



**American Miniature Racing Car Association**

**Member, World Organization for Model Car Racing**

**MODEL RACE CAR**

**NEWS**

Established 1940

Fall, 2019

## NATIONALS REPORT



### President's Notes

*By Dave Lundegard*

On August 24th and 25th more than 75 cars competed across all classes in the first combination USA Nationals. The independent racing results of all three tracks were then consolidated and produced the overall winners.

The 2019 Combination Nationals also produced two new USA records\*

\*IN- Ron Hesskamp set a new USA record in Class 9A at 142.364 MPH.

\*CA- Bob Jacquez broke his own USA record in Class 4 at 143.802 MPH.

Similarly all three tracks conducted their own independent business meetings and their results will be combined as well. I would anticipate an upcoming membership vote to approve and conclude the 2019 business meetings.

The 2019 tether car World Championships will be held in Brisbane, Australia, and will begin on October 16th. At this point it appears as though we have a small delegation of Americans attending the event. We look forward to the camaraderie and running our best as team USA.



### Secretarial Notes

*By J. Phil McDonald*

The AMRCA's first Combination Nationals is in the books! Congratulations to all the class winners. There were 57 cars competing in 13 classes. New records were set in AMRCA Classes 4 and 9A! All reports seem that everyone enjoyed the

new format. The final results can be found elsewhere in this newsletter.

Each track held its own AMRCA annual business meeting. Those meetings have been compiled into one that you can find elsewhere in this issue of Model Race Car News. The one common thread throughout the three meetings is that we retain the current AMRCA officers for another term.

On a sad note, I called Ted Maciag for several days before and after the Nationals with no response. I had Ted's high-school classmate, who lives in Florida, call the Brevard County Sheriff's office to ask for a wellness check only to

find out that Ted had passed away at home on August 24th. In accordance with Ted's wishes, I made a trip to his home and collected all of his race cars. Those cars will be offered to AMRCA members in a later issue of the newsletter with the proceeds going to the AMRCA.

Our membership now stands at 118. The PayPal button on the AMRCA web page is working well with several members renewing their membership using PayPal. Just remember to mark your PayPal payment as a gift so as to allow the AMRCA to receive the full amount of the payment and not suffer any fees.

Now it's on to figuring out who should receive trophies for this year's Nationals. So long as there were at least three entries in a class, the top three will receive a trophy from the AMRCA. What with shipping, this will take a little while so please be patient and surprised when your 2019 AMRCA award arrives in the mail.

On behalf of the AMRCA, it's officers and membership, Thank You for participating in this year's Combination Nationals. Thanks go out to the organizers at each track. It's a big job, but it was fun!

Keep your speed up!

### Mighty Mite Corner

*By Steve Morse*

The results are in from the last race, the tri-track Nationals, and there was some excitement.

In Class 7C The .19 vintage was hotly contested with Bill Siry winning and Steve Morse excited to see his new prototype complete a run and end up in second place. Jay Procenko made his Martin Flash go faster than ever and gain the third spot. Jay is the man to watch.

Class 6 D is proving to be a high speed class with some top veteran racers spurring each other on. Charlie Murphy raised the record speed to 145 in practice, spurring Steve Morse to squeeze an unofficial speed of 147.

Nick Tucci, with his Stuart Hamill prepared gear box was finally back at the track and he continues to raise the speed of his racer. Watch out for the dentist. He has several records under his belt.

I am thinking of recommending that we focus on the popular classes this year and maybe select different classes for next year. Let me know what you think.

**Whittier Narrows Grand Opening Fun Run**  
August 3, 4. *Photos By Craig Wise*



## 2019 COMBINED AMRCA ANNUAL BUSINESS MEETING

The AMRCA annual business meeting was held on Saturday, August 24th and August 25th at each of the three sanctioned tracks. New York's meeting started on August 24th at 5:46 P.M. Est. Anderson's meeting started at August 24th at 5:30 P.M. Est. California's meeting was held on August 25th at the conclusion of racing.

The minutes of the 2018 AMRCA annual business meeting, held September 29th, 2018, at Whittier Narrows, California, were read at each of the tracks. Those minutes were approved as read at each of the three tracks.

The 2019 AMRCA financial report dated August 16th, 2019, was read at each track and approved. That report showed a current checking account balance for the organization of \$6085.26. The complete financial report is on the next page.

