



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

Established 1940

Fall, 2017

A.M.R.C.A. NATIONALS REPORT



The competitors and helpers who were at the 2017 AMRCA Nationals in Seaford, New York.



President's Notes

By Stuart Hamill

Start spreading the news. If you can make it here you can make it anywhere, NEW YORK! As always, the east coast did an excellent job hosting the Nationals. We got lucky with the weather as there was only a little sprinkle during the Wednesday morning practice. The rest of the week was picture perfect. The carbide coating on the track running surface has held up very well. With 45 cars entered and 14 in the WMRC 10cc class, it was going to be a busy week. Practice day, Team Australia Mark Osborne and Maggie James set the pace. Maggie showed the boys how it's done, turning laps at 205 MPH. I think there was a lap at 206. The car made a sound change at the top and went a little faster. A piece of the pipe stinger had snapped off. It was a clean break so Bill Siry made a sleeve and Dave Clark brazed it together with John Ellis burning his fingers holding it. Maggie never got back up to that speed but she did get second place at 204 MPH. Maybe she should have left the pipe broken, a new speed trick. The fast speeds from Team Australia made Paul O. Strobel nervous. Paul was doing lots of calculations and preparing his car thoroughly all week. In the end, Paul was

first at 205.381 MPH. Maggie second at 204.211 MPH and Mark third with 197.813 MPH. First American went to the West Coast's Dave Lundegard with 197.690 MPH, followed by Anthony Tucci & Lee Roy James. Great job guys. Okay, now to the **real** race cars; AMRCA custom class 3A. The premier class that John Ellis has been working on restoring to its former glory. John has spent the last decade building and supplying cars and parts that are second to none. I did one test run with my Kuebler/Ellis Eagle with some fresh funny stuff (not for the faint at heart). It was a good run at 165+. On the first run on race day I ran the motor that won the Nats in Anderson last year. The fuel tank holds more than the weight allows so I dumped a little to get to the maximum weight of 3.130 grams. Hook up the glow plug, hold the nose of the car up, turn on the fuel, rock the wheels until it pops, and push it off. One of the nice things about custom cars is you don't have to horse them up to 100 MPH like a WMRC car. The horser only needs to lead the car and keep the wire from dragging on the track. Once the car goes fast enough to hold its own, it should blubber around for 20 laps before it comes on line. If the car starts out kicking & screaming, shut it off. You will only melt it down. open up the needle and re-start it.

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I can tell it's going to be a good run by listening to the sound changes once it gets up to the 150's and starts to settle in. You can hear the growl of the motor getting traction. If it powers through the 160's into the 170's without hesitation, you are on your way to some hot laps. At the 150 mark each lap was coming up 3 to 4 MPH. At 169, 1 MPH per lap. I hit the timer at 171, it did six laps at 172, and one lap at 173 with a overall speed of 172.654. This was my best speed for the week, winning first place in Class 3A and the Custom National Champion Torrey Speed Award. Eagle racing donated trophies for 3A. Vintage wood from John's father Joe Ellis, made in Chicago by F.H. Noble & Company, from the rail track at Downers Grove Fairyland Park.

Racers always ask John to build them a motor like Stuart runs. John does not build my motors. I do my own work with the same parts that everyone else gets. The only way to get good at it is track time. I am lucky to have a track close to home and be able to run twice a month all year long.

It was a great week of competition with one record set by Dave Clark in Class 7C with a McCoy 19 powered Hornet at 56.724. I got close in 10B with my Nelson-powered Ellis Patriot. Bob Oge holds the record with his Wanda at 158.144. My unofficial speed was 158.650. The car had already run a long time with more than 50 laps so I took a time at 155 mph. When I went to stop the car, the shut-off broke and it just kept going and gaining speed. After 10 more laps it was up to 158 and 159 mph. After 10 more laps it locked up and skided to a stop. That was the end to that piston. I think I have rambled long enough. Thanks to all the people who came out to race. Thanks to Nick Tucci and family and the NEW YORK members, I know it was a mountain of work to make this happen. Thanks to Phil McDonald and the Anderson crew for the use of your timing system.

The Nationals for 2018 will be at Whittier Narrows California.



Secretarial Notes

By J. Phil McDonald

The 2017 A.M.R.C.A. Nationals on Long Island were an outstanding success! We had good speeds, good weather, and good friendships, what more could you ask for? Over 205 MPH was the top speed in WMCR Class V and 172 MPH won Class 3A.

