



**American Miniature Racing Car Association**

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

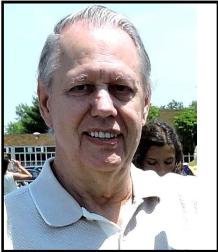
**MODEL RACE CAR**

**NEWS**

Established 1940

Fall, 2016

# AMRCA NATIONALS REPORT



## **Retiring President's Notes**

*By Roger Phillips, Past President*

I would like to start by thanking all the hard working members of the Midwest club for the great job in hosting this year's Nationals. The massive improvements to the track surface, and timing system show the

combined efforts of all the Midwest members, and their love for our hobby.

Also, thank you to the entire AMRCA membership for the honor of serving as your President for the past two seasons. During the past two years, I attempted to promote goodwill around the World through social media. I was in contact with a number of prominent European, and Australian racers, and hope that somehow it helps to bring us all a little closer together.

We should all be thankful that Stuart Hamill will be stepping in as our new President. Stuart is one of our most loyal, and dedicated racers in the AMRCA today, and he will be more than capable of moving our organization in a positive direction.

Thank you Stuart Hamill for serving as Vice President during my term.

Thank you J. Phil MacDonald for serving as our perpetual Secretary/Treasurer.

Thank you Walt Wilson for doing a first rate job with our Newsletter.

Thank you Nick Tucci II for being our WMCR Rep, and website manager.

And again, thank all of you AMRCA members for all you do !!!



## **President's Notes**

*By Stuart Hamill, President*

Back in the saddle again. after being your vice president for several years and Roger Phillips putting in two terms as president, with a lot of campaigning and millions of dollars spent, I have been selected to be president of the AMRCA. If you need help to build a car or you need parts, I am your guy to do the work. As always, I will be at the Whittier track for all scheduled races to help anyone who would like to run a tether car. The Midwest club did a great job for the Anderson Nationals. The new track surface is smooth and the carbide coating has plenty of traction. We had 38 cars entered in all classes. We ran two heats a day. The Anderson track must have been in the eye of the storm all week. It was overcast and raining all around us with the sun burning through the clouds at mid-day, driving the humidity up and the air density down, and making it difficult to get any fast speeds. No records were set and the fastest speed with 10cc was 197 mph by Paul Otto Strobel, who made the trip from Europe. The new timing computer system worked very well with no data lost. It also prints out a beautiful timing page with your speed on each lap and where you should have pushed the button to get the best time. The last day of racing, we got a few runs in and then the rain came down to bring the 2016 Anderson Nationals to a close. That evening we had a fine banquet and trophy presentation. Thanks to Phil McDonald and the Anderson crew for putting on a very enjoyable nationals. Keep on running !



**Secretarial Notes**

*J. Phil McDonald*

August 18, 19 and 20, the 2016 AMRCA Nationals were hosted by the Midwest Miniature Racing Car Association at the Jackson Park tether track. We had 21 competitors running 38 cars. Competitors came from as far away as Switzerland, California, Florida, New York, and many points in between. Practice was held on Wednesday, August 17th and two heats were ran in every class each day, with the exception of the final day which lost one heat to the rains.

The weather man said “No Way” for each of the days. We proved him wrong, well, for the most part!

The AMRCA annual meeting was held on Friday evening at the Madison County Visitor's Center and was well attended. Please see a copy of this year's annual meeting minutes elsewhere in this issue of Model Race Car News.

Financially, the AMRCA is doing well. Our on-hand cash has increased from this time last year, thanks to all but 19 of our membership being current in their AMRCA dues.

If you are delinquent in your 2016 dues, you may want to pay them quickly as I plan to move all the unpaid to the inactive file around the 15th of October. That means no newsletter and no racing.

The AMRCA Awards Banquet was held at Edgewood Country Club Saturday evening, the 20th. The food was good, the fellowship was great. It always amazes me just how close we have all become through our sport.

We actually had front page coverage of the Nationals in our local newspaper, Anderson's The Herald Bulletin. This produced a good increase in the number of spectators. I always get a kick out of watching a first time spectator run for cover when one of the World Class 10cc cars fires up and hits the pipe.

So.... another AMRCA Nationals is under our belt. My sincere thanks to everyone and I mean everyone, since everyone helped conduct this years Nats. From the horsers to the cable crew, to those who made this year's Nats an enjoyable event. Thanks to Paul Otto Stroebel for making a quick trip from Zurich. Thanks for coming !

I hope to see you on Long Island next year.