### OLD BUSINESS:

#### New York:

**1. Track Safety.** The AMRCA 2015 business meeting recommended that all USA tracks install double safety fence, one course standard cyclone fence and a second course of smaller mesh wire and install an auto-broom shut-off mechanism. It is believed that New York and California have complied and that Anderson may be complete or is in progress. Someone mentioned that the latest FEMA rules state that a car is disqualified in its run if a manual broom is used to shut it off.

**2. Electric Classes.** A discussion was held concerning the Electric classes as to why Speed Records and inspection criteria have not been finalized and included into the latest rulebook. It was agreed that we ask AMRCA for clarification.

#### Anderson:

**Tail Skids.** It was reported that carbide tail skids were no longer used.

#### California:

None reported.

### NEW BUSINESS:

#### New York:

**1. Nationals Format.** Everyone agreed that they prefer the traditional format where the Nationals race is held at one location. Collaboration, friendship, problem solving, and a greater sense of competition are all enhanced at the unified National meet. It was suggested that the Combination Race format also had appeal and that possibly a Spring and/or Fall competition could be worked into the Annual calendar besides the traditional National meet. It was also suggested that AMRCA alternate combination and traditional Nationals formats in alternating years.

**2. Electric Classes.** Discussion of Walt Wilson's proposal to add Open wheel classes to the Electric cars was met with approval. Doug Phillips asked why the Open wheel cars could not be added with a more simplified rule stating that E1, E2 and E3 have two divisions: Closed Wheel and Open Wheel. This suggestion was also met with approval. Charlie Murphy raised a question; How exactly do you measure an electric car trackside to be sure the wattage and

other parameters are policed correctly?

It was suggested that AMRCA technical or rules committees study this.

**3. Class IV Manufactured Proto, B-Grade.** Charlie Murphy protested strongly and gave an excruciatingly long list of reasons why the Rossi engine should be split off from Class IV into its own sub-class and that tighter enforcement of the "reproduction pan casting" allowance so that pan-handle mounts (versus bridle lugs) are not allowed in the casting. Nick Tucci II commented that it seemed ironic that Class IV was originally created primarily to protect the McCoy and Hornet cars and engines from the Dooling cars and engines and that his grandfather, back in the '70's, would beat Dooling powered Arrows with his Rossi powered Arrow. All agreed that there should be a place for the Rossi but that it should not be allowed to ravish the McCoy's and Hornets as it is today.

**4. Class 7D, Mites, Stock.** Nick Tucci II reported that, based on the past 10 years of racing results, it appears that the cable in use for Class 7D is incorrect. The .047 inch (Green) cable specified in the rulebook for 7D should be changed to .035 inch (White). 6D cable remains at (Green).

#### Anderson:

**Nationals Format.** It was noted by all in attendance that the new format of a "Combination Nationals" was well liked. A motion to continue with the new format for 2020 was made by Lowell Shirey and seconded by Walt Wilson. Motion approved by voice vote.

**2. Electric Classes.** A proposal for electric classes was presented by Walt Wilson. That proposal was e-mailed to New York and Whittier Narrows. Walt Wilson made a motion to accept the proposal as presented, seconded by Bob Oge.

#### California:

**1. Newsletters.** Printed newsletters are expensive and should be optional via e-mail. Anyone with an E-mail address can get the newsletter and print their own in color unless they want a hard copy in black and white. The traditional printed news letter is the single largest expense of the AMRCA at almost \$ 1,500.00 per year!

**2. Entry level electric cars.** The launch of the LSR E-1 car at the Sabbatini collecto was minimized due to the construction delays at the Whittier Narrows track. We hope to Reboot in 2020 at Sabbatini's with more participation.

**3. Electric car discussion.** Marvin Justus proposed that we adopt Walt Wilson's proposal on separating the open wheel electric cars from the world class cars. A discussion ensued into the merits of separating the two styles of cars, although a vote was not taken, there was substantial agreement to Walt's proposal.

There was no verbal opposition to the proposal.

**4. Advanced level electric cars.** With the super-fast speeds recently obtained in the Electric class (224 mph) and we anticipate speeds even faster, we must first embrace safety as we enter into uncharted territory. We propose the AMRCA should appoint a committee to establish safety rules for the super high speed electrics that are on our horizon. The study should include but not be limited to the pan, pan handle and tire compound.

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**5. World Meet 2022:** The VMRCA has been asked to hold the world meet in 2022. The time frame is too short and we would consider hosting the event in 2025, however we would need to set up a committee to explore the possibilities.

**ELECTION OF AMRCA OFFICERS 2020:**

**New York:**

No one from New York volunteered to run for AMRCA office. It was agreed that existing officers should stay in place for an additional year.

