



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

Established 1940

Winter 2017

Time to Renew Your Membership



President's Message

By Stuart Hamill

Racing season is ready to roll at Whittier. No sooner do we end the year than we are back at it. I have built a Novarossi 60 powered Frog for Don Rowley and it's ready for a test run.

I've put my own spin on it and made a world class Frog with the drive wheels inside the body shells. Phil & Nick have been going over the rule book cleaning up the Arrow Classes A I and II, Class B, and the Custom Class III. Dave & Kevin did some adjusting to the Whittier center post. The cement platform has settled over the years and the orbital plane was low at the timing hut and high at the far side, causing the cars to go uphill and downhill. This would load the suspension then unload making the cars do wheelies. The center post has three standoffs that can be adjusted to tilt the pivot point. With this fix we should see some faster speeds and I won't be grinding off my tail skid. Flush out your tank, change your fuel lines, loctite the wheel screws, put on some fresh rubber, and come on out to Whittier and do some pole racing!



Vice President's Message

By Dave Lundegard

I'm looking forward to the 2017 season and working with our new president, my friend Stuart Hamill. The VMRCA club will kick off its season on super bowl Sunday at Whittier

Narrows. We expect a good turn out with our regulars plus two new members Thaine Morris and Chris Perez that we're very lucky to have.

We're fortunate to have a pipeline of cars, parts and technology in the 2017 season. Marvin Justus is making great progress on his class 3A car project and I'm continuing to bring in world class engines, spare parts and tires from Europe. I'd like to thank Roger and George Phillips for the beautiful timing clock they produced for the VMRCA. I'd also like to thank Kevin

Wells for his tremendous technological contributions to our track.

On behalf of all the members of the AMRCA I'd like to thank you for your efforts and continued participation in our sport of tether car racing. A special thanks to Nick Tucci for hosting the 2017 Nats in Seaford NY this year. I'm available for any assistance or questions you may have.

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Secretarial Notes

J Phil McDonald, Secretary/Treasurer

I usually enjoy writing my secretary's message each issue of Model Race Car News. This time...not so much!

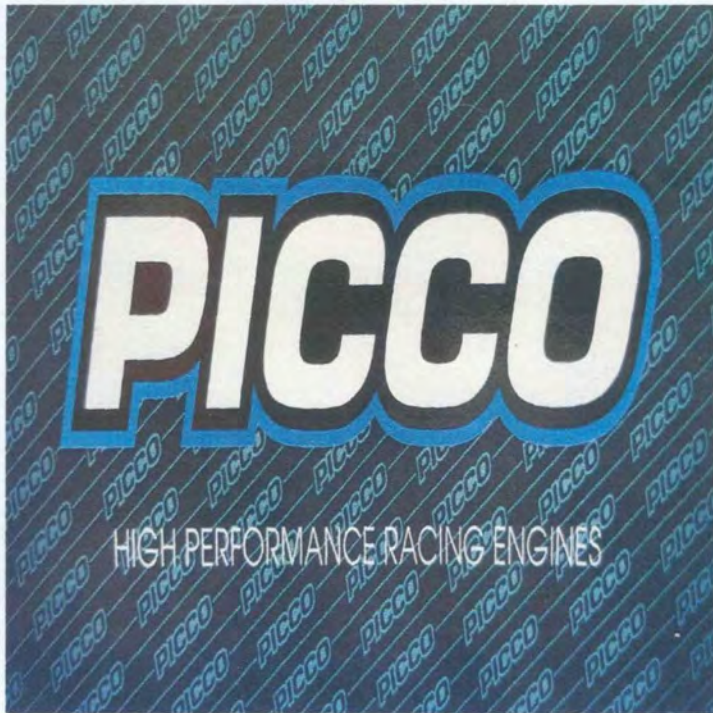
I received word from Tom Pearson's daughter, the night before last, of Tom's passing. Tom lived and breathed A.M.R.C.A. and tether car racing. I believe Tom was our first four-time President, always active in the Midwest Club and he attended numerous AMRCA Nationals.

I had been visiting Tom almost weekly since the close of the midwest racing season last October. He was in the hospital, in rehab, home, back to the hospital, back to rehab, back to home. Tom had suffered two fractures, primarily because he just wouldn't stay down. All this on top of his heart problems. His spirits were good but he was so unhappy about the fact that he would probably never again push off a race car.

I visited him in rehab last week and he was excited about once again returning home. I assured him that the Midwest Club members would always be there to push off his cars.

When I received the phone call from Tom's daughter Tuesday evening, it was one of those calls you hate to answer, knowing that it wasn't going to be good news! Good bye old friend.