A total of 53 cars were entered, running in 15 classes.

At the A.M.R.C.A. Annual Business Meeting, the reading of the financial report (Copy printed on the next page of this newsletter) brought to attention that, due to insurance requirements of the Nassau County Park Board, the club cash account had suffered. Nick Tucci II stated that he expects to get an exemption, starting in 2018, from the need to purchase an additional two million dollar liability umbrella policy.

The A.M.R.C.A. Annual Meeting Minutes immediately follow this report. The most important items from the meeting were: Starting in 2018, the A.M.R.C.A. is returning to a single class of membership at an annual fee of \$50. There will no longer be classifications of Associate or Foreign member.

The membership voted to retain the current A.M.R.C.A. officers for 2018, so your 2018 officers will be; Stuart Hamill, President, Dave Lundegard, Vice President and J. Phil McDonald, Secretary/Treasurer.

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.

2017 ANNUAL MEETING AMERICAN MINIATURE RACING CAR ASSOCIATION

The American Miniature Racing Car Association held its 2017 annual meeting on September 15, 2017 at Cedar Creek Park in Seaford, New York. The meeting was called to order by A.M.R.C.A. President, Stuart Hamill.

In attendance was the A.M.R.C.A. President, Stuart Hamill, Vice President, Dave Lundegard, Secretary J. Phil McDonald, Nick Tucci II, George Fellows, Roland Bendel, Joe Morris, Dave Clark, Doug Phillips, John James, Kevin Wells, John Ellis, Jill McDonald, Lee Roy James, Jim Okel, Charles Hamill, Bob Oge, Margaret James, Mark Osborne, Angela Macropolous and Bill Siry.

Secretary Phil read the minutes of the 2016 A.M.R.C.A. Annual Meeting held August 19, 2016 at Anderson Indiana. The minutes were approved as read.

Next, the current financial statement for the A.M.R.C.A. covering the period of August 1, 2016 through August 31, 2017 was read. It was noted that the A.M.R.C.A. cash account was down due mainly to having to secure an additional 2 million dollars of liability coverage as now required by the Nassau County Park Board. An umbrella policy was secured which cost our organization \$1771.00. Nick Tucci noted that he was in hopes of securing an exemption next year and that the umbrella policy would not need to be renewed on July 1, 2018.

New Business: A motion was made by Charley Murphy that the A.M.R.C.A. have only one class of membership and that was to cost \$50.00 per calendar year. Motion seconded by Dave Lundegard. Motion passed by voice vote. 2018 dues notices will reflect the new dues amount.

A discussion was held concerning A.M.R.C.A. financial support of new timing systems for Whittier Narrows and the Cedar Creek tracks. Dave Lundegard noted that the V.M.R.C.A. club was already seeking financial support from donors in their area and said he would keep the A.M.R.C.A. officers up to date if help was needed.

There was a discussion held concerning converting a R/C Hobby Shop car into a starter tether car. It was determined that Bill Siry and Kevin Wells would head up that project and come up with something to present to the A.M.R.C.A. for their consideration.

Old Business: It was noted that at last year's annual meeting, Stuart Hamill and Nick Tucci II agreed to study updated tailskids and make a recommendation to the club. That never occurred and Stuart and Nick agreed to go to work on that recommendation. It was also noted that at last year's meeting it was agreed that Anderson should install fine mesh wire completely around their track with the A.M.R.C.A. agreeing to pay for that project.

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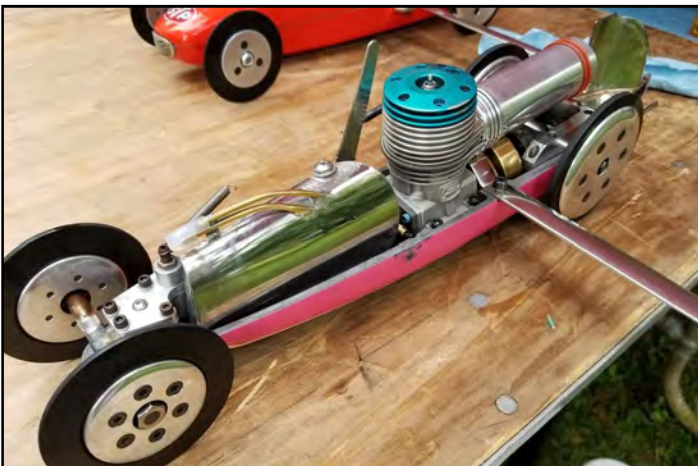
**AMRCA 2017 Nationals
Seaford, New York**



Guest racers Mark Osborne and Margaret James, from Australia, and Paul Otto Strobel (background) from Switzerland.