**Anderson:**

nominations presented.

No

**California:**

**Nominations.** Lee Roy James nominated renewal of all 2019 officers which was unanimously approved.

President: Dave Lundegard

Vice President: Marvin Justus

Secretary/Treasurer: JPhil McDonald.

**All meetings adjourned.**

Respectfully submitted:

*J. Phil McDonald, AMRCA National Secretary*

**AMRCA Financial Statement**

**August 16, 2019**

**Checkbook balance, September 22, 2018: \$5263.16**

**Income:**

Dues: 4809.93

Donations: 25.00

Interest: 0.54

**\$4835.37**

**Expenses:**

Newsletter: 1458.53

Postage: 162.65

Insurance: 250.00

Web Site Support: 1308.16

Printing 147.03

WMCR Dues 2017 -2019 687.00

**Total Expenses: \$4013.37**

**Checkbook Balance, August 15, 2019: \$6085.26**

**2019 AMRCA Racing Schedule**

**Whittier Narrows, CA**

*(All Sundays)*

September 29

October 6

November 10, 24

December 8

**Seaford, NY**

*(All Sundays except as noted)*

October 6,

November 9, Saturday (George

Phillips Memorial Race)

**Anderson, IN**

*(Saturday and Sunday)*

October 5- 6

**International Meet**

**Brisbane, Australia**

October 15 -20 (World Meet)

## AMRCA 2019 Combined Nationals Anderson, Indiana

*By Walt Wilson*

The weather was unseasonably cool and pleasant. Ron Hesskamp set another record in Class 9A. After reworking the Rossi .46, he's run the MMM/McDonald only twice and set a record with each run.



*Ron Hesskamp with his RH-Rossi .46-powered  
MMM/McDonald Class 9A record setter.*



*Lee Foldenauer with his Nelson-powered Class 3C  
Patriot/Ellis.*

Phil McDonald, Ron Hesskamp Lee Foldenauer, Mike Baldwin, and Walt Wilson performed well in the other classes and placed well nationally. Phil McDonald deserves a THANK YOU for running the show and keeping things moving along. Lowell Shirey deserves a really big THANK YOU for spending the weekend handling the cables and horsing. Ron Hesskamp also deserves a THANK YOU for pushing several racers' cars off, some of them for many laps.

The Combined Nationals were well received and the members present voted unanimously to do it again next year. Otherwise, it was much like any other monthly race at Anderson.

RON HESSKAMP PHOTO (LEFT)

WALT WILSON PHOTOS



*Phil McDonald ran the show and still found time to turn  
192.076 with his Picco Testa Rossa powered M2.*



*Walt Wilson with his electric-powered "Kiss Special". It  
managed to turn 129 riding on ground-down tires, hubs, and  
tail skid. It needed throttle programming adjustments.*

## AMRCA 2019 Combined Nationals Seaford, New York

*By Roland Bendel*

It was perfect race weather in New York for the USA Nationals and a great opportunity for me to catch up with the Seaford team since our return to New York earlier this year. We missed being with the rest of the team, however, from Whittier and Anderson, hopefully next time!



*Roland Bendel with his very fast WMCR 10cc Picco Testarossa-powered RoBe car took first place.*



*Some of the cars run at the New York Nationals.*

*(right) Nick Tucci and Bill Siry prepping Bill's NovaRossi powered Perekhodov 3.5 cc car*



*Charlie Murphy readies his OPS powered mite for push-off.*



*Roger Phillips readies his Carbon Fiber Vector for another run.*



PHOTOS BY GEORGE FELLOWS AND NICK TUCCI

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## AMRCA 2019 Nationals Whittier Narrows, California



*Frank Fisher's Class 3A OPS-powered Fryco Mk 4 car.*



*Dave Lundegard demonstrates his unique pushing style as Jim Okel assists.*



*Steve O'Donnell displays the award he received for his contributions to the club during 2019.*



