



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

Established 1940

Winter 2016

## Time to Renew Your Membership



### President's Message

*By Roger Phillips, President*

Happy New Year everyone, and along with the new year we start another tether racing season. Looking forward, we will see the Anderson track (home of this year's Nationals) with a new racing surface, and a new European

timing system, and the California track with an updated speedometer. Nick, and the New York crew will continue to work hard in maintaining the Seaford track, and keeping it in top notch condition.

If you haven't already done so, it's time to renew your AMRCA membership. Our membership forms the basis for our organization, and keeping your dues up to date helps provide the necessary funds for our activities, including, upgrading facilities, and publishing this newsletter. Your support is very necessary!

This year, George and I will be formulating a set of rules for the electric powered car classes, and will be submitting them for voting by the membership. We welcome all the input and suggestions anyone may have as we work on this project. email: [rogerphil@aol.com](mailto:rogerphil@aol.com).

Our new "Deuce Coupe" entry level electric car ran for the first time at the end of last season. The car ran 106 mph, but we are hoping to get the speed up to around 120 mph before offering it for sale later this year. Our goal is to be able to sell it complete and ready to run for \$750.00. We do not know yet if this will be possible.

We all look forward to the new season with a lot of enthusiasm, and anticipation, but most of all, have fun, and BE SAFE!

### 2015 AMRCA Annual Meeting Minutes

*By Charles Hamill for*

*J Phil McDonald, Secretary/Treasurer*

The meeting was called to order at Stuart Hamill's home at 8 PM by AMRCA President Roger Phillips. The minutes of last year's meeting and the current financial report was read and approved.

### OLD BUSINESS:

There was no old business to discuss so the meeting was opened to new business.

### NEW BUSINESS:

**Rule Books:** Lee Roy James asked if new rule books could be made available to all members who race. It was mentioned that we thought Phil was working on that project. All the changes over the past couple of years need to be put in one book.

Roger Phillips said he is working on a set of rules for the Electric Classes that will have to be added to the rule book.

**2016 Nationals:** The Anderson Club has offered to hold the 2016 Nationals. A unanimous vote approved the proposal.

**Facility Upgrades:** There was a discussion brought up by Charlie Murphy about funds to finance the timing system and other changes at Anderson and other tracks, including a new timing system for Whittier Narrows. Charlie stated he has someone who could develop a timing system or improve the one we have at Whittier. No conclusions were made and the tracks will follow up on their own. Roger stated that some financial assistance has already been given to the Anderson club.

**Election:** An election of officers for next year was brought up by Roger and the members present voted to retain the present officers for 2016.

The meeting was adjourned at 9 PM.

### Secretarial Notes

*J Phil McDonald, Secretary/Treasurer*

Greetings ! It is a snowy 25 degree day in Indiana! Our winter so far didn't exist until this week. We have had days approaching 70 degrees followed by mid-40's. There has been plenty of rain but only one small snow.....until yesterday !

I purged our membership files of all those who did not pay their 2015 AMRCA dues. This lowered our membership numbers to 122, but will save us a great

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deal on the printing and mailing of Model Race Car News. The 2016 dues notices went out on December 1. Eighty-five members have paid their 2016 dues so far, leaving 37 people who haven't paid their dues. 2016 AMRCA dues were due on or before January 1. Not paying on time forces the AMRCA to go to the expense of sending reminder notices. If you have paid your dues, THANK YOU, if you haven't, please send your payment today! Don't forget the benefits of AMRCA membership. First of all your dues support the continuing efforts to keep tether car racing alive and well in the United States.

The AMRCA is a dues paying member of the WMCR (World Organization for Model Car Racing). Nick Tucci represents the AMRCA in all changes being considered to World Class tether car racing. Your dues help in the continuing maintenance of the three operating tether car tracks in the U.S. Your dues provide you with Model Race Car News where you will find the latest news from across the U.S. As an AMRCA member you are allowed to advertise free of charge in Model Race Car News. Your dues help support the AMRCA web site (amrca.com) where the entire world can see the latest in tether car news. This site has provided countless new members to the AMRCA, all of which help support tether car racing. As a dues paying AMRCA member, you are covered under the AMRCA's two million dollar general liability policy when participating at an AMRCA sanctioned event.