**Racing Results**

*June 19, Whittier Narrows, CA*

Place Name	Car/Build	Engine	MPH	KmH
<b>WMCR 10 cc</b>				
1. Steve Lawrence	FTL	Picco	170.967	275.145
2. Stuart Hamill	Duran	Eagle	149.148	220.513
3. Dave Lundegard	Duran	Picco	N.T.	00.000
<b>WMCR 3.5CC</b>				
1. Rich Democh	NSC	Novarossi	N.T.	00.000
<b>AMRCA Class 3A</b>				
1. Steve Lawrence	Kuebler/Ellis	Eagle	150.981	242.980
2. Frank Fisher	Fryco	OPS	N.T.	00.000

**A.M.R.C.A  
Financial Statement  
August 1, 2016**

**Checkbook Balance, August 28, 2015 \$6034.60**

**Income:**

Dues: 3575.00  
Donations 70.00

**Total income: \$3645.00**

**Expenses:**

Newsletter: 909.87  
Postage: 123.95  
Insurance: 250.00  
Web Site Support: 1055.00  
Office Supplies: 13.65  
Rule Books: 61.72  
MNCR Dues: 178.00

**Total Expenses: \$2592.19**

**Checkbook Balance, August 1, 2016 \$7047.41**

**AMRCA Class 3B**

1. Frank Fisher	Flynt	Dooling	90.039	144.904
2. Jay Procenko	Fox	Dooling	N.T.	00.000

**AMRCA Class 3C**

1. Stuart Hamill	Patriot/Ellis	Eagle	167.460	269.501
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**AMRCA Class 4**

1. Jay Procenko	Invader	McCoy	73.593	118.456
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**AMRCA Class 9A**

1. Dick Hughes	MMM Indy	Rossi	129.647	208.642
2. Dick Hughes	PSH	Nelson	127.971	205.949

**AMRCA Class 10B**

1. Rich Democh	1234	Rossi	140.847	236.671
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**AMRCA Class E-3**

1. Roger Phillips	Vector		N.T.	00.000
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*July 3, Whittier Narrows, CA*

Place Name	Car/Build	Engine	MPH	KmH
<b>WMCR 10 cc</b>				
1. Dave Lundegard	Duran	Picco	192.906	310.452
2. Jim Okel	Democh	Picco	177.253	285.261
3. Steve Morse	James	Picco	138.441	222.799
4. Stuart Hamill	Duran/Hamill	Eagle	N.T.	00.000
<b>AMRCA Class 3A</b>				
1. Stuart Hamill	Kuebler/Ellis	Eagle	165.283	265.997
2. Jim Okel	Kuebler/Ellis	Eagle	141.471	227.676
3. M. Ziegert	Kuebler/Ellis	Eagle	N.T.	00.000
<b>AMRCA Class 3C</b>				
1. Stuart Hamill	Patriot/Ellis	Eagle	163.878	263.736
<b>AMRCA Class 4</b>				
1. Bob Jaquez	McCoy	Rossi	N.T.	00.000
<b>AMRCA Class 6B</b>				
1. Jim Okel	MMM	Nelson	92.497	148.859
2. Charles Hamill	MMM	Nelson	83.462	134.312
<b>AMRCA Class 6C</b>				
1. Mark Hibbert	MHS	OPS	119.469	192.267

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**July 3, Whittier Narrows, CA**

<b>AMRCA Class 9A</b>				
1. Marshall Ziegert	MMM	Nelson	131.183	211.119
2. Dick Hughes	MMM	Rossi	118.570	190.820
3. Dick Hughes	PSH	Rossi	117.498	189.025
<b>AMRCA Class 10B</b>				
1. Rich Democh	1234	Rossi	141.203	227.244
2. Stuart Hamill	Patriot/Ellis	Nelson	N.T.	00.000
<b>AMRCA Class E-3</b>				
1. Kevin Wells			196.464	316.178

**July 9-16, Seaford NY**

Place Name	Car/Build	Engine	MPH	KmH
<b>WMCR 10 cc</b>				
1. A. Tucci	Denneler/ Denneler	Picco	195.400	314.465
2. C. Murphy	FTL / Torrey	Picco	165.234	265.918
3. J. Eckberg	Eckberg / Eckberg	Eagle	120.278	193.569
<b>AMRCA Class 2A</b>				
1. C. Murphy	Arrow	Dooling	N.T.	00.000
<b>AMRCA Class 3C</b>				
1 J. Ellis	Patriot / Ellis	Eagle	167.611	269.744
<b>AMRCA Class 10 B</b>				
1. J. Ellis	Patriot / Ellis	Nelson	145.237	233.736
<b>AMRCA Class E3 .063 Cable</b>				
1. Kevin Wells	Frypan Mk*10	Castle 1515	199.869	321.658
<b>AMRCA Class E3, .079 Cable</b>				
1. Kevin Wells	Frypan Mk*10	Castle 1515	188.358	303.132

**July 17, Whittier Narrows, CA**

Place Name	Car/Build	Engine	MPH	KmH
<b>WMCR 10 cc</b>				
1. Dave Lundegard	Duran	Picco	193.106	310.774
2. Stuart Hamill	Duran	Eagle	190.605	306.749
3. Steve Morse	James	Picco	94.155	151.528
<b>AMRCA Class 3A</b>				
1. Frank Fisher	Fryco	OPS	127.446	205.104
<b>AMRCA Class 3B</b>				
1 Jay Procenko	Fox	Dooling	63.573	102.319
<b>AMRCA Class 3C</b>				
1 Stuart Hamill	Patriot/Ellis	Eagle	167.686	269.864
<b>AMRCA Class 4</b>				
1. Casen Jaquez	Railton	Rossi	125.487	201.952
2. Jay Procenko	Invader	McCoy	65.012	104.627
3. Bob Jaquez	Dooling F	Rossi	N.T.	00.000
<b>AMRCA Class 6B</b>				
1 Charles Hamill	MMM	Nelson	95.100	153.044
<b>AMRCA Class 9A</b>				
1. Dick Hughes	PSH	Nelson	125.389	201.794
2. Dick Hughes	MMM	Rossi	121.626	195.738
<b>AMRCA Class 10B</b>				
1 Stuart Hamill	Patriot/Ellis	Nelson	154.741	249.031

