



American Miniature Racing Car Association

Member, World Organization for Model Car Racing

MODEL RACE CAR

NEWS

Established 1940

Spring 2019

Rain, Rain, Go Away



President's Message

By Dave Lundegard

Earlier this year we began a track resurfacing project at Whittier Narrows Park in South El Monte, CA. The Parks Department has been a pleasure to work with and they've accommodated our club with all requests.

We originally anticipated completion of the project in March 2019, however we ran into a very rainy winter season and a series of delays which have unfortunately disrupted our project. At this point I'd project completion sometime in June 2019.

I'm extremely pleased with the quality of the work we've accomplished. We were able to complete our steel forming for the running surface within less than .005" tolerance. That's a pretty amazing feat considering the diameter of the circle. The running surface is by far the most important component of the entire project and I believe that we nailed it.

Next we begin raising the corresponding elevations around the track to match the additional four inch height of the new running surface. The horsing pad, apron, cable bay and timing hut area all must be raised to match the new track elevation. These projects and others will be completed over the weeks to come.

Finally I'd like to thank all the generous donors who've contributed in funding the project. Many of you have gone above and beyond and your support is deeply appreciated. A special thanks goes to Mr. Steve O'Donnell who has spearheaded the entire project and donated countless hours of time. Stuart Hamill has graciously donated material and support. Special thanks to Dan Bridges, Bob Jaquez, Charlie Hamill, Steve Torrey and others who have dedicated time and effort towards our goal of a world class racing facility.



Secretary's Notes

By JPhil McDonald

Greetings All! Today is Thursday, May 16, 2019 and the A.M.R.C.A. is back in action again. Last Saturday, the Anderson track staged the first race of the 2019 season. California is finishing up their rebuilding of the Whittier track and Long Island is getting ready to get back in action again.

The American Miniature Racing Car Association is in good condition with a membership of 117 members, 110 of which are current in their 2019 dues. For this time of year, that's about the best I can remember.

Our thanks go out to Bob Jaquez and his tremendous effort to boost our membership. He has brought in over 10 new members. If everyone of us brought in just one new member....think where we would be!

Don't forget, this is the year of the first "Combination Nationals" being held on one weekend, August 24 and 25 on three tracks simultaneously!! Each track will be conducting their Nationals with the A.M.R.C.A. responsible for providing trophies for the first three places in each class that contains three or more entries. Yes, entries will be added from all three tracks, so if each track has an entry in Class 10A, each entrant will receive a trophy! I'm excited about this new and different idea.

The A.M.R.C.A. treasury stands at \$8600 plus with the only major expense coming up being the insuring of the three A.M.R.C.A. clubs.

A number of us will be making the trip to Brisbane, Australia in October for the WMCR World Championship. Hopefully we will make the A.M.R.C.A. proud!

That's all for now. Get back to the track and get those cars flying. *Keep your speed up!*

Sabbatini Collecto 2019

By Dave Lundegard

The Sabbatini collecto in Fresno CA. ran from Friday March 15 through Saturday March 16 and had a well received new format this year. The traditional Sabbatini garage open house was open moved to Friday afternoon from 11 until 5pm followed at 7pm by the fantastic social banquet dinner at Yosemite Falls Cafe. The banquet was vibrant with fun had by all. Many cars and projects were on display and discussed over the evening. The swap meet collecto was held at the VFW hall on Saturday morning from 8am until 12 noon. The event was well attended with lots of activity and excitement about the raffle drawing. The main raffle prize was an highly anticipated new economy electric car debuted by Marvin Justus and Kevin Wells followed by an exhibition run of the car. Proceeds of the raffle event were donated generously towards the Whittier Narrows track improvement project. I would also like to thank all the individual donors who've contributed above and beyond towards our track project. Thank you!