Should you not wish to continue your membership, just a quick e-mail to [jphil944@hotmail.com](mailto:jphil944@hotmail.com) will save us the time and expense of having to contact you. My plan for membership corrections this year is to drop all those who aren't up to date immediately following this year's Nationals in August. That means that if you are not up to date on September 1, you will not receive this year's Nationals Issue of Model Race Car News with the results from the Nats.

Work on this year's Nationals is well under way. The dates are August 18, 19 and 20 with practice day on Wednesday the 17th. The Nationals banquet will be held at Edgewood Country Club (site of the 2010 banquet) on Saturday evening, the 20th.

I have just finished building two new sets of cables for the Nationals. The new timing system at Anderson is ready to go and the resurfacing of the track should be finished in early April. As more plans are finalized, I will see that complete information is published on the AMRCA web site. To assist in smooth operation of the race, I will be doing a pre-registration form which will be mailed to everyone. So.....Anderson is getting ready....are you? Hope to see you on the track this year.

2016 AMRCA Racing Schedule	
<b>Whittier Narrows, CA</b> <i>(All Sundays)</i>	<b>Anderson, IN</b> (All Saturdays and Sunday except the Nationals, which are Thursday through Saturday with practice on Wednesday, the 17th)
Feb 7, 21	May 14-15
Mar 6, 20	June 4-5
Apr 3, 17	July 9-10
May 1, 15	<b>NATIONALS:</b>
June 5, 19	August 18-19-20,
July 3, 17	Practice Wednesday, 17th
Aug 7, 28	September 17-18
Sep 18	October 8-9
Oct 9, 23	
Nov 6, 20	
Dec 4	
<b>Seaford, NY</b> <i>(All Saturdays)</i>	
June 4	
July 9	
August 6	
Sept. 17	
Oct. 8	

### Racing Results

October 25, 2015 - Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
<b>WMCR 10 cc</b>					
1	Dave Lundegard	Duran	Eagle	196.429	316.122
<b>WMCR 5CC</b>					
1	Armen Arshakyan	Armen	Special	107.971	173.762
<b>AMRCA CLASS 2B</b>					
1	Frank Fisher	Arrow	Dooling	108.652	174.858
<b>AMRCA CLASS 3A</b>					
1	Rich Democh	1234	Picco	88.354	142.192
<b>AMRCA Class 3B</b>					
1	Jay Procenko	Custom	Dooling	90.601	145.808
<b>AMRCA Class 3C</b>					
1	Stuart Hamill	Patriot	Eagle	165.994	267.141
<b>AMRCA Class 4</b>					
1	Bob Jaqueze	F Car	Rossi	90.323	145.361
2	Jay Procenko	Invader	McCoy	69.238	111.428
<b>AMRCA Class 9A</b>					
1	Dick Hughes	MMM	Rossi 46	125.220	201.522
<b>AMRCA Class 10A</b>					
1	Stuart Hamill	K&G	Nelson 40	141.525	227.762

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November 8, 2015 - Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
<b>AMRCA Class 3C</b>					
1	Stuart Hamill	Patriot	Eagle	169.157	272.232
<b>AMRCA Class 9A</b>					
1	Dick Hughes	MMM	Rossi	129.979	209.181
2	Charles Hamill	MMM	Picco	109.193	175.729
3	Stuart Hamill	RWP Tank	Skyward	109.044	175.489
<b>AMRCA Class 10A</b>					
1	Stuart Hamill	K&G	Nelson 40	136.349	219.432
<b>AMRCA Class E-1</b>					
1	Charles Hamill	RWP		102.171	164.428