*Bob Jacquez with his AMRCA Class 4 record-setting Rossi-powered Railton.*



*Stuart Hamill and cars he ran.*



*Racers enjoy the feast prepared by Dan Bridges*

## August 24-25, 2019 A.M.R.C.A. COMBINATION NATIONALS

Place	Name	Car/Build	Engine	Track	MPH	Kmh
<b>AMRCA CLASS 3A</b>						
1	Stuart Hamill	Kuebler/Ellis	Eagle	WN	163.290	262.793
2	Ron Hesskamp	Speedster	Picco	AN	160.023	257.535
3	Walt Wilson	Kuebler/Ellis	Eagle	AN	156.871	252.462
4	Rich Democh	1234	Picco	WN	148.980	239.763
5	Frank Fisher	Fryco Mk4	OPS	WN	144.652	232.798
6	Richie Rich	Speedster	Picco	WN	135.650	218.310
7	Dick Hughes	Speedster	Picco	WN	127.560	205.290
8	Jack Boudakian	Fryco Mk4	Picco	WN	110.159	177.286
	Jim Okel	Speedster	Picco	WN	NT	NT
	Marvin Justus	Speedster	Picco	WN	NT	NT
	Stuart Hamill #2	Speedster	Eagle	WN	NT	NT
<b>AMRCA CLASS 3B</b>						
	Steve Morse	Fryco Mk4	Rossi	WN	NT	NT
<b>AMRCA CLASS 3C</b>						
1	Stuart Hamill	Patriot	Eagle	WN	151.378	243.622
2	Lee Foldenauer	Patriot	Nelson	AN	150.596	242.364
	Marvin Justus	Speedster	Picco	WN	NT	NT
<b>AMRCA CLASS 4</b>						
1	Bob Jaquez *	Railton	Rossi	WN	143.802	231.430
2	Walt Wilson	Railton	McCoy	AN	115.636	186.100
3	Mark Hibbert	McCoy	McCoy	WN	111.462	179.383
4	Jay Procenko	Invader	McCoy	WN	89.729	144.407
	Steve Morse	Invader	Rossi	WN	NT	NT
	Jim Persson	K & G Torpedo	McCoy	WN	NT	NT
	Ed Spencer	Railton	McCoy	AN	NT	NT
	Steve Morse #2	Invader Short	Rossi	WN	NT	NT
<b>AMRCA CLASS 6B</b>						
1	Charlie Hamill	MMM Roadster	Nelson 15	WN	106.059	170.687
<b>AMRCA CLASS 6C</b>						
1	Mark Hibbert	MRH	Rossi 21	WN	121.228	195.100
2	Richie Rich	Bottoms Up	Picco 21	WN	115.329	185.606
<b>AMRCA CLASS 6D</b>						
1	Steve Morse	Fryco Mk 8	OPS 29	WN	147.000	236.576
2	Charlie Murphy	?	OPS 29	NY	143.725	231.306
3	Marvin Justus	Fryco Mk 8	OPS 29	WN	106.953	172.126
	Nick Tucci II	Fryco Mk 8	OPS 29	NY	NT	NT

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Place	Name	Car/Build	Engine	Track	MPH	Kmh
<b>AMRCA CLASS 7C</b>						
1	Bill Siry	Kuebler/Ellis	McCoy 19	NY	77.610	124.903
2	Steve Morse	M & H Proto	Super Tigre 19	WN	75.035	120.759
3	Jay Procenko	Martin Flash	McCoy 19	WN	74.511	119.915
	Bob Fellows	Hornet	Hornet 19	NY	NT	NT
	Frank Fisher	Hornet	Hornet 19	WN	NT	NT
<b>AMRCA CLASS 7D</b>						
1	Diego Munoz	Arrow Mite/Sorrell	Dooling 29	WN	33.026	53.151
	George Fellows	Kuebler/Ellis	Dooling 29	NY	NT	NT
<b>AMRCA CLASS 8</b>						
	Bob Fellows	McCoy	McCoy	NY	NT	NT
	Charlie Murphy	Borden	Dooling	NY	NT	NT
	Jim Persson	Perrson	McCoy	WN	NT	NT
	Chris Rumfield	?	Hornet	NY	NT	NT
<b>AMRCA CLASS 9A</b>						
1	Ron Hesskamp *	MMM Indy/McDonald	Rossi 46	AN	142.364	229.115
2	Richie Rich	Bridges Hot Rod	Nelson 40	WN	121.119	194.924
3	John James	K & G Hot Rod	Jett 46	WN	118.773	191.149
4	Dave Ferguson	Witte/McDonald	Rossi 46	AN	111.044	178.710
5	Leroy James	K & G Hot Rod	Rossi 46	WN	100.010	160.952
	George Fellows	K & G Torpedo	OS 46	NY	NT	NT
	Don Ulrich	HB-1	Rossi 46	AN	NT	NT
<b>AMRCA CLASS 9B</b>						
1	Bill Siry	ACDC/McDonald	NovaRossi	NY	135.490	218.053
	Lowell Shirey	K & G Hot Rod	NovaRossi	AN	NT	NT
	Charlie Murphy	Watson	OPS	NY	NT	NT
<b>AMRCA CLASS 10A</b>						
1	Henry Schulz	K & G Arrow	Nelson 40	WN	133.016	214.071
2	Lee Foldenauer	K & G Arrow	Jett 46	AN	131.176	211.110
3	Jim Persson	K & G Persson	Thunder Tiger 46	WN	114.464	184.214
	Bob Oge	K & G Arrow	Rossi 46	AN	NT	NT
<b>AMRCA CLASS 10B</b>						
1	Stuart Hamill	Patriot	Nelson	WN	155.879	250.866
2	Ron Hesskamp	Speedster	Nelson	AN	153.722	247.394
3	Bill Siry	Kuebler/Lee	NovaRossi	NY	134.383	216.271
	Angela Macropoulos	Kuebler/Ellis	Picco	NY	NT	NT
	Bob Oge	Wanda	NovaRossi	AN	NT	NT