**August 7, Whittier Narrows, CA**

Place Name	Car/Build	Engine	MPH	KmH
<b>WMCR 10 cc</b>				
1. Steve Morse	James	Picco	177.029	284.901
<b>WMCR 3.5CC</b>				
1. Rich Democh	NSC	Novarossi	N.T.	00.000
<b>AMRCA Class 3A</b>				
1. M. Ziegert	Kuebler	Eagle	N.T.	00.000
<b>AMRCA Class 6C</b>				
1. M. Hibbert	MHS	OPS	N.T.	00.000
<b>AMRCA Class 7D</b>				
1. Stuart Hamill	Kuebler/Ellis	Dooling	87.647	141.054
<b>AMRCA Class 9A</b>				
1. M. Ziegert	MMM	Nelson	130.494	210.010
2. R. Hughes	PSH	Nelson	121.705	195.861
3. R. Hughes	MMM	Rossi	113.885	183.280
<b>AMRCA Class 10B</b>				
1. Rich Democh	1234	Rossi	111.279	179.086
<b>E-1 Electric</b>				
1. Charles Hamill	MMM	Castle	82.727	133.136



Dave Kindig (left) and Kevdogg (right), of the "Bitchin' Rides" show on the Velocity channel, with John and Lee Roy James who ran their tether cars on the portable track at a recent "Big Boys" car show.

Gary Barnes photo

**Racing Schedule for 2016**

Whittier Narrows Schedule	Anderson Schedule
Oct. 11 & 25.	Sept. 17, 18
Nov. 8 & 22.	Oct. 8-9
Dec. 6.	



## Anderson Is Back!

By Walt Wilson

On July 16th, racers and volunteer helpers arrived early and cleaned and vacuumed the new epoxy finish on the track. Racing started about noon and the new surface is clean, with no visible loose carbide, and is very smooth with a good grip. Unfortunately, the laptop computer used for timing overheated in the sun and failed before all of the racers could get their first runs. Phil ran home and got another computer but was unable to get the timer software going for the rest of the day. Some of us made good-sounding runs, but only speculated at the speeds.

The timing computer was operative again for Sunday's racing, but some of us had headed home Saturday evening. Anderson was ready for the Nationals!

### Race Results

July 16-17, Anderson, IN

Place	Name	Car/Build	Engine	MPH	KmH
<b>WMCR 10 cc</b>					
1.	Ron Hesskamp	FTL	Picco	NT	00.000
2.	J Phil McDonald	M2	Eagle/Picco	NT	00.000
3.	Joe Morris	FTL	Picco	NT	00.000
<b>AMRCA Class 3A</b>					
1.	Ron Hesskamp	Ellis	Eagle	152.36	245.205
2.	Walt Wilson	Kuebler/Ellis	Eagle	131.387	211.449
3.	Walt Wilson	Kuebler/Ellis	Eagle	NT	00.000
<b>AMRCA Class 8</b>					
1.	Tom Pearson	Matthews V	Oge McCoy	89.659	144.294
<b>AMRCA Class 9A</b>					
1.	L. Foldenhauer	MMM Indy	Rossi 45	119.095	191.667
2.	Dave Ferguson	Witte	Rossi 46	NT	00.000
3.	L. Foldenhauer	K&G Arrow	Rossi 46	NT	00.000
4.	Lowell Shirey	K&G	O.S. 46	NT	00.000
<b>AMRCA Class 9B</b>					
	J Phil McDonald	Foyt	Nova Rossi	134.108	215.829
<b>AMRCA Class 10A</b>					
1.	Bob Oge	K&G Arrow	Rossi 46	NT	00.000
<b>AMRCA Class 10B</b>					
1.	Bob Oge	Wanda	Nova Rossi	153.479	247.003
<b>AMRCA Electric</b>					
1.	Mike Baldwin	Pheonix 4	22.2V	103.986	167.351



J. Phil McDonald pushes off his Foyt Champ car.



Walt Wilson pushes his Kuebler/Ellis car off for a run that ended with a broken connecting rod.

Walt Wilson Photos



Ron Hesskamp (left) and Bob Oge vacuuming the newly scrubbed epoxy surface prior to racing.



Bob Oge fuels his Wanda car prior to a very nice run.



# AMRCA Nationals, Anderson, Indiana

August 18-20, 2016

By Walt Wilson

Anderson is really back! The Anderson Fire Department graciously hosed down the track before racing began. The resurfaced track received praise from virtually everyone who raced at the nationals. Traction was very good and the track is very smooth. The members who did the mapping, grinding, and coating with epoxy and carbide are to be congratulated. You done good!

Rain was threatened and air density and humidity were poor all during the two days we were able to run. General consensus was we had "bad air" and difficulty in getting good needle settings, but some very impressive speeds were attained anyway.