(Continued on the next page)



(Continued from the previous page)
Sabbatini Collecto 2019



In Memoriam

Ken Reiser (1931-2019)

By John Lorenz



It has been said that the various forms of motorsport have always attracted a fair number of 'gentleman racers', but not many racers who were actually gentlemen. Ken Reiser was a serious racer. He drove midget race cars in the greater-Chicago area and he was a formidable competitor on tether car tracks throughout the Midwest during the 1950s-60s. Ken was an AMRCA member, former national champion, and current AMRCA class record holder. But, above all, Ken was a true gentleman.

Sadly, Ken passed away on April 2 at his home in Benson, AZ, a year after the death of his wife.

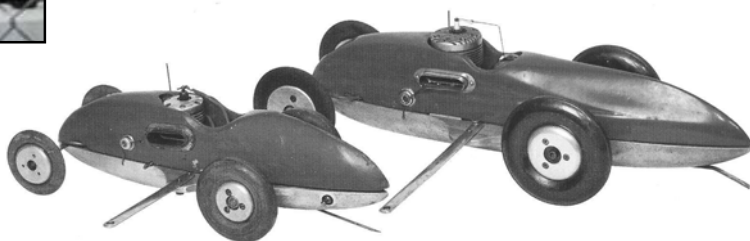
Ken grew up in Chicago, and shortly after high school, he went to work for Federal Industries where he honed his skills as a machinist. During that time, Ken was bitten by the tether car racing bug. His first car was a Super-Cyke powered Bremer Whirlwind and that was followed by a Hornet .60 powered Dooling F-type. Neither car was still competitive during that era, but living in an area which was a hot bed for tether car racers and builders, Ken learned how to compete from some of the very best in the hobby.

With the outbreak of hostilities in southeast Asia, Ken joined the United States Air Force in 1951 where he served as a Gunner on a B-29 Superfortress during the Korean conflict.

Returning home to the Chicago area late in 1955, he rejoined Federal Industries as a machinist and, not surprisingly, he resumed racing tether cars. But, this time he fielded some of the most competitive cars of that era.

Drawing upon friendships which he had established with some of the most highly respected tether car builders in the Chicago area, he built a stable of very fast cars. His first car after returning stateside was one of Warren Borden's spur-gear drive Borden teardrops, powered by a Dooling .61 engine. He later added a pair of cars which were built by "Red" Davis, a Dooling .61 powered Davis-Carlson proto and a Dooling .29 powered Davis-Carlson mite. And the results speak for themselves.

Ken's Dooling .29 powered Davis-Carlson mite placed 3rd in the Mite .29 class at the AMRCA Nationals held in Belleville, IL in 1959. The car placed first in its class at the Nationals held in Anderson, IN in 1960 with a top speed of 121.28 mph. The following year the car again placed first in its class at the 1961 Nationals held at the Anderson track. His Dooling .61 powered Davis-Carlson car turned a top speed of 144.69 mph in the ultra-competitive Custom Proto class at the Belleville Nationals in 1959 and backed that up with a top speed of 141.29 mph at the Anderson Nationals the following year.



Ken's Dooling .61 powered Borden teardrop car set an AMRCA record of 146.10 mph on September 11, 1966 at the New Castle, IN track. That record still stands today as the standard in the AMRCA Class 8 -Spur Gear Class.

Ken retired in 1999 and he and his wife moved to Arizona where he immersed himself in his hobbies as an amateur astronomer and as a regular volunteer at the Pima Air & Space Museum where he utilized his skills repairing and refurbishing the museum's aviation assets, including the museum's B-29 Superfortress. In addition, Ken and his wife were strong supporters of the American Greyhound Rescue Society and had adopted nine Greyhounds over the past 20 years.

Ken was what we often respectfully refer to as the 'real deal' ... both a serious competitor and a genuinely good guy. He will be missed.



Brisbane, Australia

Tuesday 15 to Sunday 20 October 2019

The Queensland Miniature Race Car Club Inc (QMRCC) together with the Tethered Race Car Association of Australia (TRCAA) and Sydney Society of Model Engineers Inc (SSME) is pleased to announce the dates of the 2019 World Championships for tether cars to be held in Brisbane.