Diane and John Ellis with some of the cars they ran



John Ellis's 3A Kuebler/Ellis car with Ellis power.



One of the many Picco-powered WMCR cars competing.

BILL SIRY PHOTOS



Charlie Hamill with one of his Buddy L Hotrods.



J. Phil McDonald, who spent most of his time operating the timing system.

More AMRCA 2017 Nationals Photos



Steve Lawrence and some of his cars.



John Ellis was instrumental in putting on the Nationals, helping others, and running several proxy cars in addition to his own



Charlie Murphy and his fleet of cars.



George and Bob Fellows of New York.

BILL SIRY PHOTOS



Lee Roy James with his 10cc Duran and K&G Hot Rod..



Doug Phillips and his Eagle-powered FTL car.

Still More AMRCA 2017 Nationals Photos



Jim Okel with his stable of Kuebler/Ellis cars.



Dave Lundegard with his 10cc class-winning Picco-powered Duran/Lundegard car.



Bob Oge with his Picco Testarossa powered RD3 and Novarossi powered Wanda cars.



Kevin Wells has one of the fastest electric-powered cars in the world with 203.126 MPH.



Nick Tucci worked very hard to make the Nationals the success that it was



Bill Siry who provided us with many of these photos, with his class-winning Novarossi-powered ACDC Andretti car



Diane Ellis with "Valentine". Her Class 3C Patriot/Ellis won the class at 172.627.



Joe Morris shows off his "Sin City" T-shirt. He competed with 10cc WMCR and AMRCA Class 4 cars.



John Ellis and friend (John is the one on the right).



Mark Osborne suffered gearbox failure at 170 MPH and flattened his tires all the way to the hubs.



John Ellis and Stuart Hamill with their trophies.



Bob Diekmann's Kuebler/Ellis Mite car with a Dooling 29 for power. The engine blew causing a "NT".



Angela Macropoulos saw to it that no one went hungry.

Many thanks to Bill Siry, Lee Roy James, Nick Tucci, Stuart Hamill, and Dave Lundegard for these great photos.

2017 AMRCA NATIONALS

Seaford, New York - September 14,15,16

<i>Class</i>	<i>Car</i>	<i>Engine</i>	<i>Time</i>	<i>MPH</i>	<i>km/h</i>
WMCR 3.5cc					
1. P.O. Ströbel (guest)	Mart Sepp	Ströbel/Profi	7.168	156.043	251.127
N. Tucci II	Ekberg	CMB/Falk	NT	NT	NT

<i>Class</i>	<i>Car</i>	<i>Engine</i>	<i>Time</i>	<i>MPH</i>	<i>km/h</i>
WMCR 5cc					
1. C. Murphy	Piotti	Picco	6.964	160.606	258.470
M. Osborne	Aximov	Aximov	NT	NT	NT

<i>Class</i>	<i>Car</i>	<i>Engine</i>	<i>Time</i>	<i>MPH</i>	<i>km/h</i>
Electric E-2					
1 K. Wells	Frypan MK 10	Castle 1515	5.506	203.126	326.900
<i>Cable Change Speed Exceeded</i>					

<i>Class</i>	<i>Car</i>	<i>Engine</i>	<i>Time</i>	<i>MPH</i>	<i>km/h</i>
WMCR 10cc					
1.* P.O. Ströbel (guest)	Schmutz	Picco Testarossa	5.446	205.381	330.529
2.* M. James (guest)	James	Picco 8th Ed.	5.477	204.211	328.646
3.* M. Osborne (guest)	James	Picco 8th Ed.	5.654	197.813	318.349
1.. D. Lundegard	Duran/ Lundegard	Picco 8th Ed.	5.658	197.690	318.151
2.. A. Tucci	Denneler	Picco EXR	5.795	193.021	310.637
3.. L. R. James	Duran	Picco Testarossa	5.874	190.403	306.424
4.. S. Hamill	Duran/ Hamill	Eagle	5.880	190.231	306.147
5.. Murphy + Tucci II	Pavel	Picco 8th Ed.	5.941	188.267	302.986
6.. J. James	FTL	Picco EXR	6.086	183.771	295.751
7.. C. Murphy	FTL/ Torrey	Picco EXR	6.280	178.107	286.635
8.. D. Phillips	FTL/ Frymire	Eagle	6.343	176.320	283.760
9.. J. P. McDonald	M2	Picco Testarossa	6.370	175.595	282.593
10.. B. Oge	RD3	Picco Testarossa	6.578	170.025	273.629
11. D. Clark	Zaugg	OPS	6.952	160.876	258.905
12. S. Lawrence	Linas-Picco	Picco Testarossa	8.779	127.404	205.037
J. Morris	FTL	Picco P-60	NT	NT	NT
R. Bendel	RoBe	Picco Testarossa	NT	NT	NT