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In Memorium

Thomas S. Pearson, age 79, of Indianapolis, IN, passed away on Tuesday, January 31, 2017. Beloved husband of 49 years to the late Nancy Minogue Pearson; loving father of Jean (Matt) Miller, Steve Pearson, and Mike (Anna Kraftson) Pearson; loving grandfather to David and Grace Miller, Quincy Pearson, and Kincade Kraftson-Hogue; preceded in death by parents Thomas Pearson and Marjorie Pearson Jenner, stepfather Robert Jenner, and sister Diane Mulrone. Tom was devoted to and loved by family and many friends. He was a Purdue graduate and lifelong supporter, founding member of the Purdue Grand Prix, active



alumnus with Delta Upsilon, veteran of the Army Reserve, and a graduate from the MBA program at the Kellogg School of Management at Northwestern. He was a businessman, history buff, constant tinkerer, and teller of stories. He loved to sail, fish, hunt, and target shoot. In recent years, he was a leader and passionate participant with the AMRCA (American Miniature Racing Car Association). Memorial service was held at All Souls Unitarian Church in Indianapolis on Saturday, February 4, 2017. In lieu of flowers, the family would appreciate donations to the American Heart Association.

Racing Results

August 28 - Whittier Narrows, CA

| Place | Name | Car/Build | Engine | MPH | KmH |
|------------------|-----------------|-----------|--------|---------|---------|
| WMCR 10cc | | | | | |
| 1. | Dave Lundegard | Duran | Picco | 189.442 | 304.877 |
| 2. | Stuart Hamill | Duran | Eagle | 186.972 | 300.902 |
| 3. | Steve O'Donnell | Picco | Picco | N.T. | 0.000 |
| 4. | Jack O'Donnell | Duran | Picco | N.T. | 0.000 |

WMCR 3.5cc

| | | | | | |
|----|-------------|-----|-----------|---------|---------|
| 1. | Rich Democh | NSC | Novarossi | 146.281 | 235.416 |
|----|-------------|-----|-----------|---------|---------|

AMRCA Class 5B

| | | | | | |
|----|---------------|-------|-------|------|-------|
| 1. | Stuart Hamill | Duran | Eagle | N.T. | 0.000 |
|----|---------------|-------|-------|------|-------|

AMRCA Class 9A

| | | | | | |
|----|------------|-----|--------|---------|---------|
| 1. | R. Hughes. | MMM | Rossi | 121.626 | 195.738 |
| 2. | R. Hughes. | PSH | Nelson | N.T. | 0.000 |

AMRCA Class 10A

| | | | | | |
|----|---------------|-----|--------|------|-------|
| 1. | Stuart Hamill | K&G | Nelson | N.T. | 0.000 |
|----|---------------|-----|--------|------|-------|

AMRCA Class 10B

| | | | | | |
|----|---------------|---------------|--------|---------|---------|
| 1. | Stuart Hamill | Patriot/Ellis | Nelson | 150.514 | 242.229 |
| 2. | Rich Democh | 1234 | Rossi | N.T. | 0.000 |

Class E3 Electric

| | | | | | |
|----|-------------|--|--|---------|---------|
| 1. | Kevin Wells | | | 197.854 | 318.415 |
|----|-------------|--|--|---------|---------|

September 17, Seaford, NY

| Place | Name | Car/Build | Engine | MPH | KmH |
|----------------|-------------|-----------|----------|---------|---------|
| WMCR 3A | | | | | |
| 1. | N. Tucci II | Ekberg | CMB-Falk | 164.191 | 264.240 |
| WMCR 3B | | | | | |
| 1. | B. Siry | Monza / | Stelling | N.T. | 0.000 |

September 18 - Whittier Narrows, CA

| Place | Name | Car/Build | Engine | MPH | KmH |
|------------------------|-----------------|---------------|---------|---------|---------|
| WMCR 10 cc | | | | | |
| 1. | Steve O'Donnell | Picco | Picco | 200.335 | 322.408 |
| 2. | Stuart Hamill | Duran | Eagle | 181.806 | 292.588 |
| AMRCA Class 7D | | | | | |
| 1. | John Lorenz | Borden | Dooling | 100.293 | 161.406 |
| AMRCA Class 9A | | | | | |
| 1. | Dick Hughes | MMM | Rossi | 131.152 | 211.069 |
| 2. | Dick Hughes | PSH | Nelson | N.T. | 00.000 |
| AMRCA Class 10B | | | | | |
| 1. | Stuart Hamill | Patriot/Ellis | Nelson | 148.911 | 239.649 |
| Class E-3 | | | | | |
| 1. | Kevin Wells | Wells | | 202.768 | 326.323 |