Venue

The **Queensland Miniature Race Car Club's** tether car track is located 10 km east of Brisbane's CBD in Minnippi Parklands, Tingalpa QLD 4173 (off Stanton Road West).

Two world records (Class III and Class IV) are currently held on this super-fast track!

Registration

Entry forms will be uploaded to www.speedmodelcar.com in due course.

To receive regular updates and news, please send a request to the race organising committee via the contact details below.

We are looking forward to seeing many participants from around the world competing on this great track.

Kind regards,

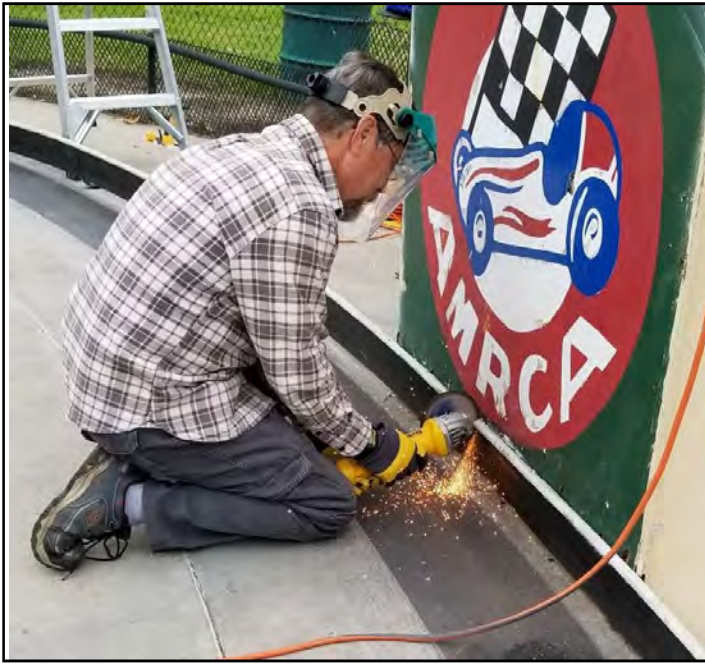
Scott Clydesdale

QMRCC Race Committee Member

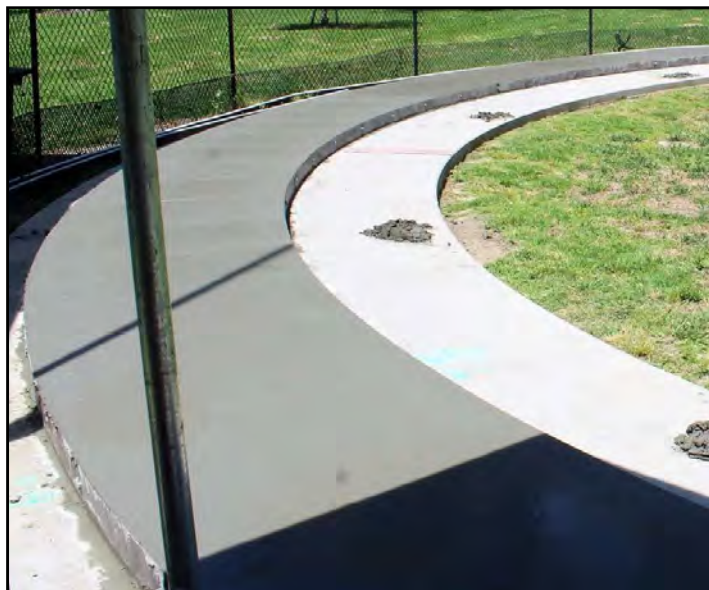
scott.clydesdale@gordonbrothers.com.au

+61 407 061 927

May 2019 - Whittier Narrows Track Upgrade
Photos By Dave Lundegard and Bob Jacquez