November 22, 2015 - Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
<b>WMCR 10CC</b>					
1	Dave Lundegard	Duran	Eagle	198.169	318.922
2	Stuart Hamill	Duran	Eagle	195.742	315.016
<b>WMCR 5CC</b>					
1	A .Arshakyan	Armen	Special	83.424	134.258
<b>AMRCA CLASS 3B</b>					
1	Frank Fisher	Flynt	Dooling	85.029	136.841
2	Jay Procenko	Custom	Dooling	N.T.	0.000
<b>AMRCA CLASS 4</b>					
1	Jay Procenko	Invader	McCoy	76.466	123.060
<b>AMRCA CLASS 9A</b>					
1	Dick Hughes	MMM	Rossi	122.210	196.678
2	Charles Hamill	RWP	Picco	113.827	183.187
<b>AMRCA CLASS 10A</b>					
1	Stuart Hamill	K&G	Nelson 40	142.972	230.091
<b>CLASS E-2</b>					
1	Kevin Wells			166.687	268.257

**Race Results**

December 6, 2015 - Whittier Narrows, CA

Place	Name	Car/Build	Engine	MPH	KmH
<b>WMCR 10CC</b>					
1	Dave Lundegard	Duran	Eagle	197.261	317.461
2	Stuart Hamill	Duran	Eagle	192.111	309.173
<b>AMRCA Class 3A</b>					
1	Steve Morse	S-M	OS	123.152	198.194
<b>AMRCA Class 3C</b>					
1	Stuart Hamill	Patriot	Eagle	155.494	250.243
<b>AMRCA Class 6C</b>					
1	Mark Hibbert	M/H	OPS	119.354	192.082

<b>AMRCA Class 9A</b>					
1	Dick Hughes	D/H	Nelson 40	N.T.	0.000
<b>AMRCA Class 10A</b>					
1	Stuart Hamill	K&G	Nelson 40	143.651	231.184
<b>AMRCA Class E-2</b>					
1	Kevin Wells			179.558	288.971
<b>AMRCA Class E-3</b>					
1	Stuart Hamill			124.941	201.073

**Race Car Ramblings**

By Walt Wilson

A while back, Tom Pearson submitted an article by Adrian Duncan on the history of Hornet engines to be published in our newsletter.



*Thanks to fellow St. Charles modeler and engine collector Dennis Skeeters for lending me one of his Hornets to photograph for this column.*

The Hornet was the first really high-performance engine for tether cars and the racing power plant to have from shortly before World War II until the McCoy's and Doolings came out in the mid to late 1940's.

It's very interesting and, although the article is primarily about Hornet engines, it touches on the history of model internal combustion engines in general and the philosophy guiding various designs. Most people think that model engines were first created in the late 1920's and early 1930's. According to Duncan's article a miniature internal combustion engine was commercially available as early as 1907. Unfortunately, the article is much too extensive to include here. It's interesting reading and available on the internet at:

<http://www.modelengineneeds.org/ad/hornet.html>

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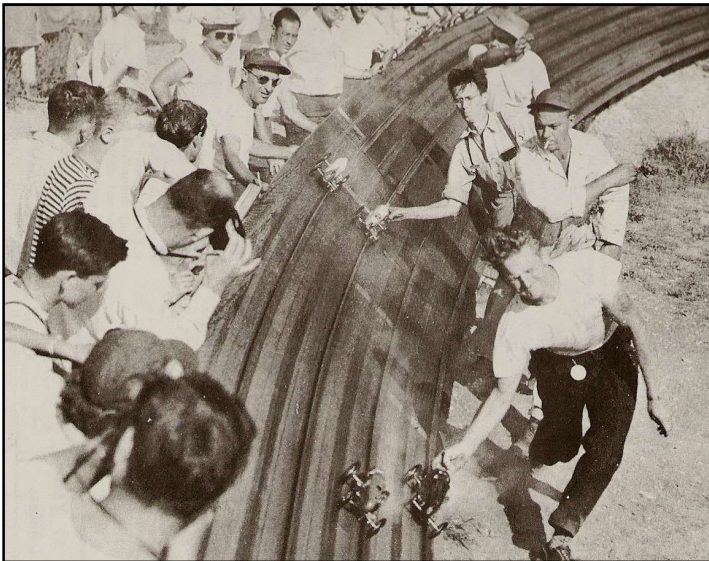
As I'm writing this, it's 5 degrees out and there's a wind chill of close to twenty below zero. Racing in the midwest seems far away, but it's really less than four months until the first race at Anderson!

