



BRADY and Cukras perform surgery on Jerry's car during the second heat of the main.

MORE ON:

Staskie Comes Through

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the race with the "B" Consy. This gave the move up drivers a chance to get their cars in shape for the next race without so much scramble. Move-up cars were rechecked before their next race.

The racing program finally got underway at 10 pm following the format outlined in the new NC rules. Since there were 107 independents entered one more Consy, pendants entered one more Consy, "N", was added so everyone who came got to race. Chuck Van Camp moved through several races taking the single move-up but finally ran out of gas. Art Greger, Tom Kocoras, Larry Blanton, and Henry Winkler copped the move-ups to join Fred Koss, Scott Whitten, Jim Apostle, and Walter Goldstein in the Indy Main.

After the early sparring, Art Greger took command and led all the way finishing a few feet ahead of Fred Koss for the two move-up seats to the Pro Main. Henry Winkler was third.

Walter Goldstein and Scott Whitten were both destroyed when drivers failed to heed their

warnings to stop as they were in the wrong lane. One racing lesson the independents could well learn from the pros is to be competitive but always alert to what the other seven drivers are doing. It is fascinating to watch how often the pros get into the wrong lane and because they are alert to warnings from the other drivers rarely demolish the other guy's car.

As 2:00 am approached the Pro racing was getting under way. Bob Cozine, Champion's top driver and Kit Kabes, now running for Certus, took the moveups to the pro semi, and with only two move pro semi, and with only two move-ups to the main, the semi shaped up as the race of the day. The spectators were not disappointed as the tremendous Hinsdale power had the cars going at blinding speeds. John Gorski jumped off to an early lead but soon was overtaken by Ursaner with Cukras and Staskie close behind. As Staskie moved down from the red lane he gradually hauled in Cukras who started on white and by the end of the third segment

it was Ursaner and Staskie in command to the end with Gorski and Cukras third and fourth.

The main brought the fastest, most exciting racing most of the spectators had ever seen. Ursaner, a favorite because of his domination of the semi, started on blue lane and jumped off to an early lead with Staskie second and Emott and Brady a close third and fourth. Chris Vitucci was the victim of some bad corner marshalling on black and was never really a threat from there on.

By the end of the second segment, Emott had pulled onto the same lap with Ursaner, Staskie was 3 laps back but now coming onto the black lane. Staskie was now beginning to fly and by the end of the third 10 minutes had pulled to within a half lap of Emott. Ursaner, having trouble on the red lane, was eight laps back and apparently out of a chance for the win. Brady ran into mechanical problems and had to pit, and Wayne Williams, the victim of bad corner marshalling, went out with a badly bent frame.

With everyone limp from the excitement, the fourth segment started with Staskie on the blue lane chasing Emott who had elected to finish on the black. An Emott de-slot enabled Staskie to take a lap plus lead and then the fun began. With Staskie holding his lap lead, Emott made his bid. For fully 6 or 7 minutes both cars flew around the track with neither driver doing anything wrong—and Emott slowly but surely closing the gap. With minutes to go, Staskie would hit the straight with Emott turning under the bridge.

Bob, deciding he'd have to do something different, realized he could pull the leader in the donut and in the next few laps pulled within a foot of team Certus' number one driver. Staskie would pull a foot at the straight and Emott would get it back in the switch-back and donut. The tension was terrific with the crowd cheering loudly for the local pro and Emott chiding Staskie for being a poor host by not letting him by.

And then it happened! With 30 seconds left Emott, trying for those extra inches, punched out of the tight turn at the head of the straight a little too soon and popped out. John Cukras had him back in almost before you could see it, but Mike had the full straight for first place finish insurance.

Bob made a banzai charge in the final seconds, clicking the wall, braking late in the deadman, and riding the battlements under



LINEUP for the Hinsdale main: Left-to-right-Vitucci, Staskie, Williams, the new Ursaner (with the new Cukras marshalling), dapper Brady, Greger (and "Ahab" Cozine marshalling), Emott, and Koss.

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full power in the donut. Staskie played it perfectly by backing way off to prevent a chance deslot. But that was it. Staskie held his lead for the last few seconds and finished to the roar of a heavily partisan crowd. The victory was worth \$200 to Mike with \$125 going to Emott for his great drive and Ursaner taking third money of \$75.

So the first Hinsdale Manufacturer's Race is history and perhaps never equalled for its thrilling finish. Look for the next one at the time of the Hobby Show in Chicago next year. The manufacturer's who participated should be commended for their efforts in making this kind of race possible.

PHOTOS BY BUD HINES

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