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Schmid Repeats, This Time In Seattle

(Ed. Note: We got reports on this race from Lee Gilbert, Dave Grant, and Fred Kunze. The following is a composite of their stories.) SEATTLE, Wash., Feb. 1.

Terry Schmid went nearly a year without winning a race, then took two big ones on consecutive weekends. After winning the Mura GP race reported in our last issue, Terry joined fellow L.A. racers John Anderson, Dave Grant, Lee Gilbert, Fred Kunze and Mike Kondor in the thousand-mile-trip north to Seattle.

The event was put on by the Northwest USRA at the Seattle Hot Boat and Speed Show, held in the Coliseum at the site of the 1962 World's Fair. Races held at shows like this are always a wild scene, and this one was no exception. With the place packed, and the cars really flying on the super-powered Red Track, there were always hundreds of people jammed around the track watching the event.

Practice was sort of tense, because the place closed at 11:00 sharp every night, shortening the practice periods somewhat. It was even more tense after Dave Grant put his car on the track Thursday night, cut some very fast laps, and put his car in the box, grinning broadly.

The Seattle guys had done a terrific job of setting the track up, especially considering that they had only two days to do it in. The course had been disassembled for two years, so the traction was really bad for the first couple of days. But by Friday night qualifying gallons of tire stuff had been dumped on the thing, and it was in fair shape.

Qualifying times, though, were a little slow for a Red Track due to the lack of bite. Fastest was Terry at 5.91, followed by Anderson with 6.07 and Grant at 6.11. Lee Gilbert was the last sitout with 6.21.

Amateur times were pretty well below the pros, with Ken Kawahara on top at 6.38, Mike Banks behind him at 6.43, Mike Adams with 6.78 and Ron Hossack making the main with a 6.88.

After five consies in the amateur program, with the usual destruction on the Red Track mountains, and that 11:00 deadline looming, Ken Kawahara took off at the start of the main and led all the way into the last heat. But disaster struck with just two minutes to go as Ken launched coming out of the big bank, with the resultant crash stripping out his gears.

He had enough laps totalled to still get third, but Mike Adams, from Portland, Oregon won it after running second most of the way. Ron Hossack was third.

The pro event was held the following night, with the consies most notable for the drive of George Sysinger. George, generally considered to be the fastest man in the Northwest, had done nothing in qualifying except spin his pinion, so he had to start at the bottom. He won the "C" consy, then took the "B" race, as well as the "A" consy while Mike Kondor, after that long trip (in a Volkswagen) made just three laps before he hit a turn Marshall's hand and destroyed the car.

Sysinger again took off in the semi and looked like he was going to be the man to beat in the main when it happened. You guessed it: Going down the straight in the third heat, George's Steube motor suddenly turned what sounded like 100,000 RPM and the car stopped right in front of George. He didn't have to look, knowing perfectly well that the pinion had

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Bogut Wins, Turns Pro

By John Street
DOWNEY, Calif., Feb. 8.

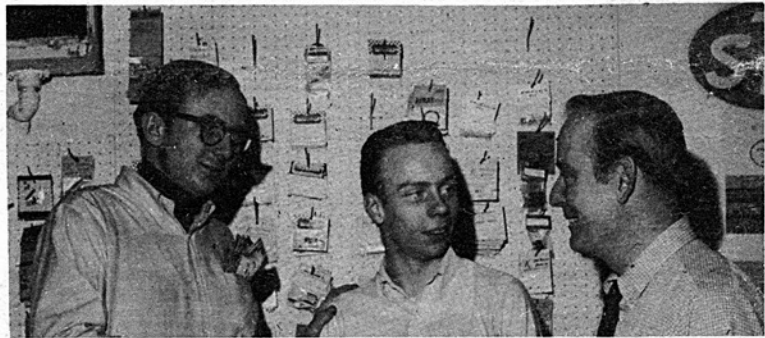
He did it again. In what was almost a carbon copy of his first USRA Amateur win, Steve Bogut copied his second USRA and fifth major amateur victory at Don's Raceway. Steve's first place earned him the distinction of being the first Los Angeles amateur to move into the pro ranks via the USRA point system.