The first run on Thursday, the first day, was assigned to this writer. Unfortunately, it ended in a freak accident involving a dropped broom and broken cable at 161+ mph which eliminated that car very quickly. A rough way to start the Nationals.



Strangely enough, this same car suffered a broken connecting rod at the July race and had a freshly rebuilt engine! On the good side, with extensive work, it can be repaired. Things went smoothly with no accidents from then on, but many racers had difficulty with settings.

There were 13 classes of cars raced, ranging in displacement from 1.5 cc (.09 cubic inches) to 10 cc (.61 cubic inches) and one electric ducted fan. WMCR V had the most entries at 12. Paul Otto Strobel made a very nice WMCR V run of 197.705 for the fastest run of the meet. Since he was a guest, the first-place trophy-winning run for WMCR V was by Dave Lundegard at 195.912 which was also impressive. Charlie Murphy was second with 192.441 mph and Nick Tucci third at 188.777 mph.

The next most populated class was AMRCA Class 3A with six entries. Stuart Hamill was fastest at 171.638 mph, with his record-holding Kuebler/Ellis, Eagle-powered car, followed closely by your friendly Newsletter Editor (me) with 168.855 mph, also with a Kuebler/Ellis, Eagle. The car that

crashed had an official speed of 157.792 but was relegated to the end of the list because it was a second entry in the class. Third place trophy was taken by newcomer Ron Hesskamp at his first AMRCA National event with his Eagle powered Ellis at 144.686.

AMRCA Modern Nostalgia Class 9A had the third most entries and Lee Foldenauer took top honors with his MMM car powered by an O.S. .45 at 116.919 mph, followed by John James' Barnes car with O.S. .46 power at 113.786.



*Paul Otto Strobel, of Switzerland, works on his carbon fiber Schmutz car prior to turning the top speed of the Nationals at 197.705 mph.*



*Stuart Hamill with his WMCR V car. He won in AMRCA Classes 3A, 3C, and 10A.*

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Nick Tucci won WMCR Class III with 164.793 mph and Ted Maciag was second with 154.391 mph.

All other classes had only one to three entrants and the results are listed on the next two pages.

During the days at the track and banquet, I took upward of 100 pictures, but somewhere between the Edgewood Country Club, where we had the Awards Banquet, and the Hotel, my camera disappeared with the SD card in it. I want to offer my thanks to Dave Lundegard and Lee Roy James for saving the day with the photos on these pages.



*Bob Oge offered fresh home-grown tomatoes to everyone as well as winning AMRCA Class 10B with 155.120 mph.*



*You can stop horsing now, Joe, the races are over! Joe Morris demonstrates his high speed horsemanship technique at the banquet.*

I want to offer our thanks to Joe Morris, Lowell Shirey, Nick Tucci, Stuart Hamill, Dave Lundegard, and everyone else who devoted their time and efforts to horsemanship, hooking up cables, and offering technical support during the nationals. A special thank you to J. Phil McDonald and all who helped for arranging and running the event and banquet and a special Thank You to

Jill McDonald for the great center pieces and other work in preparing for the banquet.



*Another special Thank You to The Herald Bulletin newspaper which published the above front page article on the first day of the nationals and a follow-up column the next day.*

Dave Lundegard photos

*Lowell Shirey didn't enter a car, but worked tirelessly, changing and hooking up cables and doing other necessary jobs during the nationals.*



It rained virtually all day Saturday, but a few people ran and some achieved their best speeds, in the rain, on a wet track. How's that for good traction due to the epoxy and carbide coating?

*Results are on the next page and more photos on the following pages.*



NATIONALS  
ANDERSON, 8-18-2016 - 8-20-2016



**Class results**

**Class:** AMRCA 3A CUSTOM

**Volume:** .61

**Distance:** 0.250 mi

Place	Competitor	Model	Engine	Time	mph	km/h
1	Stuart Hamill	KUEBLER/ELLIS	EAGLE	5.24359	171,638	276.225
2	Wait Wilson	KUEBLER/ELLIS #1	EAGLE	5.33002	168.855	271.746
3	Ron Hesskamp	ELLIS	EAGLE	6.22035	144,686	232.850
4	Jim Okel	KUEBLER/ELLIS	EAGLE	6.67086	134.915	217.125
	Walt Wilson (2nd entry)	KUEBLER/ELLIS #7	EAGLE	5.70370	157.792	253.942
	Ron Hesskamp (2nd entry)	KUEBLER ELLIS	EAGLE	NT	-	-

**Class:** AMRCA 3C UNLIMITED

**Volume:** .61

**Distance:** 0.250 mi

Place	Competitor	Model	Engine	Time	mph	km/h
1	Stuart Hamill	PATRIOT	EAGLE	5.41114	166.324	267.672

**Class:** AMRCA 6B MITES MODIFIED

**Volume:** .159

**Distance:** 0.250 mi

Place	Competitor	Model	Engine	Time	mph	km/h
1	Charley Hamill	MMM ROADSTER	NELSON 15	7.48144	120.298	193.600
2	Jim Okel	MMM ROADSTER	NELSON 15	9.21362	97.681	157.203