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Place	Name	Car/Build	Engine	Track	MPH	Kmh
<b>AMRCA CLASS E1</b>						
1	Mike Baldwin	#10 Red	80 mm	AN	138.071	222.206
	Mike Baldwin #2	#8 Black	80 mm	AN	132.394	213.071
<b>AMRCA CLASS E2</b>						
1	Walt Wilson	Wilson	Castle 1515	AN	129.195	207.922
<b>AMRCA CLASS E3</b>						
1	Roger Phillips	Vector #2	TP Power	NY	204.998	329.916
<b>WMCR CLASS V</b>						
1	Roland Bendel	RoBe	Picco TR	NY	209.490	337.145
2	Dave Lundegard	Linas	Picco TR	WN	202.722	326.253
3	Jim Okel	Linas	Picco TR	WN	201.817	324.797
4	Steve O'Donnell	Linas	Picco	WN	193.584	311.547
5	Anthony Tucci	Denneler	Picco EXR	NY	193.406	311.260
6	J Phil McDonald	M2	Picco TR	AN	192.076	309.120
7	Jack Boudakian	FTL	Picco TR	WN	191.316	307.897
8	Murphy/Tucci II	Pavel	Picco 8	NY	188.168	302.831
9	Stuart Hamill	Ellis G.E.	Eagle	WN	187.751	302.160
10	Brian Boudakian	FTL	Picco	WN	187.744	302.148
11	Bill Siry	Denneler	Picco EXR	NY	182.518	293.738
12	Leroy James	Duran	Picco TR	WN	171.273	275.640
13	John James	FTL	Picco	WN	150.621	242.404
	Ron Hesskamp	Linas	Picco TR	AN	NT	NT
	Dick Hughes	Linas	Picco TR	WN	NT	NT
	Jack O'Donnell	Picco	Picco	WN	NT	NT
	Bob Oge	Democh	Picco TR	AN	NT	NT
	Doug Phillips	FTL/Frymire	Picco EXR	NY	NT	NT
<b>WMCR CLASS IV</b>						
	Charlie Murphy	Piotti	Picco	NY	NT	NT
<b>WMCR CLASS III</b>						
1	Nick Tucci II	Stelling	NovaRossi STL	NY	167.010	268.780
2	Armen Arshakyan	Armen	NovaRossi	WN	156.566	251.972
3	Bill Siry	Perekhodov	NovaRossi	NY	111.243	179.030
	J. Ekberg (proxy)	Ekberg	NR-Falk-Ekberg	NY	NT	NT

\* = AMRCA Record

**John Ellis Memorial Race  
Mite Gran Prix New York, Number 1  
September 14, Seaford, New York**



*Diane Ellis and John's brothers, Bill (front) and Louie enjoy the festivities at the John Ellis Memorial Race at Seaford, NY, on September 14.*



*A rare sight at race tracks these days, Charlie Murphy's Dooling-powered Bordon (front) and McCoy teardrops.*

*(Below) A lineup of cars John Ellis built that were run at the Memorial. Three Kuebler/Ellis Eagle-powered Class 3A cars, a Kuebler/Ellis Ellis-powered Class 10B (second from left), and a Kuebler/Ellis Dooling .29 powered Class 7B car. He was a prolific builder of quality cars and engines.*



**Ted Maciag**

11/25/1939 -- 08/24/2019



Long time tether car enthusiast, Ted Maciag passed away at home in Sharpes, Florida on August 24th, 2019.