Ron Hesskamp, who was appointed to be in charge of the Anderson track resurfacing, has tested various procedures for application of the epoxy coating and carbide abrasive and arrived at what he feels is the best method to use. He plans to recruit a work party to do some more grinding on the concrete and apply the surface materials in late March or early April, depending upon the weather conditions at that time.

## **Rail Racing in England**

*By John Lorenz*

Early in the history of the AMRCA, the organization sanctioned both tether car races and races which were held on rail tracks in the United States. American rail tracks were typically high-banked ovals which could accommodate from four to six cars at one time. The speeds which were attained on rail tracks were lower than those reached on tether tracks, but rail tracks offered the advantage of permitting several cars to compete head-to-head. The sight and sound of four to six .60-size race cars hammering around a high-banked oval was awfully impressive!



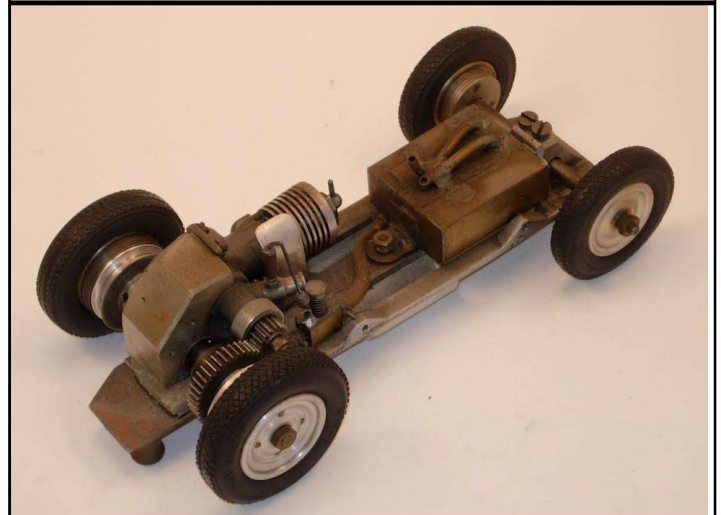
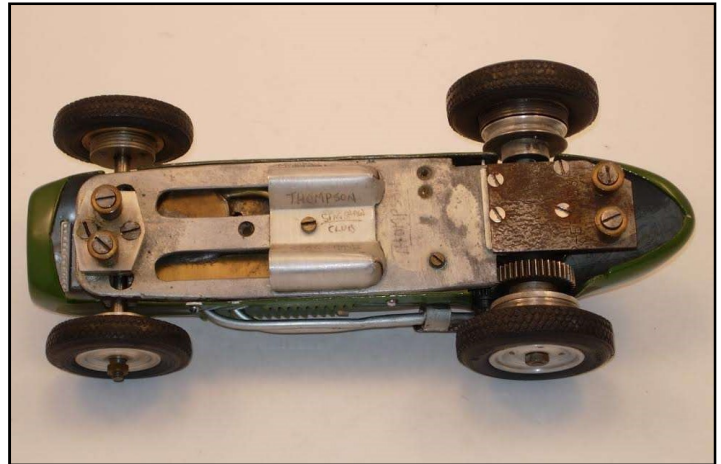
*Rail racing in the U.S. was on high-banked ovals, as was the full-scale American tradition.*

In England, however, space was at a premium, especially in highly populated areas, and building a large oval track was not feasible. In addition, weather conditions in England were simply not compatible with the wood construction of a high-banked rail track.

Instead, a number of small indoor rail tracks were built which could accommodate three to four cars, typically powered by small displacement Diesel engines. The first English rail tracks used Z-section rails and were flat and oval-shaped.

However, in 1949, Henri Baigent developed a round

rail and zonkers system which replaced the Z-section rails previously used on rail tracks in England. Round rails of either tubular or solid rod construction were mounted on spacers above the racing surface. The zonkers (i.e. rail guides) consisted of pairs of bell mouth-shaped guide rollers mounted directly under the center line of the car to permit the car to turn both right and left which permitted the cars to be raced on road race type circuits.