**Class:** AMRCA 7B MITES STOCK

**Volume:** .159

**Distance:** 0.250 mi

Place	Competitor	Model	Engine	Time	mph	km/h
1	Jim Okel	KUEBLER/ELLIS	K&B 15	9.89011	91.000	146.450

**Class:** AMRCA 4 MANUFACTURED PROTO

**Volume:** .61

**Distance:** 0.250 mi

Place	Competitor	Model	Engine	Time	mph	km/h
1	Joe Morris	MCCOY INVADER	MCCOY	7.70768	116.767	187.918
2	Charlie Murphy	MCCOY INVADER	MCCOY	7.97020	112.921	181.728

**Class:** AMRCA 9A MODERN NOSALGIA

**Volume:** .46

**Distance:** 0.250 mi

Place	Competitor	Model	Engine	Time	mph	km/h
1	Lee Foldenauer	MMM INDY	ROSSI 45	7.69763	116.919	188.163
2	John James	K&G	OS 46	7.90958	113.786	183.121
3	lee Roy James	K&G	OS 46	8,31170	108,281	174.262
	Tom Pearson	MMM INDY	OGE ROSSI 46	-	-	-

**Class:** AMRCA 10A MODERN NOSTALGIA

**Volume:** .46

**Distance:** 0.250 mi

Place	Competitor	Model	Engine	Time	mph	km/h
1	Stuart Hamill	K&G	NELSON	6.47036	139.096	223.853
2	Lee Foldenauer	K&G ARROW	OGE OS 46	7.25062	124.127	199.764
3	Bob Oge	K&G ARROW	FOX 40	7.63536	117.873	189.698

**Class:** AMRCA 10B MODERN NOSTALGIA

**Volume:** .61

**Distance:** 0.250 mi

Place	Competitor	Model	Engine	Time	mph	km/h
1	Bob Oge	WANDA	NOVAROSSO	5.80195	155.120	249.642
2	Stuart Hamill	PATRIOT	NELSON	5.82046	154.627	248.848

**Class:** WMCR 1

**Volume:** 1.5 CCM

**Distance:** 0.250 mi

Place	Competitor	Model	Engine	Time	mph	km/h
1	Ted Macaig	KAPU	KAPU	9.60510	93.700	150.796

**Class:** WMCR III

**Volume:** 3.5 CCM

**Distance:** 0.250 mi

Place	Competitor	Model	Engine	Time	mph	km/h
1	Nick Tucci	EKBERG	CMB	5.46139	164.793	265.209
2	Ted Maciag	SAVINYKH	NOVAROSSO	5.83011	154.371	248.436
	Paul Otto Stroebel (guest)	SEPP	PROFI STROEBEL	-	-	-





# NATIONALS ANDERSON, 8-18.2016 - 8-20-2016



## Class results

**Class: WMCR V**

**Volume: 10 CCM Distance: 0.250 mi**

Place	Competitor	Model	Engine	Time	mph	km/h
1	Dave Lundegard	DURAN	PICCO	4.59389	195.912	315.290
2	C. Murphy/N. Tucci II	PAVEL	PICCO	4.67676	192.441	309.704
3	Anthony Tucci	DENNELER	PICCO	4.76754	188.777	303.806
4	Charlie Murphy	FTL	PICCO	4.78887	187.936	302.453
5	Lee Roy James	DURAN	PICCO	4.83227	186.248	299.737
6	Stuart Hamill	DURAN	EAGLE	4.89038	184.035	296.175
7	Ron Hesskamp	FTL	PICCO	4.91963	182.941	294.414
8	Bob Oge	DEMOCH	PICCO	5.78918	155.462	250.193
9	John James	FTL	PICCO	8.81863	102.057	164.244
10	Joe Morris	FTL	PICCO	NT	-	-
11	Doug Phillips	FTL	EAGLE	NT	-	-
	Paul Otto Strobel (guest)	SCHMUTZ	PICCO/STROBEL	4.55223	197.705	318.176

**Class: Electric**

**Volume: Voltage Distance: 0.250 mi**

Place	Competitor	Model	Engine	Time	mph	km/h
1	Mike Baldwin	BALDWIN	63MM FAN	8.40475	107,082	172.332



*Mike Baldwin's 63 mm ducted fan car drew some attention from other racers interested in electric powered cars.*



*J. Phil McDonald pins on a well-deserved ribbon for his efforts organizing and running the nationals. He's the "Go To" man in Anderson!*



*Jim Okel displays his ribbon for winning AMRCA Class 7D with his K&B .15-powered Kuebler/Ellis Mite car.*

The Annual AMRCA Business Meeting was held on Friday night and the minutes are included on page 12 of this newsletter.

The Awards Banquet was at the Edgewood Country Club and included an excellent buffet dinner as well as companionship and a lot of fun enjoyed by all who attended.

Paul Geders prepared a video interviewing some of the competitors. See it at:

<https://www.youtube.com/watch?v=SXHkJkMIHY>

If the hyperlink doesn't work, copy and paste it into your browser.

Some entrants were unable to attend the races for various reasons. Our sincere best wishes for a quick recovery go to Tom Pearson, who suffered serious injuries in a fall.

See you in New York next year!