Ted had been in declining health for some time and passed away just 61 days short of his 80th birthday. Ted was born in California in 1939 to William and Elvira Maciag. He spent many years in El Paso before moving to California where he worked in the RV industry, worked for Garold Frymire, and worked in the space industry. After retiring Ted moved to Clearwater, Florida, for a number of years and then ultimately settled in Sharpes, Florida. Ted was the founding General Secretary of WMCR, served as AMRCA President six times and produced Model Race Car News for a number of years.

Ted had raced tether cars on the El Paso track, Whittier Narrows, Anderson, and Cedar Creek track on Long Island as well as Sweden, Germany, Poland, Russia, France and Italy.

The AMRCA has lost a true friend!

## Racing Results

July 28, Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
<b>WMCR 10 cc</b>					
1.	Steve O'Donnell	Linas	Picco	205.440	330.624
2.	Stuart Hamill	Ellis GE	Eagle	196.043	313.501
3.	Dick Hughes	Linas	Picco	165.444	266.256
4.	Ron Hesskamp	Linas	Picco	119.620	192.510
5.	Dave Lundegard	Linas	Picco	NT	00.000
6.	Jack O'Donnell	Picco	Picco	NT	00.000

### AMRCA Class 3A

1.	Frank Fisher	Frypan	OPS	128.301	206.480
2.	Stuart Hamill	Speedster J78	Eagle	NT	00.000
3.	Marvin Justus	Speedster J78	Picco	NT	00.000
4.	Rich Democh	1234	Picco	NT	00.000
5.	Dave McKinney	Speedster J78	Picco	NT	00.000

### AMRCA CLASS 4

1.	Steve Morse	Invader	Rossi	NT	00.000
2.	Frank Fisher	Railton	McCoy	NT	00.000

### AMRCA Class 6B

1.	Jay Procenko	Nylint	Picco	NT	00.000
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### AMRCA Class 6D

1.	Marvin Justus	Frymire	OPS	NT	00.000
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### AMRCA Class 7C

1.	Jay Procenko	Martin Flash	McCoy	72.581	116.807
2.	Stuart Hamill	Hornet	Hornet	NT	00.000

### AMRCA Class 10A

1.	Henry Schulz	K&G	Nelson	131.496	211.622
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### AMRCA Class 10B

1.	Stuart Hamill	Patriot/Ellis	Nelson	143.987	231.125
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## August 4, Seaford, New York

Place	Name	Car/Build	Engine	MPH	KmH
<b>WMCR 10 cc</b>					
1.	Murphy / Tucci II	Pavel	Picco	189.539	305.033
2.	D. Phillips	FTL	Picco EXR	NT	0.000
3.	A. Tucci	Denneler	Picco TR	NT	0.000

### WMCR 5cc

1.	C. Murphy	Special	Special	172.816	278.121
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### WMCR 3.5cc

1.	N. Tucci II *	Stelling	NovaRossi-STL	<b>*177.478</b>	<b>285.624</b>
2.	J. Ekberg (proxy)	Ekberg	NR-Falk-Ekberg	NT	0.000

### AMRCA Class 6D

1.	N. Tucci II	Fryco Mk 8	OPS	132.316	212.942
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### AMRCA Class 7D

1.	G. Fellows	Kuebler/Ellis	Dooling 29	NT	0.000
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### AMRCA Class 8

1.	G. Fellows	McCoy	McCoy	NT	0.000
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### AMRCA Class 9A

1.	G. Fellows	K&G Torpedo	OS 46	54.937	88.413
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### AMRCA Class E3 (2mm cable)

1.	R. Phillips	Vector # 2	TP Power 4050	211.551	340.458
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\* = AMRCA Record, 6.302 ET.

## August 11, Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
<b>WMCR 10 cc</b>					
1.	Stuart Hamill	Ellis GE	Eagle	188.675	303.644
2.	Dave Lundegard	Linas	Picco	86.142	138.632
3.	Dick Hughes	Linas	Picco	NT	0.000

## AMRCA Class 3A

1.	Dick Hughes	J78 Speedster	Picco	126.381	203.390
2.	Stuart Hamill	Eagle/ Ellis	Eagle	111.880	180.054
3.	Rich Democh	1234	Picco	NT	0.000