September 18 - Anderson, IN

| Place | Name | Car/Build | Engine | MPH | KmH |
|-----------------------|----------------|----------------|--------------|---------|---------|
| WMCR 10cc | | | | | |
| 1. | Bob Oge | RD3 | Picco | 183.346 | 295.067 |
| AMRCA Class 8 | | | | | |
| 1. | Tom Pearson | Mathews V | Oge/McCoy | 120.327 | 193.648 |
| AMRCA Class 9A | | | | | |
| 1. | Don Ulrich | HB 1 | Rossi 45 | 127.678 | 205.477 |
| 2. | Lee Foldenauer | MMM Watson | Rossi 45 | 109.686 | 176.523 |
| 3. | Dave Ferguson | McDonald-Witte | Rossi 46 | 102.132 | 164.365 |
| 4. | Lowell Shirey | K&G Hotrod | OS 46 | NT | 00.000- |
| AMRCA Class 9B | | | | | |
| 1. | Phil McDonald | FCDC | Novarossi 60 | 133.626 | 215.050 |

AMRCA Class 10B

| | | | | | |
|-----------------|----------------|---------|-----------|---------|---------|
| 1. | Bob Oge | Wanda | Novarossi | 153.011 | 246.247 |
| 2. | Lee Foldenauer | TBD | Rossi 60 | NT | 00.000 |
| ELECTRIC | | | | | |
| 1. | Mike Baldwin | 3 Black | 80mm | 107.118 | 172.390 |
| 2. | Mike Baldwin | 4 White | 68 mm | NT | 00.000 |

October 9 - Whittier Narrows, CA

| Place | Name | Car/Build | Engine | MPH | KmH |
|------------------------|---------------|---------------|---------|---------|---------|
| WMCR 10 cc | | | | | |
| 1. | Stuart Hamill | Duran/Hamill | Eagle | 193.172 | 310.880 |
| AMRCA Class 3B | | | | | |
| 1. | Frank Fisher | Frypan | Dooling | N.T. | 00.000 |
| 2. | Jay Procenko | Fox | Dooling | N.T. | 00.000 |
| AMRCA Class 3C | | | | | |
| 1. | Stuart Hamill | Patriot/Ellis | Eagle | 154.998 | 249.448 |
| AMRCA Class 4 | | | | | |
| 1. | Jay Procenko | McCoy | McCoy | 88.416 | 142.292 |
| AMRCA Class 7D | | | | | |
| 1. | John Lorenz | Borden | Dooling | N.T. | 00.000 |
| AMRCA Class 9A | | | | | |
| 1. | Dick Hughes | MMM | Rossi | 124.732 | 200.739 |
| 2. | Dick Hughes | PSH | Nelson | 98.918 | 159.193 |
| AMRCA Class 10B | | | | | |
| 1. | Stuart Hamill | Patriot/Ellis | Nelson | 142.680 | 229.621 |
| Electric E-3 | | | | | |
| 1. | Kevin WEells | Frypan Mk 10 | Castle | 181.865 | 292.683 |

October 8 & 9 - Anderson, IN

| Place | Name | Car/Build | Engine | MPH | KmH |
|----------------------------|------------------|--------------------|-------------|---------|---------|
| WMCR 10 cc | | | | | |
| 1. | Bob Oge | RD3 | Picco | 183.888 | 295.939 |
| 2. | Ron Hesskamp | FTL | Picco | 182.977 | 294.473 |
| 3. | J. Phil McDonald | M2 | Eagle/Picco | 161.098 | 259.262 |
| 4. | Ed Spencer | FTL | Picco | NT | - - |
| AMRCA Class 3A | | | | | |
| 1. | Walt Wilson | Kuebler/^\Ellis #7 | Eagle | 158.831 | 255.614 |
| 2. | Ron Hesskamp | Ellis | Eagle | 149.293 | 240.264 |
| 3. | Ron Hesskamp | Kuebler/Ellis | Eagle | NT | 00.000 |
| 4. | Walt Wilson | Kuebler/Ellis #1 | Eagle | NT | 00.000 |
| AMRCA Class 4 | | | | | |
| 1. | Joe Morris | McCoy Railton | McCoy | 115.712 | 186.221 |
| AMRCA Class 8 | | | | | |
| 1. | Tom Pearson | Mathews V | McCoy | NT | 00.000 |
| AMRCA Class 9A | | | | | |
| 1. | Don Ulrich | HB1 | Rossi 45 | 124.685 | 200.661 |
| 2. | Lowell Shirey | K&G | OS 46 | NT | 00.000 |
| AMRCA Class 9B | | | | | |
| 1. | J. Phil McDonald | FCDC | Novarossi | NT | 00.000 |
| AMRCA Class 10A | | | | | |
| 1 | Lee Foldenauer | K&G Arrow | OS 46 | 123.946 | 199.472 |
| AMRCA Class 10B | | | | | |
| 1. | Bob Oge | Wanda | Novarossi | 144.277 | 232.192 |
| 2. | Lee Foldenauer | Aussie | Rossi | NT | 00.000 |
| Electric Ducted Fan | | | | | |
| 1. | Mike Baldwin | Pheonix 4 | 68mm DF | 103.44 | 165.833 |
| 2. | Mike Baldwin | Pheonix 3 | 80mm DF | NT | 00.000 |