**More Nationals Photos**



*Lee Roy James finished fifth in WMCR V with his Picco powered Duran at 186.248 mph.*



*John James finished second in AMRCA Class 9A with his O.S. .46 powered K&G at 113.786 mph.*



*Retiring President Roger Phillips ran his Eagle-powered FTL car in WMCR V.*



*Paul Geders attended his first AMRCA Nationals and is preparing a video of the event for YouTube.*



*Jill McDonald contributed greatly to the success of the banquet.*



*Walt Wilson finished second in AMRCA Class 3A with his Eagle-powered Kuebler/Ellis at 168.855 mph*



*The above racers and workers attended the banquet. Several had to leave early due to other commitments.*



Still More Nationals Pictures



*Dave Lundegard ready for a winning run!*



*Ron Hesskamp prepping his cars.*



*Bob Oge and Doug Phillips wait for the call.*

Photos by Lee Roy James, and Dave Lundegard.



*Ted Macaig plans his strategy.*



*J. Phil McDonald and Lowell Shirey in the limelight.*



*Paul Geders and Nick Tucci enjoying the shaded pits.*



## 2016 Harry Ferguson Trophy in Brisbane

By Scott Clydesdale

At the Queensland Miniature Race Car Club (QMRCC) race in Brisbane on April 16, Geoff Offer won the Harry Ferguson Trophy while setting a new Australian record in 3.5 cc M Class cars (no tuned pipe, open wheel, no suspension, spur drive, 4:1 fuel) with a speed of 128.22 mph, 207.158 km/hr. Congratulations to Geoff for his win.

Other racers set some very impressive speeds, such as John Walker turning 205.676 mph, 331.04 km/hr for the top speed of the day. This writer set a new Australian record for 10 cc D Grade cars (Same as AMRCA Class 3 B but with no rear suspension and 4:1 fuel) with 133.852 mph, 215.414 km/hr. The Nominated Speed was won by Graeme Walker with a difference of 0.066 kph. It was a great day of racing all around.



*QMRCC President Rob Buckley (left) presenting Geoff Offer with the Harry Ferguson Trophy.*

Queensland Miniature Race Car Club Inc.													
2016 Harry Ferguson Trophy													
Final Results													
Class	No.	Driver	Car / Engine	Nominated (km/hr)	Round 1			Round 2			Difference (km/hr)	Nom. Place	Place
					Time (sec)	Speed (miles/hr)	Speed (km/hr)	Time (sec)	Speed (miles/hr)	Speed (km/hr)			
10 cc A Grade (Class V)	Q2	John Walker	Dmitriev Picco 8th Ed	-	5.438	205.676	331.004	-	-	-	-	-	1
	Q11	David Chadwick	Dmitriev D	-	5.763	194.077	312.337	6.261	178.640	287.494	-	-	2
	Q9	Wayne Burns	FTL Picco	-	6.139	182.130	293.207	6.180	180.982	291.262	-	-	3
	Q17	Scott Clydesdale	FTL Picco	-	9.157	122.143	196.570	6.489	172.363	277.392	-	-	4
	Q12	Rob Buckley	Dmitriev Picco 8th Ed	-	NT	-	-	NT	-	-	-	-	-
5 cc A Grade (Class IV)	Q9	Wayne Burns	Sepp Novarossi	-	6.220	179.818	289.389	6.164	181.452	292.018	-	-	1
	Q2	John Walker	AV AV	-	NT	-	-	6.245	179.098	288.230	-	-	2
	Q5	David Chadwick	AV AV	-	6.294	177.703	285.986	6.274	178.270	286.898	-	-	3
3.5 cc A Grade (Class III)	Q6	Doug Harding	Harding CMB	-	7.803	143.338	230.680	7.594	147.283	237.029	-	-	1
	Q25	Allan Barnes	Stelling Novarossi	-	NT	-	-	-	-	-	-	-	-
10 cc C Grade	Q17	Scott Clydesdale	Chadwick Picco	262	6.812	164.191	264.239	-	-	-	2.239	7	1
	Q41	Alan Telfer	Cobcroft Fox OPS	230	7.595	147.264	236.998	9.820	113.897	183.299	6.998	14	2
	Q1B	Stewart Cobcroft	Cobcroft Fox Picco	200	7.773	143.891	231.570	10.038	111.423	179.318	20.682	17	3
	Q21	Ron Clydesdale	Chadwick Picco	254	NT	-	-	-	-	-	-	-	-
	Q25	Allan Barnes	Howarth OS	199	NT	-	-	NT	-	-	-	-	-
	Q1A	Stewart Cobcroft	Cobcroft Fox Picco	200	7.890	141.757	228.136	9.732	114.926	184.956	15.044	16	-
10 cc D Grade	Q17	Scott Clydesdale	Clydesdale/Larsen YJ	211	8.356	133.852	215.414	-	-	-	4.414	10	1**
	Q6	Doug Harding	Dooling F YJ	167	10.916	102.461	164.895	-	-	-	2.105	5	2
3.5 cc M Class	Q4	Geoff Offer	Offer Novarossi	207	8.796	127.156	204.638	8.689	128.722	207.158	0.158	2	1*
	Q17	Scott Clydesdale	Clydesdale Go	200	8.840	126.523	203.619	8.896	125.727	202.338	2.338	8	2
	Q251A	Graeme Walker	Walker Go	200	8.997	124.315	200.066	-	-	-	0.066	1***	3
	Q9	Wayne Burns	Burns Novarossi	194	9.227	121.216	195.079	9.191	121.691	195.843	1.079	4	4
	Q25	Allan Barnes	Burns Axe Rossi	180	9.492	117.832	189.633	9.755	114.655	184.520	4.520	12	5
	Q99	Eddie Mitchell	Burns Go	184.3	9.793	114.211	183.804	9.757	114.632	184.482	0.182	3	6
	Q2	John Walker	Hot Rod Picco	190.456	NR	-	-	9.835	113.723	183.019	7.437	15	7
	Q77	Tom Clydesdale	Hot Rod Picco	176.5	10.074	111.025	178.677	10.011	111.724	179.802	2.177	6	8
	Q11	David Chadwick	Hot Rod OS	162.6	10.849	103.094	165.913	10.674	104.784	168.634	3.313	9	9
	Q6	Doug Harding	Harding Bugatti Picco	163	NR	-	-	11.357	98.482	158.492	4.508	11	10
	Q251	Graeme Walker	Hot Rod OS	167	11.228	99.614	160.313	11.080	100.944	162.454	4.546	13	-
Q4A	Geoff Offer	Offer Novarossi	194	NR	-	-	-	-	-	-	-	-	