* *Ströbel of Switzerland, M. James and M. Osborne of Australia participated as guests*

<i>Class</i>	<i>Car</i>	<i>Engine</i>	<i>Time</i>	<i>MPH</i>	<i>km/h</i>
AMRCA 3A					
1. S. Hamill	Kuebler/ Ellis	Eagle	6.478	172.654	277.860
2. J. Ellis	Kuebler/ Ellis	Ellis	6.944	161.080	259.233
3. J. Okel	Kuebler/ Ellis	Eagle	7.163	156.139	251.281
4. R. Democh (p)	1234 Special	Picco EXR	7.296	153.303	246.717
5. M. Ziegert (p)	Kuebler/ Ellis	Eagle	7.547	148.203	238.510
6. S. Lawrence	Kuebler/ Ellis	Eagle	8.419	132.853	213.806

<i>Class</i>	<i>Car</i>	<i>Engine</i>	<i>Time</i>	<i>MPH</i>	<i>km/h</i>
AMRCA 3C					
1 D. Ellis	Eagle Patriot	Eagle	6.479	172.627	277.816
2 S. Lawrence	Eagle Patriot	Eagle	6.702	166.887	268.579
3 S. Hamill	Eagle Patriot	Eagle	6.750	165.695	266.660

(p) = run by proxy

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2017 AMRCA NATIONALS

Seaford, New York - September 14,15,16

AMRCA 4	Car	Engine	Time	MPH	km/h
1. C. Murphy	McCoy Invader	McCoy	9.902	112.953	181.780
2. S. Morse (p)	McCoy Invader	Rossi	10.142	110.284	177.485
3. J. Morris #1	McCoy Invader	McCoy	10.696	104.569	168.287
J. Morris #2	McCoy Railton	McCoy	NT	NT	NT
AMRCA 6B	Car	Engine	Time	MPH	km/h
1. C. Hamill	MMM	Nelson 15	9.258	120.814	194.431
AMRCA 7B	Car	Engine	Time	MPH	km/h
1. J. Okel	Kuebler/ Ellis	K&B 15	NT	NT	NT
AMRCA 7C	Car	Engine	Time	MPH	km/h^{1*}
1. D. Clark	Hornet	McCoy 19	19.718	56.724	91.288
* Record					
AMRCA 7D	Car	Engine	Time	MPH	km/h
1. G. Fellows	Kuebler/ Ellis	Dooling 29	11.417	97.962	157.655
2. S. Hamill	Kuebler/ Ellis	Dooling 29	12.797	87.403	140.661
R. Diekmann (p)	Kuebler/ Ellis	Dooling 29	NT	NT	NT
AMRCA 9A	Car	Engine	Time	MPH	km/h
1. J. James	K&G Hot Rod	OS 46	10.511	106.405	171.242
2. L. R. James	K&G Hot Rod	Rossi 46	10.828	103.294	166.236
3. G. Fellows	K&G Torpedo	OS 46	17.020	65.715	105.758
AMRCA 9B	Car	Engine	Time	MPH	km/h
1. B. Siry	ACDC Andretti	Novarossi	8.199	136.418	219.543
2. C. Murphy	Watson	OPS	8.835	126.596	203.737
J. P. McDonald	FCDC FOYT	Novarossi	NT	NT	NT
AMRCA 10B	Car	Engine	Time	MPH	km/h
1 S. Hamill	Eagle Patriot	Nelson	7.156	156.298	251.537
2 L. Ellis (p)	Eagle Patriot	Nelson	7.543	148.284	238.640
3 B. Oge	Wanda	Novarossi	7.765	144.043	231.815
4 B. Fellows	Kuebler/ Ellis	Rossi	10.538	106.132	170.803