Racing Results

October 9, Seaford, NY

| Place | Name | Car/Build | Engine | MPH | KmH |
|-----------------|-------------|-----------------------|-----------|---------|---------|
| WMCR 3A | | | | | |
| 1. | N. Tucci II | Ekberg | CMB-Falk | 165.527 | 266.390 |
| WMCR 3B | | | | | |
| 1. | B. Siry | Monza / Stelling | MDS | 104.686 | 168.476 |
| AMRCA 3C | | | | | |
| 1. | J. Ellis | Eagle Patriot / Ellis | Eagle | N.T. | 00.000 |
| AMRCA 6C | | | | | |
| 1. | B. Siry | Kuebler / Ellis | McCoy | N.T. | 0.000 |
| AMRCA 9B | | | | | |
| 1. | B. Siry | ACD/JPM | NovaRossi | 129.124 | 207.804 |



Joe Morris hand-launches his McCoy 60-powered Railton. It has to be one of the easiest starting engines around!

The Final Race of the Season, Anderson, IN

By Walt Wilson

Saturday, October 8, came with beautiful sunshine and the temperatures in the middle 50's. It was decided to cut the grass shorter to avoid potential problems with the ducted fan electric cars, so Ed Spencer graciously went home and got his lawn mower, then did the honors.

It was slightly after noon when we got started racing. One after another, cars would start, then go lean or stop altogether, due to the cold weather and wrong settings. Some cars wouldn't start at all. Changes in setups were obviously required.

The second heat got underway about 3:00 P.M. and the temp had risen a bit over 60. Some second attempts were more successful and some good times were achieved.

My Kuebler/Ellis car that had suffered a broken cable at the nationals came back from the dead with 158.831 following a guess at how much to open the needle valve after a dismal no-time-taken first run. That's a tough car with lots of good racing left!



Bob Oge pushes his Novarossi-powered Wanda car. After starting problems Saturday, he finally got some good runs with both cars on Sunday.



Walt Wilson's "Back from the dead" Kuebler/Ellis.

Ron Hesskamp got a respectable run considering the conditions with his FTL WMCR car at 182.977.

Joe Morris showed everyone how easy McCoy's are to start and run by hand-launching his McCoy Railton (back in the day, McCoy's "Invaders" were another design with a metal top and the later cars like Joe's were called "Railtons", I raced one in the late 1940's).



Don Ulrich readies his hand-formed aluminum, Rossi 45-powered HB1 car.

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Ed Spencer blew the engine in his Picco-powered FTL world-class car.



J. Phil McDonald's FCDC Foyt car with Novarossi power.



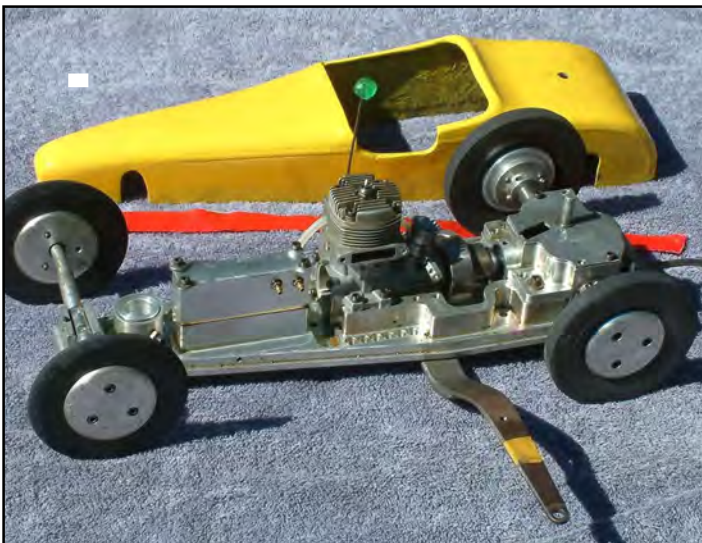
Lee Foldenauer works on his Rossi-powered Australian-built car.



Ron Hesskamp readies his WMCR 10cc car.