## AMRCA Class 4

1.	Steve Morse	Invader	Rossi	NT	0.000
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## AMRCA Class 6B

1.	Charles Hamill	MMM	Nelson	NT	0.000
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## AMRCA Class 6D

1.	Steve Morse	Fryco MK 8	OPS	132.035	212.490
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## AMRCA Class 7C

1.	Stuart Hamill	Hornet	Hornet	52.830	85.022
2.	Steve Morse	M&H Photo	Super Tigre	NT	0.000

## September 7, Anderson, IN

Place	Name	Car/Build	Engine	MPH	KmH
<b>WMCR 10 cc</b>					
1.	J Phil McDonald	M2	Picco TR	187.633	301.969
2.	Bob Oge	Democh	Picco EXR	NT	00.000

## AMRCA Class 3B

1.	Ed Spencer	1234	Yellow Jacket	NT	00.000
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## AMRCA Class 3C

1.	Lee Foldenauer	Patriot	Nelson	150.454	242.135
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## AMRCA Class 9A

1.	Dave Ferguson	Witte/McDonald	Rossi 46	117.442	189.006
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## AMRCA Class 10A

1.	Bob Oge	K&G Arrow/Oge	Rossi 46	139.518	224.534
2.	Lee Foldenauer	K&G Arrow	Jett 46	126.986	204.367

## AMRCA Class 10B

1.	Bob Oge	Wanda	NovaRossi	NT	00.000
2.	Lowell Shirey	K&G Hot Rod	Webra 60	NT	00.000

## AMRCA Class E1

1.	Mike Baldwin	Black #8	80MM EDF	127.360	204.969
2.	Mike Baldwin	Red #10	80MM EDF	120.943	194.640

## John Ellis Memorial Race

### Mite Grand Prix New York, Number 1

September 14, Seaford, New York

Place	Name	Car/Build	Engine	MPH	KmH
<b>AMRCA Class 2B</b>					
1.	Charlie Murphy	Arrow	YJ	125.769	202.406
<b>AMRCA CLASS 6D</b>					
1.	Charlie Murphy	Yonites	OPS 29	133.772	215.285
2.	Nick Tucci II	Fryco Mk 8	OPS 29	NT	0.000
<b>AMRCA CLASS 7D</b>					
1.	George Fellows	Kuebler/Ellis	Dooling 29	77.328	124.447
<b>AMRCA Class E2</b>					
1.	R. Phillips	Deuce Coupe	Tacon 4070	105.506	169.795
<b>AMRCA Class E4 Electric Experimental (0.085 cable)</b>					
1.	R. Phillips # 3	Vector CF	Neu 1530	190.735	306.958
<b>WMCR CLASS III</b>					
1.	Nick Tucci II	Stelling	Nova-Stelling	151.554	243.902
2.	Bill Siry	Perekhodov	NovaRossi	106.572	171.510
3.	J. Ekberg (proxy)	Ekberg	NR-Falk-Ekberg	NT	0.000

## WMCR CLASS V

1.	Roland Bendel	RoBe	Picco TR	209.451	337.079
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(Photos on page 11)

## First Combined Mite Grand Prix a Roaring Success

By Steve Morse

Ten cars, six racers, and three more watchers made for a fun and competitive event. More to come.

Stuart Hamill beat his father's 10 year old class record by nearly 10 MPH in Class 6A with 107.829. Steve Morse upped his last record by nearly five mph in the 6D .29 class at 148.954

Sandwiches and ice cream kept everybody happy, especially the orange-covered Dreamsicles.

There was a big entry of seven people in Class 7C running .19 cars with vintage motors. Jay Procenko won and would have broken the record, if the clock had not temporarily failed to show his speed! Others that followed him were: Frank Fisher with another Martin Flash, Stuart Hamill with a Hornet-powered Hornet car, and Steve Morse with his M&H proto.

Rich Democh had motor problems in his newly pre-

pared .29 vintage car. He will be back to see it go.

Charlie Hamill not only managed the timing but also had top time in the Class 6B and ran in two more classes. He did an amazing job in keeping track of all the competitors. We will try to run by class in our next meet, to make it easier for Charlie

Bob Jaquez, Marvin Justus, and Glen Dye were present and helped out but didn't run.

Nick Tucci's group in Seaford NY were impressive with two Mite classes. Charlie Murphy and Nick ran Class 6D cars and George Fellows ran in Class 7D with a vintage .29, just getting beat by Stuart for a second place.

Hats, T-shirts, and decals enhanced the fun. We might get some more T-shirts for those that want them, let me know.

Thanks again for your enthusiasm.