May 2019 - Whittier Narrows Track Upgrade
Photos By Dave Lundegard and Bob Jacquez



2019 AMRCA Racing Schedule

Whittier Narrows, CA *(All Sundays)*

May 26
 June 9, 23
 July 14, 28
 August 11
 August 24 & 25 AMRCA 77th Nationals (all three tracks)
 September 7 (Whittier Fun Run #40)
 September 15, 29
 October 6
 November 10, 24
 December 8

Seaford, NY

(All Sundays except as noted)
 June 9,
 July - *No scheduled dates*
 August 24 & 25 AMRCA 77th Nationals (all three tracks)
 September 14 (John Ellis Memorial Race)
 October 6,
 November 9, Saturday (George Phillips Memorial Race)

Anderson, IN

(All Saturdays and Sundays)
 June 15-16
 July 13-14
 August 24 & 25 AMRCA 77th Nationals (all three tracks)
 September 14-15
 October 5- 6

**International Meet
 Brisbane, Australia**

October 15 -20 (World Meet)



AMRCA'S FIRST COMBO NATIONALS

August 24th & 25th , 2019

Details of the Event:

- The Nationals will be hosted by the AMRCA at Cedar Creek Park in Wantagh, New York, ---Jackson Park in Anderson, Indiana --- Whittier Narrows Recreation Area in Rosemead, California.
 - One race, simultaneously on three tracks !.
 - Registration and car inspection will be at each track Saturday, Aug 24th at 9:00 AM.
 - The Race will be held Saturday, Aug 24th and Sunday Aug 25th..
 - 3 Heats per Class per day. Three entries required in a class to be official.
 - Results to be submitted to the A.M.R.C.A. Secretary within 24 hours after event.
 - Winners will be announced no later than September 1st.
 - The top three in each class will receive a trophy from the A.M.R.C.A.
 - Each club is encouraged to have an awards banquet, Sunday evening following the close of racing.
- Race Organizers:

Nicholas Tucci II
800 Community Dr. #305
Manhasset, NY
11030-3821
516-466-0053
n.tucci@verizon.net

J. Phil McDonald
2312 Mimosa Ln.
Anderson, IN
46011-9781
765-425-2959
jphil944@hotmail.com

Charlie Hamill
16371 Gentry Lane
Huntington Beach, CA.
92647-3303
714-614-6055
hamillcar@verizon.net

Updated info can be found at AMRCA.com

Racing Results

May 11-12, 2019 - Anderson, IN

Place	Name	Car/Build	Engine	MPH	KmH
AMRCA Class 3C					
1.	Lee Foldenauer	Patriot	Nelson	NT	00.000
AMRCA Class 4					
1.	Ed Spencer	Invader	McCoy	NT	00.000
AMRCA Class 9 A					
1.	Lee Foldenauer	MMM Indy	Rossi 45	114.299	183.946
2.	Dave Ferguson	Witte/McDonald	Rossi 46	56.546	91.003
3.	Don Ulrich	HB 1	Rossi 46	NT	00.000
AMRCA Class 10 B					
1.	Lowell Shirey	K&G Hot Rod	Rossi 60	NT	00.000
WMCR Class V 10cc					
1.	JPhil McDonald	M2	Picco TR	NT	00.000
AMRCA Class: E-1					
1.	Mike Baldwin #10 Red		80MM	127.679	205.480
2.	Mike Baldwin #12 Blue		50MM"	NT	00.000