**More Racing Results
October 23, Whittier Narrows, CA**

| Place | Name | Car/Build | Engine | MPH | KmH |
|-----------------------|---------------|--------------------|------------|---------|---------|
| WMCR 10cc | | | | | |
| 1. | Stuart Hamill | Duran/Hamill | Eagle | 195.639 | 314.850 |
| AMRCA Class 3B | | | | | |
| 1. | Frank Fisher | Frypan MK-4 | Dooling YJ | 122.210 | 196.678 |
| 2. | Jay Procenko | Fox | Dooling | 98.060 | 157.812 |
| AMRCA Class 3C | | | | | |
| 1. | Stuart Hamill | Patriot/Ellis | Eagle | 154.998 | 249.448 |
| AMRCA Class 4 | | | | | |
| 1. | Jay Procenko | Invader | McCoy | 82.991 | 133.561 |
| AMRCA Class 7B | | | | | |
| 1. | Thaine Morris | Rodzy | Cameron | N.T. | 00.000 |
| AMRCA Class 7D | | | | | |
| 1. | John Lorenz | Borden | Dooling | 78.826 | 126.858 |
| AMRCA CLASS 9A | | | | | |
| 1. | Dick Hughes | MMM | Rossi | 117.895 | 189.734 |
| 2. | Dick Hughes | PSH | Nelson | 97.360 | 156.686 |
| Electric E-2 | | | | | |
| 1. | Kevin Wells | Frypan MK-10/Wells | Castle | 191.387 | 308.008 |
| Electric E-3 | | | | | |
| 1. | Kevin Wells | Frypan MK-10/Wells | Castle | 195.571 | 314.741 |



Lowell Shirey's K&G Hot Rod has an O.S. 46 in it.

November 6, Whittier Narrows, CA

| Place Name | Car/Build | Engine | MPH | KmH |
|------------------------|---------------|-----------|---------|---------|
| WMCR 10 cc | | | | |
| 1. Stuart Hamill | Duran/Hamill | Eagle | 194.178 | 312.449 |
| 2. Steve O'Donnell | Picco | Picco | N.T. | 00.000 |
| 3. Steve Morse | Picco | Picco | N.T. | 00.000 |
| WMCR 3.5 cc | | | | |
| 1. Rich Democh | NSC | Novarossi | N.T. | 00.000 |
| AMRCA Class 3A | | | | |
| 1. Marshall Ziegert | Kuebler/Ellis | Eagle | N.T. | 00.000 |
| AMRCA Class 3B | | | | |
| 1. Frank Fisher | Frypan | Dooling | 127.913 | 205.856 |
| 2. Jay Procenko | McCoy | McCoy | 106.816 | 171.904 |
| AMRCA Class 3C | | | | |
| 1. Stuart Hamill | Patriot/Ellis | Eagle | 159.486 | 256.666 |
| AMRCA Class 4 | | | | |
| 1. Jay Procenko | McCoy | McCoy | 171.472 | 115.023 |
| 2. T. Morris | McCoy | McCoy | 67.297 | 108.304 |
| AMRCA Class 6B | | | | |
| 1. Charles Hamill | MMM | Nelson | N.T. | 00.000 |
| AMRCA Class 6C | | | | |
| 1. Mark Hibbert | MH | OPS | 111.959 | 180.181 |
| AMRCA Class 7D | | | | |
| 1. John Lorenz | Borden | Dooling | 77.666 | 124.991 |
| AMRCA Class 9A | | | | |
| 1. Dick Hughes | PSH | Nelson | 125.968 | 202.726 |
| 2. Dick Hughes | MMM | Novarossi | 119.265 | 191.938 |
| AMRCA Class 10B | | | | |
| 1. Rich Democh | 1234 | Rossi | N.T. | 00.000 |
| Electric E-2 | | | | |
| 1. Kevin Wells | Frypan Mk 10 | Castle | 178.356 | 287.036 |

November 20, Whittier Narrows, CA

| Place Name | Car/Build | Engine | MPH | KmH |
|-----------------------|---------------|-----------|---------|---------|
| WMCR 10 cc | | | | |
| 1. Jim Okel | Democh | Picco | 180.953 | 291.216 |
| 2. Steve O'Donnell | Picco | Picco | N.T. | 00.000 |
| 3. Stuart Hamill | Duran/Hamill | Eagle | N.T. | 00.000 |
| 4. Steve Morse | Picco | Picco | N.T. | 00.000 |
| AMRCA Class 3A | | | | |
| 1. Frank Fisher | Frypan MK4 | OPS | 114.538 | 184.331 |
| 2. Marshall Ziegert | Kuebler | Eagle | 84.951 | 136.715 |
| AMRCA Class 3B | | | | |
| 1. Jay Procenko | Fox | Dooling | N.T. | 00.000 |
| AMRCA Class 3C | | | | |
| 1. Stuart Hamill | Ellis Patriot | Eagle | 155.516 | 260.279 |
| AMRCA Class 4 | | | | |
| 1. Jay Procenko | McCoy | McCoy | 68.837 | 110.782 |
| 2. Thaine Morris | McCoy | McCoy | 66.778 | 107.469 |
| AMRCA Class 6A | | | | |
| 1. Charles Hamill | Buddy L | Picco 12 | 86.242 | 138.793 |
| AMRCA Class 6C | | | | |
| 1. Mark Hibbert | M.H. | OPS 21 | N.T. | 00.000 |
| AMRCA Class 7D | | | | |
| 1. John Lorenz | Borden | Dooling | 78.198 | 125.847 |
| AMRCA Class 9A | | | | |
| 1. Dick Hughes | MMM | Novarossi | N.T. | 00.000 |
| Electric E-2 | | | | |
| 1. Kevin Wells | Frypan MK10 | Castle | 184.962 | 297.667 |