The race was held on the famous "Checkpoint" track and produced another fast field of entries. Quickest qualifier was Steve Anderson with a record-tying 5.91. Next was Bogut at 5.98, then young body painter Earl Campbell at 6.02, and Walt Mitchell with a 6.03.

The "A" Consy saw John Stephan take his "Steube R.T.R." into the lead at the start and keep it there throughout the eight-minute race. Moving to the semi with Stephan was Rich Strausserberger.

The semi was won by budding jet Lynn Stokely after a race-long battle with Joe Mangiameli. Consy winner Stephan was third and Jim

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SECOND-PLACE (again) Bob Emott with Team Certus' top driver Mike Staskie, who outdid the best in the country in the big Hinsdale Manufacturer's race, with Hinsdale Raceway owner Ray Jones.

Staskie Gets His First Big One At Hinsdale

HINSDALE, Ill., Feb. 8 — Local driver Mike Staskie, Team Certus' top driver, scored his first win in a big race in the early hours of Sunday morning after a tremendous head to head duel with the incomparable "old man" Bob Emott. Team Cobra's Howie Ursaner took third.

107 independent and 21 pro turned out for the race, which had a \$600 cash purse. Ray Jones, owner of Hinsdale Raceway, had turned his shop over to the manufacturers for Friday and Saturday, each of whom set up in the counter to display and sell his goodies. It would be impossible to cover all the new items available—but the ones which caught the eye were: Champion's new "Big Chief" motor for \$14.95, Phaze III's production plumber chassis for \$8.95, and Bob Lenz of Mura who spent many hours on Saturday building Mura pink-can motors for customers right at the counter for \$14.95. Anybody who didn't know how to set up a motor after watching Bob doing it—wasn't paying attention.

Most of the manufacturers there featured "race day" specials on many items and did a land-office business. Also, many of the factory pros were in attendance and available for questions.

It would be impossible to comment on all the things to be seen but the success of this first effort at getting the people who buy it indicates this has to be the way to go for the future. Champion, Mura, Phaze III, Dyna-Rewind, Cobra, Dynamic, Mini-Wheels, Certus, Dave Bloom, K-Slot Products, and Arky are to be commended for this first effort

at getting closer to the slot racing public.

One message which came through rather clearly is that the high cost of slot racing is coming down. This has to be good for the sport.

The recent publicity on the personal appearance of some of the pros seems to be paying off. Pete Von Ahrens loomed fresh from Bond Street in his double-breasted blue blazer. Jerry Brady, nattily attired in a new suit, removed his jacket and drove in his waistcoat. Cozine, "Captain Ahab" beard neatly trimmed, and Cukras chose sport shirts and slacks. Keep it up, gents, its great for the public image of slot racing.

Qualifying got under way at 1:30 pm with the pros first running on the blue lane of the 155' King Track. After six pros had qualified and coughed three motors during the 2 minute run—it looked as though the tremendous power was "dirty." An

emergency call to a local electronics shop brought an o'scope and a quick check showed AC ripple to be zero. For practical purposes. However, the voltage in the braid was on the plus side of 15 volts and was the obvious culprit. It seems that at the start of qualifying the two big 260 amp batteries were fully charged and the alternator used to back up the batteries was pushing 15 volts directly to the track.

Disconnecting the alternator solved the problem and qualifying continued with the 6 pros who ran with the high voltage given an opportunity to re-qualify. Cukras made the first run at the track record of 21/15 but fell a few feet short. Mike Staskie then had a shot at his own record but fell short also, although inching by Cukras. Then came Emott, who brought down the house with a new record, 21-18 in a near perfect run and \$25 in cash for fastest qualifier. Vitucci and Brady then ran at Emott's time but fell short at 21-15 and last qualifier Wayne Williams joined Emott, Vitucci, and Brady with a Main sit-out with a smooth 21-16. None of the independents could match the Pros with Fred Koss from C-U Raceways in Champaign on the pile with 21-2. Scott Whitten, 14 year-old Hinsdale driver, and last to qualify, looked like he might beat Koss' time but a de-slot in his next to last lap cast his chance and he fell short at 20-18.

One innovation which seemed to meet with favor from the drivers, was alternating the independent and pro racers starting

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HINSDALE Independent winner Art Greger.