that will help in the future.

Place	Name	Car/Build	Engine	MPH	KmH
WMCR 10 cc					
1.	Stuart Hamill	Duran/Hamill	Eagle	188.968	
2.	J. O'Donnell	Picco	Picco	N.T.	
3.	S. O'Donnell	Linas	Picco	N.T.	
WMCR 2.5cc					
1.	Rich Democh	NSC	Picco	N.T.	
AMRCA Class 3A					
1.	Marvin Justus	J78 Speedster	Picco	163.811	
2.	Stuart Hamill	Kuebler/Ellis	Eagle	160.536	
AMRCA Class 6A					
1.	Jay Procenko	Nylint	Picco	N.T.	
AMRCA Class 6C					
1.	Mark Hibbert	M/H	Rossi	122.306	
AMRCA Class 6D					
1.	Steve Morse	Fryco	Sirio	*131.082	
AMRCA Class 7A					
1.	Charles Hamill	RWP	McCoy .09	**38.624	
AMRCA Class 7C					
1.	Charles Hamill	Buddy L	McCoy .19	58.722	
Electric Class E1					
1.	Kevin Wells	Traxis Bandit	Traxis	58.177	
Electric Class E-2					
1.	Kevin Wells	Frypan MK10	Castle 1515	200.949	

* Record Time: 8.53260 131.082 MPH

** Record Time: 28.95813, 38.624 MPH

May 5-6, Anderson, IN

By Walt Wilson

For once, opening day weather was beautiful at Anderson. The attendance was good with 18 entries. Several had first time out issues with new setups but others ran very well. Your friendly editor ran a newly-built McCoy-powered Railton for the first time. One of Mike Baldwin's ducted fan cars lapped at 140 mph plus before an unfortunate mechanical failure. The 2018 racing season was off to a great start.

Place	Name	Car/Build	Engine	MPH	KmH
AMRCA Class 3A					
1.	Walt Wilson	Kuebler/Ellis B	Eagle	163.906	263.784
2.	Ron Hesskamp	Kuebler/Ellis	Eagle	162.814	262.026
3.	Walt Wilson	Kuebler/Ellis R	Eagle	140.406	225.965
AMRCA Class 4					
1.	Walt Wilson	Railton	McCoy	123.055	198.040
2.	Ed Spencer	Railton	McCoy	NT	00.000
AMRCA Class 7B					
1.	Ed Spencer	McCoy	O.S. 25	NT	00.000
AMRCA CClass 9A					
1.	Lee Foldenauer	MMM Indy	Rossi 45	117.369	188.890
2.	Don Ulrich	HB1	Rossi 46	95.639	153.918
AMRCA CClass 9A					
1.	Lowell Shirey	K&G Hot Rod	Jett 56	95.412	153.553
AMRCA CClass 10A					
1.	Bob Oge	K&G Arrow	Rossi 46	128.630	207.012
2.	Lee Foldenauer	K&G Arrow	Jett 46	NT	00.000
AMRCA Class 10B					
1.	Bob Oge	Wanda	Novarossi	132.283	212.891
2.	Ron Hesskamp	Joe Ellis/Ellis	Nelson	124.707	200.700
3.	Lee Foldenauer	Aussie	Rossi 60	96.041	154.565
WMCR 10cc					
1.	Phil McDonald	M2	Picco TR	130.354	209.787
2.	Ron Hesskamp	FTL	Picco	NT	00.000
Electric Ducted Fan					
1.	Mike Baldwin	Phoenix #4	68 mm	101.900	163.995
2.	Mike Baldwin	Phoenix #9	68 mm	91.575	147.377
3.	Mike Baldwin	Phoenix #10	80 mm	NT	00.000
4.	Mike Baldwin	Phoenix #8	80 mm	NT	00.000



Ron Hesskamp preps his Kuebler/Ellis for the fastest run of the day on Saturday.



Lee Foldenauer switched to Jett 46 power in his K&G Arrow.



Bob Oge's updated Novarossi powered Wanda (top) and his K&G Arrow with a Rossi 46.



Phil McDonald gives his 10cc WMRC car a mighty heave. It started.