Electric E3

| | | | | |
|----------------|-------------|--------|---------|---------|
| 1. Kevin Wells | Frypan MK10 | Castle | 138.716 | 223.242 |
|----------------|-------------|--------|---------|---------|

December 3, Seaford, New York

| Place Name | Car/Build | Engine | MPH | KmH |
|-----------------------|-----------------|-----------|---------|---------|
| WMCR 3.5cc | | | | |
| 1. N. Tucci II | Ekberg | CMB-Falk | N.T. | 0.000 |
| FEMA 3B | | | | |
| 1. B. Siry | Monza /Stelling | MDS | 105.020 | 169.014 |
| AMRCA Class 9B | | | | |
| 1. B. Siry | ACD /JPM | NovaRossi | N.T. | 0.000 |
| Electric E-3 | | | | |
| 1. R. Phillips | Vector | Neu 1521 | N.T. | 0.000 |

December 4, Whittier Narrows, CA

| Place Name | Car/Build | Engine | MPH | KmH |
|------------------------|---------------|------------|---------|---------|
| WMCR 10 cc | | | | |
| 1. Steve Morse | Picco | Picco | 180.777 | 290.932 |
| 2. Stuart Hamill | Duran/Hamill | Eagle | N.T. | 00.000 |
| 3. S. O'Donnell | Picco | Picco | N.T. | 00.000 |
| AMRCA Class 3B | | | | |
| 1. Jay Procenko | Fox | Dooling 60 | 83.780 | 134.831 |
| AMRCA Class 3C | | | | |
| 1. Stuart Hamill | Patriot/Ellis | Eagle | 164.941 | 265.447 |
| AMRCA Class 4 | | | | |
| 1. Jay Procenko | McCoy | McCoy | 72.225 | 116.241 |
| AMRCA Class 6A | | | | |
| 1. Charles Hamill | Buddy L | Picco 12 | 76.976 | 123.881 |
| AMRCA Class 7D | | | | |
| 1. John Lorenz | Borden | Dooling 29 | 93.808 | 150.969 |
| AMRCA Class 9A | | | | |
| 1. Dick Hughes | PSH | Nelson 40 | N.T. | 00.000 |
| AMRCA CLASS 10B | | | | |
| 1. Steve Morse | Helander | Nelson | N.T. | 00.000 |
| 2. Rich Democh | 1234 | Rossi | N.T. | 00.000 |
| Electric E-2 | | | | |
| 1. Kevin Wells | Frypan MK 10 | Castle | 189.667 | 305.239 |

The Last Word

By Walt Wilson

All of the issues of Model Race Car News that I've published are now available on the AMRCA web site in full color. You'll need a pdf reader like Adobe Reader (free at <http://adobe.com>) or similar program to open them. Most of you probably have such a program. Go to <http://amrca.com> and click on: **Archives/Newsletters**.

Thanks to Paul Geders, photos from this past year at Anderson, Indiana, are now available on our web site, too. Click on **Racing Albums** and select **2016, Anderson, Indiana Photos**. Follow the directions for a slide show.

I received the following from Scott Clydesdale recently:

It is with great sadness that I let you know that my Grandfather, Cyril Clydesdale ("Squirrel" to me) passed away October 20th.

He had been in aged care for the last few years, after being diagnosed with vascular dementia in 2013.

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Cyril was extremely skillful with his hands, and built his first tether car in 1944 after seeing some plans in a second-hand magazine. He had his first foray into the racing of tether cars when he was contacted by a New South Welshman who was visiting Toowoomba with a car similar to the one that Cyril was building. After searching for a suitably flat and smooth location to race it, they came across a drill hall in Margaret Street (in Toowoomba) that had a polished hardwood floor. They rigged the car to a length of rope that would enable it to run within about 2' of the walls of the hall, and Cyril held the end of the rope while his counterpart set the car in motion. After dozens of dizzying laps the car reached a speed of around 40 mph (65 km/hr).

With no way of shutting the car off, Cyril was more than glad when it finally ran out of fuel and the fumes began to clear.



Walter Wilson, Sr., at the Atlanta Nationals in 1958.



The late Cyril (left) and Scott Clydesdale, of Brisbane, Australia.