*The car shown above is an example of one of the English rail cars raced in the early 1950's.*

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The car shown in the photos is one of the rail cars built by Model Road Racing Cars, Ltd. (MRRC), the company founded by Baigent and Alban Adams. Today MRRC is best known for its electric motor powered slot cars. This particular model MRRC rail car was introduced in 1951 and consists of a cast aluminum Baigent/MRRC chassis with a formed sheet aluminum body styled after the B.R.M. V16 Type 15 Formula 1 Grand Prix car. The car is powered by a 1.5 cc Oliver Cub diesel engine with spur gear drive

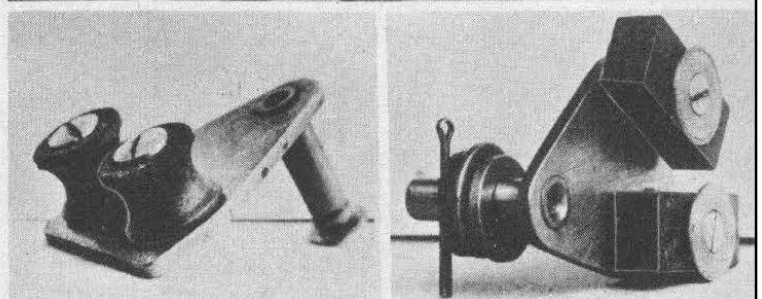
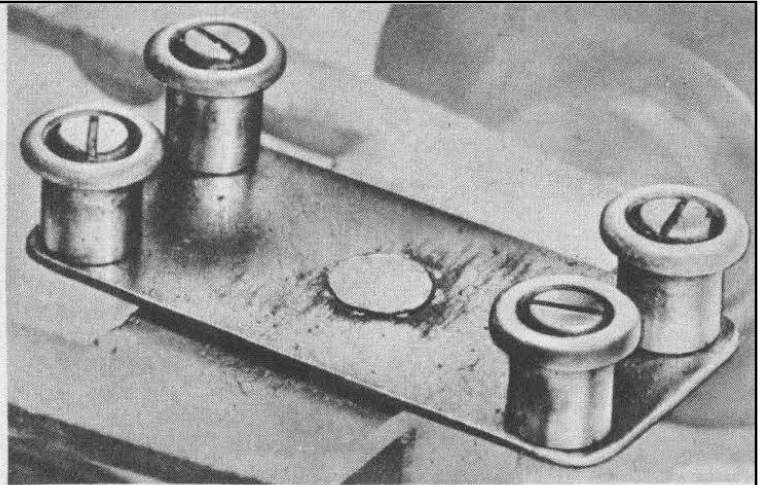
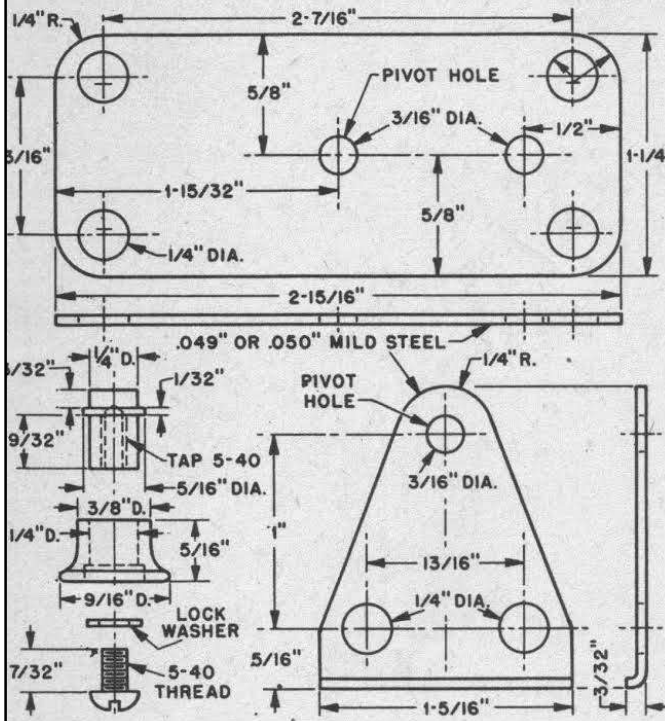
and a centrifugal clutch in each of the rear wheel hubs to facilitate negotiating the tight turns.