The Last Word

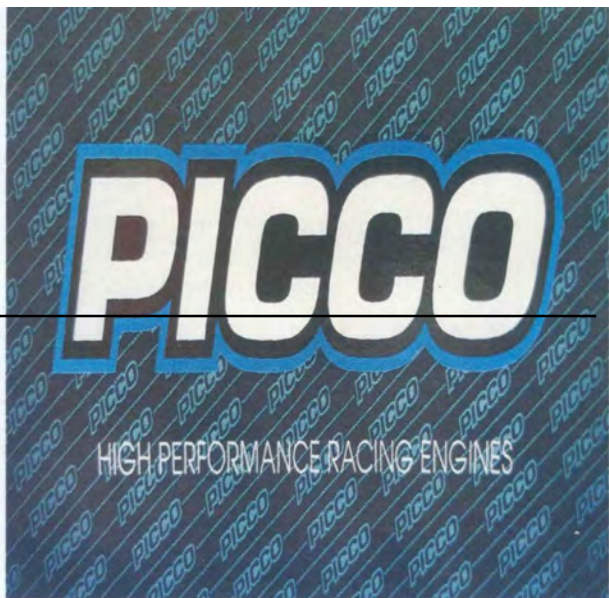
By Walt Wilson, Editor

So far, most American-made electric-powered cars have been the WCMR type and some have been very successful, frequently going 200 mph and faster. Marvin Justus has built a few electric-powered Class 3 Speedsters and Bill Siry has noted plans to convert a Class 1 Arrow for electric power. Kevin Wells and Bill have experimented with converted R/C cars. Marvin builds his Land Speed Roadster (LSR) mite cars and I have a one-off electric Indy-type car that conforms with Class 9 rules. Mike Baldwin has been running

Electric Ducted Fan (EDF) cars for some years, now. Admittedly, nothing will ever replace the sounds and smells of a great reciprocal engine turning 30,000 rpm or more. As time passes though, partly due to parts availability and lower cost, more electric-powered cars will most likely be developed. The open-wheeled and mite cars should not have to compete with WMCR cars because they are at a disadvantage aerodynamically and, in some cases, have power limitations due to lack of available space for components, mostly batteries.

I propose that, as long as they conform to the class rules otherwise, purpose-built and cars converted to electric power be run in the categories they would be in if glow-powered, but in classes designated "E". For instance, converted Arrows would be Manufactured Class 1E, the Speedsters and other similar conversions would be Custom Class 3E, the LSR cars and other Mites would be 6E, Indy-type cars and hot rods would be Modern Nostalgia 9E, Etc. Converted R/C cars could be run in the class dictated by their body configuration, if they conform with the other class rules, or as in the case of EDF cars, placed in an Experimental category.

The full-size Class 1, 3, and 9 cars would be allowed up to the maximum E3 wattage specified for WMCR cars. Wattage for Mites can be determined as they're developed, but battery space is a major consideration. What do you think?



New Speed 60 Testarossa 10 cc engines and spare parts

Contact Dave Lundegard, 3110 San Pasqual Street, Pasadena, CA 91107, U.S.A

Phone: 626-590-9655 or E-mail: lundegarddave@gmail.com



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



A.M.R.C.A. COMBINATION NATIONALS OFFICIAL ENTRY FORM

AUGUST 24th -25th , 2019

NAME _____ AMRCA # _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TRACK I WILL RUN ON _____

CLUB AFFILIATION _____

MAKE OF CAR _____ ENGINE _____ CLASS _____

MAKE OF CAR _____ ENGINE _____ CLASS _____

MAKE OF CAR _____ ENGINE _____ CLASS _____

MAKE OF CAR _____ ENGINE _____ CLASS _____

MAKE OF CAR _____ ENGINE _____ CLASS _____

Entry fees will be determined by each track in accordance with their expenses. Entry fees to be retained by each track

I hereby agree to conform to and comply with the rules governing this contest in connection with the competition rules of the American Miniature Racing Car Association, and I further agree to hold blameless the American Miniature Racing Car Association, the contest committee, and the above stated track that I will run on for any loss or injury to myself or property, and to assume responsibility for any loss or injury in which I may become involved by reason of participating in this event.

I have read the above and understand same.

Signature _____

NOTE:

Please mail or e-mail to:

J. Phil McDonald
2312 Mimosa Lane
Anderson, IN 46011-9781
jphil944@hotmail.com

A copy will be sent to your track official