(p) = run by proxy

2017 AMRCA Racing Schedule

Anderson, IN
October 14-15

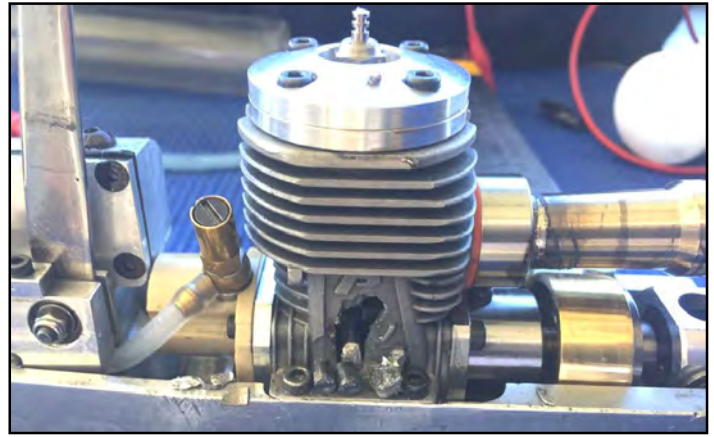
Seaford, NY
November 5
December 2

Whittier Narrows, CA
October 22
November 5,
November 19
December 3

2017 QMRCC Anniversary Championships

By Scott Clydesdale

There were some very fast speeds including a new 5 cc A (WMCR Class IV) record for John Walker with 306.174 km/hr. Commiserations must go to Allan Barnes who had the 'Blow-Up of the Year', with half the con-rod in his 3.5 cc A Novarossi engine, now residing outside the crankcase (right)!



QMRCC Anniversary Championships															
20 August 2017															
Final Results															
Class	No.	Driver	Car / Engine	Nominated (km/hr)	Round 1				Round 2				Difference (km/hr)	Norm. Place	Place
					Time (sec)	Speed		Time (sec)	Speed						
						(km/hr)	(miles/hr)		(km/hr)	(miles/hr)					
10 cc A Grade (Class V)	Q7A	Tony Peacock	Dmitriev Picco Testarossa	-	5.306	339.238	210.793	5.371	335.133	208.242	-	-	1		
	Q12	Robert Buckley	Dmitriev Picco 8th Ed.	-	5.307	339.174	210.753	6.255	287.769	178.811	-	-	2		
	Q2	John Walker	Dmitriev Picco 8th Ed.	-	5.340	337.078	209.451	-	-	-	-	-	3		
	Q21	Ron Clydesdale	Dmitriev Picco 8th Ed.	-	5.418	332.225	206.435	5.376	334.821	208.048	-	-	4		
	Q11	David Chadwick	Dmitriev Picco	-	5.509	326.738	203.026	5.641	319.092	198.275	-	-	5		
	Q17	Scott Clydesdale	FTL Picco EXR	-	5.554	324.090	201.380	5.604	321.199	199.584	-	-	6		
	Q9	Wayne Burns	Burns Picco Testrossa	-	5.899	305.136	189.603	-	-	-	-	-	7		
	Q5	Corey Clarke	Denhaller Picco 8th Ed.	-	NT	-	-	NT	-	-	-	-	-		
5 cc A Grade (Class IV)	Q2	John Walker	Stelling Novarossi	-	5.879	306.174	190.248	-	-	-	-	-	1*		
	Q21	Ron Clydesdale	Stelling Novarossi	-	NT	-	-	6.116	294.310	182.876	-	-	2		
3.5 cc A Grade (Class III)	Q9	Wayne Burns	Kiper Novarossi	-	6.897	260.983	162.167	10.617	169.539	105.347	-	-	1		
	Q25	Allan Barnes	Stelling Novarossi	-	NT	-	-	NT	-	-	-	-	-		
2.5 cc A Grade (Class II)	Q21	Ron Clydesdale	Deneller Picco	-	7.523	239.266	148.673	-	-	-	-	-	1		
	Q4	Geoff Offer	Harding Ucktam	-	NT	-	-	NT	-	-	-	-	-		