### Racing Results

#### First Combined Mite Grand Prix, Seaford, NY and Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH						
<b>AMRCA Class 6A</b>						<b>AMRCA Class 7C</b>					
1.	Stuart Hamill	Torpedo	Picco 12	107.820	173.520	1.	Jay Procenko	Martin Flash	McCoy 19	77.325	124.442
2.	Jay Procenko	Nylint	Picco 12	NT	00.000	2.	Frank Fisher	Hornet	Hornet 19	75.800	121.988
3.	Stuart Hamill	Belly Tank	Picco 12	NT	00.000	3.	Frank Fisher	Martin Flash	McCoy 19	68.647	110.477
<b>AMRCA Class 6B</b>						4.	Stuart Hamill	Hornet	Hornet 19	66.392	106.847
1.	Charlie Hamill	Fiat	Picco 15	65.195	104.922	5.	Jay Procenko	McCoy	McCoy	NT	00.000
2.	Stuart Hamill	Bugatti	Picco 15	51.982	83.656	6.	Stuart Hamill	Bellytank	McCoy	NT	00.000
3.	Stuart Hamill	MMM Hotrod	Picco 15	49.560	79.759	7.	Steve Morse	M/H Proto	S/T	NT	00.000
<b>AMRCA Class 6C</b>						<b>AMRCA Class 7D</b>					
1.	Stuart Hamill	Torpedo	OFNA 21	113.249	182.257	1.	Stuart Hamill	Kuebler	Dooling 29	82.724	133.131
2.	Charlie Hamill	Koppercar	Picco 21	84.772	136.427	2.	George Fellows	Kuebler/Ellis	Dooling 29	77.328	124.447
<b>AMRCA Class 6D</b>						3.	Charlie Hamill	Yonites	Dooling 29	54.263	87.328
1.	Steve Morse	Fryco	OPS	<b>*148.954</b>	<b>239.718</b>	4.	Rich Democh	Desperado	K&B 29	NT	00.000
2.	Charlie Murphy	Yonites	OPS	133.772	215.285	5.	Diego Munoz	Arrow	Dooling 29	NT	00.000
3.	Nick Tucci II	Fryco Mk 8	OPS	NT	00.000	<b>*AMRCA Record, 7.508 seconds</b>					

## The Last Word

By Walt Wilson

My "Kiss Special" electric car has stirred up quite a bit of interest among the racers who have seen it at Anderson. Several said they were going to build similar cars and some asked if plans were available for mine (Not currently).

The car uses mostly R/C car components with only a few custom parts made by expert machinists.

The most frustrating part was the automatic timer/throttle control. You can't just go to a hobby shop and buy one that works for tether cars. I initially purchased an electric Control Line airplane timer from an on-line hobby shop which was a piece of junk. Even Boeing engineers couldn't figure out how to program it.

I have one designed by an engineer friend that worked perfectly the first time on the track. Before the Nationals, I made a minor change to the ESC programming (yes, you have to program the ESC, too) as recommended by one of the experienced electric racers but accidentally changed another setting which didn't work out very well. We've since researched and resolved the problem.

You can't just plug-in an electric tether car and launch it. If it's powerful enough to run competitively, that would be a recipe for disaster. Creating and programming a robotic timer and throttle control for electric tether cars can be a difficult process if you're not an electrical engineer or don't know someone who can figure it out. A radio controlled throttle would be simpler, safer, and much more readily available for potential electric tether car enthusiasts. The existing AMRCA electric car rule addendum prohibits the use of radio controls. If we are to attract

new racers into our sport, this needs to be changed to allow 2.4 GHz radio throttle controls on electric cars, if desired. Modern radios are all on 2.4 GHz and don't interfere with each other. Receivers can be really tiny and shouldn't present a space issue in most electric cars.

Other changes need to be made to the existing rules, too, but I've already addressed that with a proposal that was generally well received and will be voted on. Another change that has been recommended was to classify power by voltage rather than watts. Then, you could simply count the battery cells to determine legality.

## Newsletter Distribution

It has been noted that some members may choose to forego the printed and mailed copy of this newsletter and receive it by e-mail.

It should also be noted that it is necessary to print a minimum number of newsletter pages to receive a quantity discount. Without this discount, the cost per page would increase significantly.

If members who would prefer to receive the newsletter by e-mail will send me their name and e-mail address at: rallyx@charter.net and to Phil McDonald at: jphil944@hotmail.com, I'll send them that way and Phil, who maintains the mailing labels, will remove them from future printed newsletter distribution. Most newsletters are quite large files and may be rejected by some e-mail providers.

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**New Speed 60 Testarossa 10 cc engines and spare parts**

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