The car was originally owned by a gentleman named Thompson who was a member of the Stagshaw Club. Stagshaw is a small village just to the west of Newcastle upon Tyne.

The car was last raced at the indoor 1956 Novocastrian Grand Prix for rail cars with engines up to 1.5 cc. The Stagshaw Club won the event and a B.R.M., believed to have been this car, was one of the participants.

### DETAILS OF "ZONKERS" OR RAIL GUIDES

(DIMENSIONS ARE FOR STANDARD 5/16" DIA. RAILS)

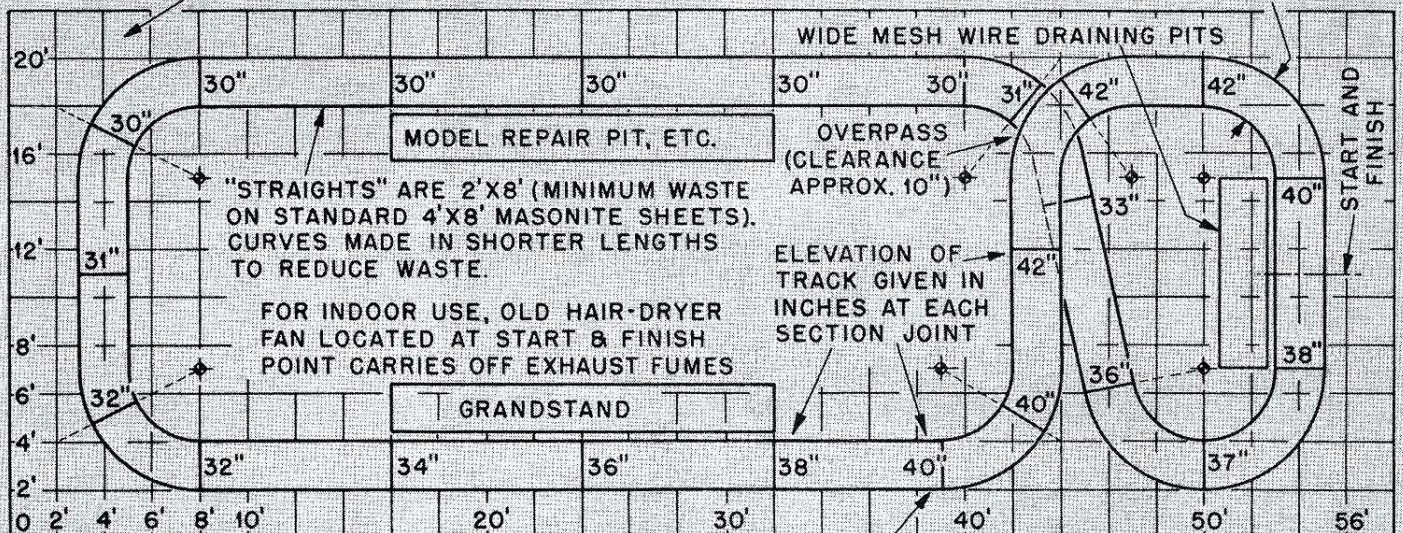


### TYPICAL TRACK LAYOUT (FOR 30' X 60' SPACE)

LAYOUT SHOWN ON 2' SQ. GRID

MIN. RADIUS-3' FOR ALL CURVES

3-CAR TRACK IS 24" WIDE



LAYOUT CAN BE AT TABLE LEVEL AS SHOWN, OR AT FLOOR LEVEL (26" LOWER).