10 cc C Grade	Q17	Scott Clydesdale	Chadwick Picco	262	10.984	163.874	101.827	7.163	251.291	156.145	10.709	-	1		
	Q21	Ron Clydesdale	Chadwick Picco	255.1	7.286	247.049	153.509	-	-	-	8.051	-	2		
	Q8	Brian Hunter	Cobcroft Fox OPS	225	10.338	174.114	108.189	NT	-	-	50.886	10	3		
10 cc D Grade	Q10	Mark Stanbury	Dooling Arrow	150	NT	-	-	-	-	-	-	-	-		
5 cc B Grade	Q99	Ed Mitchell	Burnes LRP	185	9.082	198.194	123.152	-	-	-	13.194	9	1		
	Q11A	David Chadwick	Chadwick Maserati OPS	152	14.153	127.181	79.027	NT	-	-	24.819	-	2		
	Q5	Corey Clarke	James Novarossi	192.5	NT	-	-	NT	-	-	-	-	-		
	Q23A	Mark Stanbury	Dooling 29	155	NT	-	-	-	-	-	-	-	-		
3.5 cc M Class	Q4A	Geoff Offer	Offer Nova Purple	205	14.678	122.632	76.200	8.817	204.151	126.854	0.849	4	1		
	Q17X	Scott Clydesdale	Clydesdale Mk II Novarossi	197	8.832	203.804	126.638	NT	-	-	6.804	-	2		
	Q251A	Graeme Walker	Walker Go	200	8.875	202.816	126.024	9.682	185.912	115.520	2.816	-	3		
	Q21	Ron Clydesdale	Clydesdale Mk I Go	198.3	9.134	197.065	122.451	-	-	-	1.235	5	4		
	Q77	Tom Clydesdale	Clydesdale Mk IA Go	197	9.229	195.037	121.190	9.135	197.044	122.437	0.044	1	5		
	Q23B	Mark Stanbury	Hot Rod Go	184.3	9.881	182.167	113.193	10.233	175.901	109.300	2.133	-	6		
	Q11	David Chadwick	Chadwick Go	181	10.126	177.760	110.455	10.302	174.723	108.568	3.240	7	7		
	Q21	Jack Clydesdale	Hot Rod OS	167.2	10.792	166.790	103.639	10.614	169.587	105.376	0.410	2	8		
	Q70	Corey Clarke	Batterham Nova Rex	162.5	12.196	147.589	91.708	10.767	167.177	103.879	4.677	8	9		
	Q80	Anthony Knoblauch	Burns Axe Rossi	196	NT	-	-	NT	-	-	-	-	-		
	Q17	Scott Clydesdale	Clydesdale Mk I Go	201.5	8.978	200.490	124.579	-	-	-	1.010	4	-		
	Q10C	Mark Stanbury	Hot Rod Novarossi	173.5	10.241	175.764	109.215	10.410	172.910	107.441	0.590	3	-		
	Q251	Graeme Walker	Hot Rod OS	164.5	NT	-	-	10.767	167.177	103.879	2.677	6	-		
	Q85	Corey Clarke	Batterham OPS	160.8	NT	-	-	NT	-	-	-	-	-		
3.5 cc M Class Junior (U18)	Q77	Tom Clydesdale	Clydesdale Mk IA Go	197	9.229	195.037	121.190	9.135	197.044	122.437	0.044	1	1		
	Q71	Jack Clydesdale	Hot Rod OS	167.2	10.792	166.790	103.639	10.614	169.587	105.376	0.410	2	2		