Notes:

\*Harry Ferguson Trophy for 3.5 cc M Class cars (no tuned pipe, open wheel, no suspension, spur drive, 4:1 fuel) won by Geoff Offer with a speed of 207.158 km/hr

\*\*New Australian record by Geoff Offer for 3.5 cc M Class with a speed of 207.158 km/hr

\*\*\*New Australian record by Scott Clydesdale for 10 cc D Grade with a speed of 215.414 km/hr

\*\*\*\*Nominated speed won by Graeme Walker with a difference of 0.066 km/hr

# AMERICAN MINIATURE RACING CAR ASSOCIATION

## 2016 ANNUAL MEETING

*By J. Phil McDonald, Secretary.*

The American Miniature Racing Car Association held its 2016 annual meeting on August 19 at the Madison County Visitor's Center. The meeting was called to order by AMRCA Secretary, J. Phil McDonald at 7:10 P.M.

Matt Rust, Director of the Visitor's Center was thanked for providing the wonderful facility for our group to hold its annual meeting.

In attendance was the AMRCA President, Roger Phillips, Vice President, Stuart Hamill and Secretary Phil McDonald. Also in attendance were: Doug Phillips, Nick Tucci II, Charlie Hamill, Dave Lundegard, Lee Roy James, John James, Jim Okel, Walt Wilson, Paul Geders, Bob Oge, Joe Morris, Ed Spencer, Ted Maciag and my wife, Jill McDonald.

Phil McDonald showed a YouTube video of Ted Maciag's runs each day at the WMCR World Championships held this July in Pila, Poland.

Secretary Phil read the minutes of the 2015 AMRCA Annual Meeting held October 2, 2015. The minutes were approved as read.

Next, the current financial statement for the AMRCA covering the period of August 28, 2015 through August 1, 2016 was read. Improvement in the bank balance ( \$7047.41 ) was noted. Phil noted that dues payments were down over the same period last year, mostly in foreign memberships, but that expenses were also down over the same period and that produced an increase in cash on hand. Phil also stated that the current membership of the AMRCA stands at 121 with all but 19 being current in their dues. All past members in excess of one year in arrears have been dropped. Shortly after the Nationals, those members who have not paid their 2016 dues will be removed from the active file and placed in inactive.

**Old Business:** It was noted in the 2015 minutes that several were under the impression that new rule books were being prepared by the Secretary. Roger Phillips said that the reason for the holdup was that the rules for the new AMRCA Electric classes were not finalized yet. A discussion was held concerning those rules. Once those rules are finalized, they will be published in Model Race Car News. The AMRCA will then operate under those rules for a period of one year. At the end of that period, changes may or may not be made and the rules will be presented as a whole to the membership for a vote of approval.

**New Business:** Discussion was held concerning the drop in foreign memberships. It was noted by Ted Maciag who recently returned from the WMCR World Championship in Pila, Poland that there was very little European interest in open wheel classes as run in the United States. With foreign membership dropping, it was suggested that the AMRCA e-mail a copy of each newsletter to the heads of racing in each country in Europe, in the form of PDF files. Phil stated that he would secure the e-mail address for each of the Federation Europeene du Modelisme Automobile (FEMA) member countries and provide newsletter editor Walt Wilson with them in order to send each country a copy of our newsletter.

A discussion was held concerning safety at the U.S. tracks. It was suggested by Nick Tucci, that the Anderson Club consider installing the fine wire mesh that is currently in use on portions of the Anderson track in those areas without. Due to suffering an incident with the shutoff broom being placed too far down on the track, Nick suggested that Anderson consider installing an automatic broom on the participant crash barrier. Such a device would insure that the shutoff broom was placed at the proper level from the track and the same way every time.