Cyril was associated with the Toowoomba Model Car Club into the 1960s (until the Oakey airbase inadvertently bulldozed the track), then re-joined the racing scene and became a member of the Brisbane club in 1981 after retiring from the Toowoomba Foundry. Cyril has sponsored the Toowoomba Trophy since 1983, a nominated speed event with annual and perpetual timber trophies, hand-made by Cyril.

He was my mate and I will miss him immensely.

Scott Clydesdale

I want to offer my sincere sympathy to Scott and his family. It's always difficult when you lose a loved one. Unfortunately, most of the people with whom we enjoy this sport are reaching advanced ages, this writer included. I ran my first tether car more than 70 years ago. It was a Dooling "F" with a red head-black crankcase McCoy engine. My dad, Walter Wilson, Sr., and I shared this sport for about 14 years and had a great time together. After that, we both raced Quarter Midgets for a couple more years. I lost him to cancer in 1965

If he were alive today, he would be right there at the races with me. He raced full-size Sprint cars before World War II. He was an automotive mechanic and

machinist and ground crankshafts and worked on pit crews for a number of well-known racing teams during the late 1940's and 1950's and was known for his precision workmanship. In 1946, he saw an article in the Sunday paper. After a trip to the track, he immediately purchased a pair of Tether Cars and we started racing them. We raced them throughout the rest of the 40's and 50's, then moved on to Quarter Midgets, after again seeing an article in the Sunday paper. Later we got into Slot Cars, but he continued to run Tether Cars as long as he was physically able. Like many old time racers who mixed and used exotic fuels, he succumbed to cancer at the much too early age of 62.

He loved racing. As has been said about me, he would probably have raced cockroaches if they made more noise! Every time I go to race at Anderson, I think of how he would have enjoyed it.

I just heard that Tom Pearson passed away as I've been working on completion of this issue. I want to express my sincere sympathy to Tom's family and all his friends in the Tether Car world. He was a great competitor and will be deeply missed.

My cars are ready to run, but the racing season is still four months away. Mother Nature really limits our track time in the Midwest.

Walt

2017 AMRCA Racing Schedule

Anderson, IN

(All Saturdays and Sundays)

April 22, Track Work Day

May 20-21

June 3-4

July 22-23

August 12-13

September 16-17

October 14-15

Seaford, NY

Monthly races TBD

Sept. 14-15-16 Nationals.

Whittier Narrows, CA

(All Sundays)

Feb 5, Feb 19

March 5, March 19

April 2, April 23

May 7, May 21

June 2, June 8

July 2, July 16

August 6, August 20

No Races in September due to the Nationals.

October 8, October 22

November 5, November 19

December 3

PROPOSAL FOR ELECTRIC TETHER CAR CLASSES

SCOPE

The purpose of this proposal is to provide guidelines that could be used as an addendum to the current AMRCA and WMCR rules so as to establish three competitive classes for electric powered tether cars. This proposal provides limitations for each class that allow freedom of design and choice of equipment, while paying strict attention to safety requirements. All other parameters of existing tether car requirements including General (with the exception of cars being limited to internal combustion engines, AMRCA Rule 1-A, and the requirement for the car to be "wheel driven", 1-B). Electric powered ducted fan driven cars will be allowed to compete in these classes. Stability, Body, Bridle, Shutoff, and Skid, would remain the same. Wheels may be open or enclosed. Open propeller (non ducted fan) cars will not be permitted.

CLASSES OF CARS

The proposed classes would be labeled E-1 through E-3, with E-3 being the heaviest and most powerful cars. There would be no restrictions placed on the equipment concerning the motor, motor controller, battery size, type, number of cells, or car design that could be used in each class, providing the car meets the watt-hour limitations, as specified in the class requirements (see below), the weight requirements, and passes the required safety inspection. The use of radio frequency communication with the car is not permitted. All electronic controls must be on board.

CLASS REQUIREMENTS

The classes will be determined by limiting the total amount of energy available to the motor from the onboard batteries as measured in Watt-Hours (WH): amp hour rating of the battery times the battery packs total voltage, or Ah x V as rated by the battery manufacturer. All classes MUST use commercially manufactured and labeled battery packs. The limitations would be as follows:

E-3 Maximum allowable Watt-Hours of motor battery power = 61 - 80 WH

E-2 Maximum allowable Watt-Hours of motor battery power = 41 - 60 WH

E-1 Maximum allowable Watt-Hours of motor battery power = up to 40 WH

Each class will be allowed a maximum total weight so as to comply with established safety standards regarding the class cable size. Maximum weight limits are as follows:

E-3 Maximum allowable weight = 3.130 kg. (6 lbs. 14.4 oz.)

E-2 Maximum allowable weight = 2.300 kg. (5 lbs. 1.13 oz.)

E-1 Maximum allowable weight = 2.000 kg. (4 lbs. 6.54 oz.)