"SCENIC" FOOT-BRIDGE HERE TO CONTAIN CUT-OFF LEVERS



# The Dooling Arrow Parts Source

I have been producing Arrow parts since 1992, to preserve & promote the history of these men & their race cars. I make every effort to provide the best possible parts for the build or restoration of Arrows. These were the last volume production tether cars and a really clean, elegant design. Dooling products led the industry for over 10 years with their creativity & innovations. With the very small amount of people that run or collect these cars, I have strived to provide the best parts that the cost & low volume production would afford. I would love to see your Arrow cars & any history you have on them. I will eventually build a new website to share & expand my **Facebook** group page: **Dooling Arrow Tether Race Cars**. I am also on **LinkedIn**. I have to thank those that inspired or helped this project, including Jim Ogden, Glen & Martie Fairabend, Elton Winchell, Bob Cowles, Ward Hallenberg, John Ellis, Elden Schneck, Larry Williams and Bill Davis.

John Sanderson AMRCA #4133



## A-7100 - Arrow Fiberglass Body

New production from a professional tooling made from a perfected (no hollows) new old stock, uncut, original body, now produced in a matched mold, as original. Quality fiberglass cloth is used with epoxy resin, smooth on the inside as original- no crude, rough, & raw hand laid glass. This is the best body ever produced, & better quality than the original! This is the only accurate reproduction Arrow fiberglass body.



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## A-7000 - ARROW CHASSIS PAN

This is a new, high quality pan for building a new Arrow, or replacing a broken or butchered pan. Cast out of virgin, 356, hardened, aluminum, using a match plate pattern, resulting in a correctly-sized part. It is a stock Dooling form, uses original tubular-style front axle, with the two wire bridle "ears". An Arrow logo is debossed below the fuel tank to identify this as my quality reproduction. All pans are numbered & copyrighted. The casting is glass beaded, then machined. There has never been as good a reproduction as this, all you have to do is drill and tap holes, to mount the engine of your choice.

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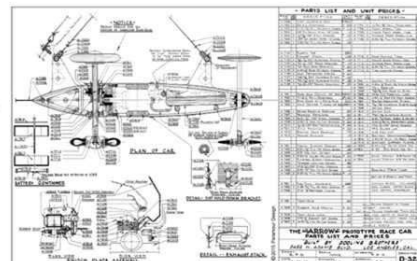
Machined &  
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My 8 page catalog is available by email or snail mail. The parts you need to build or restore an Arrow, are available at very fair prices, so contact me at 248-252-8091 3491 Mossbank Drive Oakland MI 48363 or at [ParamourEngineering@comcast.net](mailto:ParamourEngineering@comcast.net)

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Email me for  
a copy of this  
Dooling Arrow  
Assembly  
drawing #D-324

**FORM #1**  
**APPLICATION FOR MEMBERSHIP IN THE AMRCA**

I hereby make application for membership for the year 2016 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 2016.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_ E-MAIL \_\_\_\_\_

COUNTRY \_\_\_\_\_

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**FORM #2**  
**APPLICATION FOR ASSOCIATE MEMBERSHIP IN THE AMRCA**

I hereby make application for associate membership for the year 2016 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 2016

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](mailto:jphil944@hotmail.com)



The Midwest Miniature Racing Car Association

*Presents*

**The 2016**  
**74th AMRCA NATIONALS**

and  
International Competition

August 17 through 20, 2016  
Anderson, Indiana, U.S.A.

For more information,  
contact

J. Phil McDonald at: 765-425-2959

E-Mail: [jphil944@hotmail.com](mailto:jphil944@hotmail.com)

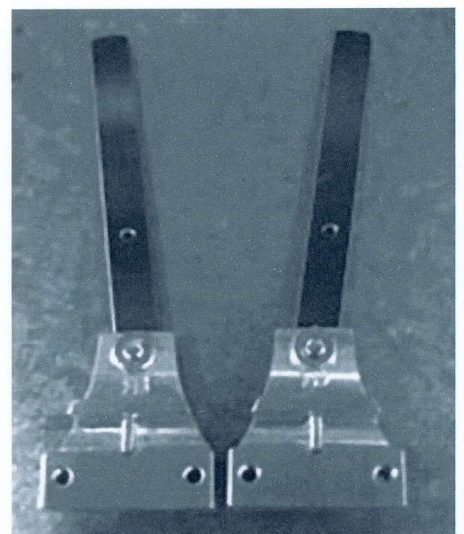


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