Notes:

*New Australian Record by John Walker for 5 cc A Grade Class IV with a speed of 306.174 km/hr (190.248 miles/hr).

**Nominated speed (unpiped) won by Tom Clydesdale with a difference of 0.044 km/hr

(Continued from page 2)

That has not occurred but will be looked into and completed as soon as possible.

Angela Macropolis made a plea for pictures from this year's nationals to be sent to her.

Nominations for A.M.R.C.A. officers were opened. John Ellis nominated Stuart Hamill for President, seconded by Joe Morris. There being no further nominations for President, nominations were closed. Jim Okel nominated Dave Lundegard for Vice President, seconded by Charley Hamill. There being no further nominations for Vice President, nominations were closed. J. Phil McDonald was nominated for Secretary. Since the three people nominated as officers of the A.M.R.C.A. for 2018 are each running unopposed, those positions will not be put to a vote.

Your 2018 A.M.R.C.A. officers will be:

President	Stuart Hamill
Vice President	Dave Lundegard
Secretary/Treasurer	J. Phil McDonald

Next year's A.M.R.C.A. Nationals will be held at Whittier Narrows, California. There being no further business, the A.M.R.C.A. 2017 annual meeting closed at 7:15 P.M.

Respectfully submitted,

J. Phil McDonald

Secretary American Miniature Racing Car Association

A.M.R.C.A Financial Statement

August 31, 2017

Checkbook balance , August 1, 2016:	\$7047.41
Income:	
Dues:	3420.08
Donations:	45.00
Total Income:	\$3465.08
Expenses:	
Newsletter:	894.83
Postage:	60.30
Insurance:	1771.00
Web Site Support:	1611.18
Office Supplies:	240.00
Rule Books:	82.66
Flowers:	112.00
Total Expenses:	\$4771.97
Checkbook Balance , August 31, 2017:	\$5740.52

Racing Results

September 23-34, Anderson, IN

Place Name	Car/Build	Engine	MPH	KmH
AMRCA Class 3A				
1. Jim Crabb	Joe Ellis/Ellis	Eagle	120.574	194.047
AMRCA Class 3C				
1. Jim Crabb	Patriot/Ellis	Nelson	NT	00.000
AMRCA Class 4				
1. Ed Spencer	Railton	McCoy	109.755	176.636
AMRCA Class 9A				
1. Don Ulrich	HB2	O.S. .46	124.662	200.626
2. Lee Foldenauer	K&G Arrow	O.S. .46	124.265	199.987
3. Dave Ferguson	Witte	Rossi .46	115.576	186.004
4. Lowell Shirey	K&G Hotrod	Rossi .46	NT	00.000
AMRCA Class 10B				
1. Lee Foldenauer	Aussie	Rossi .60	104.679	168.467
WMCR 10cc				
1. J. Phil McDonald	M2 Picco	Testarossa	173.733	279.599
2. Joe Morris	FTL	Picco	NT	00.000
Electric Class E1				
1. Mike Baldwin	#9 White	80mm EDF	117.701	189.424
2. Mike Baldwin	#8 Black	60mm EDF	97.491	156.898

Note: EDF is Electric Ducted Fan.

October 8, Whittier Narrows, CA

Place Name	Car/Build	Engine	MPH	KmH
WMCR 10cc				
1. Steve O'Donnell	Picco	Picco	203.062	326.797
2. Dick Hughes	Picco	Picco	189.732	305.344
3. Stuart Hamill	Duran/Hamill	Eagle	183.838	295.859
WMCR 5cc				
1. Arman Arshakyan	Arma/Victor	Novarossi	173.325	278.940
2. Steve O'Donnell	Piotti	Picco	N.T.	00.000
AMRCA Class 3A				
1. Stuart Hamill	Kuebler/Ellis	Eagle	157.597	253.628
AMRCA Class 3B				
1. Rich Democh	Roush	Dooling	N.T.	00.000
AMRCA Class 4				
1. Steve Morris	Invader	Rossi	115.988	186.665
2. Thaine Morris	Invader	McCoy	76.221	122.666
AMRCA Class 6B				
1. Charles Hamill	Buddy L	Picco	84.598	136.147
AMRCA Class 6C				
1. Mark Hibbert	M/H	Rossi	124.759	200.780
AMRCA Class 9A				
1. Dick Hughes	MMM	Rossi	106.643	171.625
AMRCA Class 10B				
1. Stuart Hamill	Patriot/Ellis	Nelson	121.086	194.869