CABLE SIZES

Based on current safety factor calculations, the proposed initial cable sizes for different classes are listed below. These will be updated as required to maintain safe operation of the cars in each class.

E-3 2.0 mm. (.079 inch) change at 214 MPH.

E-2 1.6 mm. (.063 inch) change at 203 MPH.

E-1 1.4 mm. (.055 inch) change at 193 MPH.

SUMMARY

There are a number of reasons why we feel the watt-hour method is a good way to determine the classification of electric powered tether cars, however the first and foremost is freedom of design.

If limitations are placed on classes that include the use of specified equipment such as only one kind, or size of motor, or specific batteries, or motor controller, or only specified cars, then the car builder's opportunity to experiment is greatly limited.

By using the classifications as outlined above, the tether racer is wide open to try different aerodynamics in their design, different motor sizes and gear ratios, different batteries and voltages, and different on-board electronic packages for motor control. Other than the watt-hour restriction, weight, and the established general requirements, there would be no other limits placed on the car's design.

We feel that experimentation and freedom of design are an important ingredient in keeping our hobby exciting for those of us who are already involved, and for sparking interest in potential new membership.

WATT-HOUR FORMULA

WH = Milliamp hours (battery rating) divided by 1000 times nominal battery voltage. times number of battery cells.

WH = (mAh/1000) x 3.7 x number of cells.

Roger and George Phillips

FORM #1
APPLICATION FOR MEMBERSHIP IN THE AMRCA

I hereby make application for membership for the year 2017 in the AMERICAN MINIATURE RACING CAR ASSOCIATION. I agree to conform to the rules and regulations of the association. The sum of forty dollars (\$40.00) is enclosed for my U.S. membership dues or forty five dollars (\$45.00) is enclosed for my Foreign membership dues for the year 2017.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ E-MAIL _____

COUNTRY _____

FORM #2
APPLICATION FOR ASSOCIATE MEMBERSHIP IN THE AMRCA

I hereby make application for associate membership for the year 2017 in the AMERICAN MINIATURE RACING CAR ASSOCIATION. I agree to conform to the rules and regulations of the association. The sum of thirty five dollars (35.00) is enclosed for my membership for the year 2017

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ E-MAIL _____

COUNTRY _____

Submit your application to:

J. Phil McDonald
2312 Mimosa Lane
Anderson, IN 46011-9781
Cell 765-425-2959
E-Mail: jphil944@hotmail.com

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I can hardly believe it is 2017 already and that winter is nearly 1/3 over.

Congratulations to our new A.M.R.C.A. officers for 2017: Stuart Hamill who is our new President and Dave Lundegard, our new Vice President.

A.M.R.C.A. dues for 2017 were due on January 1st. As of today (January 5th) we have 112 members, of which 68 are paid up to date and 44 who have not yet paid their 2017 dues. On December 3rd, I dropped from membership 16 people who hadn't paid their 2016 dues. Those people were moved into the A.M.R.C.A. inactive file. On December 1st of this year, I will drop from membership all persons not pay-

ing their 2017 dues.

Our finances are good with the A.M.R.C.A. checking account standing at just over \$9,000. Our Nationals this year will be held at Cedar Creek Park on Long Island with dates to be announced. What with the decreased activity in the Long Island Club, I'm sure Nick Tucci will need help from all attending. I plan to go out a couple of days early and lend Nick a hand. If you can do so also, I'm sure it will be appreciated.

Well, that's about it for now. Just four more months of winter. Get those cars tuned up, summer will be upon us before you know it.

Hope to see you on the track this year.

JPhil



75th AMRCA NATIONALS

September 14 - 16, 2017



Details of the Event:

- * The 2017 AMRCA Nationals will be held at Cedar Creek Park in Seaford, NY.
- * Practice will be held Wednesday, September 13, 9:00 AM - 5:00 PM.
- * Track will be washed Wed. Sept. 13, 5:00 PM.
- * Registration and car inspection will be all day Wednesday.
- * The competition will be held Thursday, Friday and Saturday September 14-15-16.
- * Every effort will be made to conduct 2 heats per day.
- * The business meeting: To be announced.
- * Annual Dinner: **Saturday September 16. 8:00 PM Marriott Hotel \$50.00**

Long Island Marriott Hotel & Conference Center www.longislandmarriott.com

SPECIAL "AMRCA" Guest Room Rate: **\$139.00 plus tax** (currently 8.625% and a 3% occupancy tax). Call Marriott reservations directly at 1 (800) 228-9290 to make your room reservations. Please identify yourself as part of the (AMRCA) American Miniature Racing Car Association group staying at the Long Island Marriott Hotel & Conference Center. **Cut off for special rate is Tuesday August 15, 2017.**

Room rates after August 15th are \$279.00 plus tax.

- * Pre-Registration requested by September 1, 2017
- * Entry Fee per car: \$50.00

Race Organizers:

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