Next, a discussion was held concerning the use of 1/8" music wire tailskids with brazed tips. It was noted that not only does such a tailskid break carbide loose from the track surface, there have been incidences where the wire came off the car being run and flew outside the track area. Stuart Hamill stated that the use of single wire tailskids have stopped in Europe and have been replaced with carbon fiber incorporated into the body of the race cars. Stuart and Nick Tucci offered to look into replacing the old design and come up with recommendations for the club to be presented in the newsletter.

Stuart Hamill also suggested that the Anderson track be pressure washed from time to time to remove any loose carbide as well as oil buildup. There being no other business, the floor was opened for nomination of officers of the AMRCA for Calendar year 2017. Lee Roy James nominated Charlie Hamill for President, nomination respectfully declined by Charlie. Stuart Hamill was nominated for 2017 President. There being no further nominations for the office of President, nominations for President were closed. Dave Lundegard was nominated for Vice President and accepted. There being no further nominations for the office of Vice President, the nominations for Vice President were closed. Nominations for the office of Secretary/Treasurer were opened. J. Phil McDonald was nominated and accepted. There being no further nominations for the office of Secretary/Treasurer, nominations for Secretary/Treasurer were closed.

Since the three people nominated as officers of the AMRCA for 2017 are each running unopposed, those positions will not be put to a vote. Your 2017 AMRCA officers will be:

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

A discussion was held concerning the wonderful coverage of the AMRCA Nationals by Anderson's The Herald Bulletin newspaper. The coverage produced a good increase in public awareness of our event, our sport and produced an audience to watch each day. It was noted that the Anderson track is the oldest continually active tether car track in the world and this year celebrates its 70th year of continuous operation.

There being no further business, the AMRCA 2016 annual meeting was adjourned at 9:15 P.M.



## 2016 WORLD MEET POLAND

By Ted Macaig

Imagine an opening ceremony where the racers stood all of the way around the track three deep! How about a race where it took eight hours with no breaks to run one heat of all of the cars? This was the 2016 World Meet in Pila Poland. Fifteen countries were represented with over 200 cars. The five World Classes with sizes ranging from 1.5cc (.090) to 10cc (.60) were run. There was also the FEMA "Beginners" class of 3.5cc (.21) that has now become an expert class.



*Racing facility in Pila, Poland.*

Due to screwed up flights, the US team arrived at 11:00 at night and missed a practice day. The next day, the race started early at 8:00. That meant that at 8:01 there was a car on the track! I should mention at this point that the US team consisted of one person---me. I had shipped my cars a few weeks earlier and the box was waiting for me. I opened it and dug out my 1.5cc car which was ready to go, or so I thought. It had not been run in a year, so I started out with a blazing "No Time". The 2.5cc car followed with another no time. With my runs for the day over I had a chance to look over the racing facility. It was a really beautiful set up. The track was enclosed with a dead flat, high traction racing surface. Next to the track was the fueling and "ready" area. All day long there was never a gap of more than a minute between runs. This was the only way to run so many cars. The pit area was a large permanent building with tables cov-



*10cc cars on the waiting line*

ered with plastic sheeting and comfortable chairs for my bad back. On the walls were flat screen TV sets showing the running order and the speeds. On the other side of the track there was a spectator area and a lunch room. Tether car racing is taken seriously in Poland. Across the street was a speedway motorcycle track. Unfortunately there were no races that weekend.

All of this is the result of an incredible amount of work by Marek Fechner and the PSMA (Polish Model Speed Association).

I met a lot of old friends there from years past. There were also the sons of the racers from the past. These young athletes made great horsers. Special thanks to the Astrom brothers who helped me all three days. I talked to a young woman by the name of Fanny Kraznai. When I mentioned that I knew her father she said "Oh no, He is my grandfather"---Argh-I'm getting old. The Australians who had a table next to mine gave me a chance to speak colloquial English for the three days. Eastern Europe provided a lot of teams and racers. There is more interest over there than Western Europe and way more than in the US. They spend time with engineering and mechanics rather than staring at a cell phone. A couple guys saw my name and spoke to me in Polish but soon found out that I am a monolingual American.

Gone are the days of car and engine names like Dooling and McCoy. They have been replaced by names like Afanasiev and Karpusikov and the occasional Rossi and Picco. Most of the competitive engines and cars are custom made and very expensive. The current theory is to have the front and back of the cars light so they won't wander and cause drag when the car is at speed. The timing is matched to the pipe and the cars need a 120 MPH horse before they can take over on their own. I acquired a Russian 3.5cc car with a Nova-Rossi --- That is the case is Nova-Rossi and the rest is custom built. At the Triennial meeting, I brought up having international classes for open wheel and electric cars but there was no interest.

If you want to see the whole race on the internet go to YouTube and search for PSMA WC/EC.

So how fast did my cars go? Err ahhh ---Nice weather we have been having lately---



*This 3.5cc car shows the latest design features*

*(Continued on the next page)*





*The Australians at their table.*



*Torbjorn Johanson and his record setting 2.5cc car*



*Marek Fechner with the computer system.*



*Urs and Natalya Bach*



*My cars at the table.*



*Beautiful 1.5cc car from the Estonians.*



*Yours truly with Annete Besang.*

Ted Macaig Photos