Active Speed Records AMRCA Division August 13, 2017

	Name	Speed	Car / Build	Engine	Track	Date
Class I MANUFACTURED (Arrow)						
1	Tonnie Pegue	142.86	Arrow	Yellow Jacket	W.N.	6/18/1972
Class II A: MANUFACTURED MODIFIED (Arrow Open)						
2A	Ken Phillips	151.26	Arrow	RAM-OPS	W.N.	8/22/1981
Class II B: MANUFACTURED MODIFIED (Arrow Side Exhaust)						
2B	Ted Dodd	149.50	Arrow	Yellow Jacket	W.N.	8/26/1972
Class III A: CUSTOM (Open)						
3A	Stuart Hamill	176.582	Kuebler / Ellis	Eagle	N.Y.	9/4/2014
Class III B: CUSTOM (Side Exhaust)						
3B	Roy Torrey	164.23	1234	Yellow Jacket	W.N.	8/25/1972
Class III C: CUSTOM (Fully Suspended)						
3C	Stuart Hamill	173.918	Patriot / Ellis	Eagle	W.N.	4/17/2016
Class IV MANUFACTURED PROTO - B GRADE (Baffled Piston)						
4	Bob Jaquez	136.216	Railton	Rossi	W.N.	8/7/2002
Class V A: EXPERIMENTAL (Open)						
5A	Roy Torrey	180.72	Frypan Mk4	OPS	And.	8/23/1980
Class V B: EXPERIMENTAL (Unlimited)						
5B	Jack Boudakian	188.705	No. Cal. Special	Picco	W.N.	2/17/1996
Class V C: EXPERIMENTAL (Unpiped)						
5C	Dave Lundegard	191.322	FTL / Torrey	Eagle	W.N.	2/5/2012
Class VI MITES MODIFIED (A=.12, B=.15, C=.21, D=.29)						
6A	Charles Hamill	93.377	RWP	Picco 12	N.Y.	9/4/2008
6B	Jonah Regh	124.757	MMM Roadster	Nelson 15	And.	8/21/2010
6C	Mark Hibbert	121.930	MRH Special	Rossi 21	W.N.	4/23/2017
6D	Steve Morse	121.824	Frypan Mk8/Ellis	Serio 28	N.Y.	9/4/2008
Class VII MITES STOCK (A=.09, B=.15, C=.19, D=.29)						
7A	*					
7B	Rich Democh	102.678	Kuebler/Ellis	Torpedo 15	W.N.	9/8/2007
7C	Dave Clark	56.724	Hornet	McCoy 19	N.Y.	9/16/2017
7D	John Carlson	129.81	D+C	Dooling 29	N.C.	9/30/1962
Class VIII SPURGEAR						
8	Ken Reiser	146.10	Borden	Dooling	N.C.	9/11/1966
Class IX MODERN NOSTALGIA (A=.46, B=.60)						
9A	Tom Pearson	137.776	MMM Indy/McDonald	Rossi 46	N.Y.	8/18/2011
9B	Bob Oge	144.115	MMM Indy	OPS 60	And.	9/13/2009
Class X Front Intake - Custom or Proto Open (A=.46, B=.60)						
10A	Stuart Hamill	144.300	K&G	Nelson 40	N.Y.	9/4/2014
10B	Bob Oge	158.144	Wanda	Nova Rossi 60	And.	8/24/2013

Tracks: And. = Anderson, IN N.C. = New Castle, IN W.N. = Whittier Narrows, CA N.Y. = Seaford, NY



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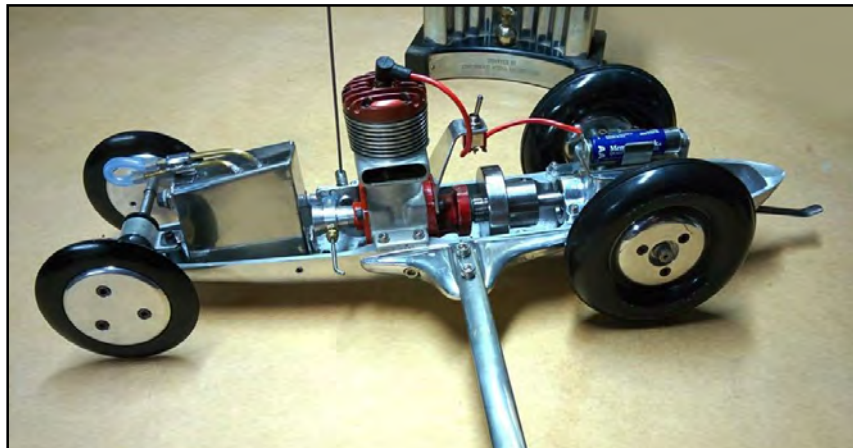
Cell/text 626-590-9655

The Last Word

By Walt Wilson

Unfortunately, I wasn't able to attend the Nationals this year. It looks like all had a great time and posted some very impressive speeds.

I sent a Class 3A car for John Ellis to run by proxy but it suffered both gear box failure and engine damage (Which came first? The chicken or the egg?) while accelerating through the 160's on practice day and was scratched from competition. The same car had a gear box issue at last year's Nationals, but later ran well enough to finish second (last year) in 3A with a rear end borrowed from Ron Hesskamp. Congratulations to all who won and everyone who competed. The only losers are those who didn't try.



Happy Birthday to John Ellis. They celebrated it at the track with a big cake and many congratulations.

Here's to all who came from throughout the country and as far away as Europe and Australia. I hope you all enjoyed it and had safe trips home.

I purchased a McCoy Railton kit from the Tom Pearson estate and I've been working on it from time-to-time this summer. It still needs a few things, but should be ready to run in Class 4 next year, if the good Lord is willing and the creeks don't rise. It's all new, but a 70-year-old design with a 60-year-old engine.

The next issue of this newsletter won't be until early next year, so:

Happy Thanksgiving, Merry Christmas, and Happy Holidays to all.