

Con't from Page 1  
 missable length of the  
 entries was set at three inches,  
 with the maximum width

established at one and five-  
 sixteenth inches. —  
 Two metal strips on the  
 bottom of each car act as

conductors to transmit the  
 electrical power from the  
 track to a tiny motor in the  
 car, which in turn powers  
 the wheels for performances  
 that would translate into  
 full-size speeds of over 1,500  
 miles per hour in a  
 straightaway.

The track used in the  
 competition was the  
 equivalent of a 2-mile  
 course, measuring about 140  
 feet in length. Hosts for the  
 meet and designers of the  
 track were Carl and Don  
 Bourne, who began its  
 construction four years ago  
 with the help of a neighbor,  
 Larry Clarke.

Prior to the national meet  
 the lap record had been set  
 at 13.5 seconds, but in the  
 time trials alone that record  
 was whittled to less than  
 nine seconds and the race  
 was on.

An obvious favorite from  
 the outset was a Flint,  
 Michigan contender named  
 Steve Brown, who was  
 eventually to lap the course  
 129 in the 20-minute finals to  
 establish a new national  
 record. During the 18-foot  
 straightaway, Brown's car  
 was an indistinguishable  
 blur and coming into the

corners it whipped its way  
 through at dazzling speeds.  
 The numerous onlookers  
 who crowded around to see  
 the final competition at 1  
 a.m. Sunday morning were  
 impressed by the speed of  
 the Michigan entry, and they  
 made several good-natured  
 remarks about "checking  
 for a hidden remote control"  
 as Brown took and kept the  
 lead.

The other three con-  
 tenders set record times as  
 well, with the final lap tally  
 reading 616 for Kim Bar-  
 tholomew of Montreal,  
 Quebec; 104 for Norm  
 Gardner of Libertyville,  
 Illinois; and 103 for Gary  
 Beadle of Garden Grove,  
 California.

The sponsoring MO-KAN  
 Midwest Racing Association  
 struck out in the 10-hour  
 competition, but they plan to  
 again sponsor the event in  
 1976.

In the meantime,  
 somewhere out there, some  
 slot car buff is taking aim  
 at the new national record.  
 Maybe with an improved  
 armature, or a lighter  
 chassis, or different type of  
 axle...and a new champion  
 is born.



TOM COYNE, one of five participants from Flint, Michigan in slot car nationals here, served as time keeper for the events.



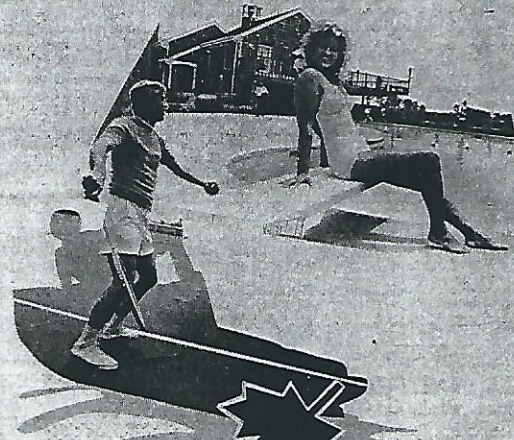
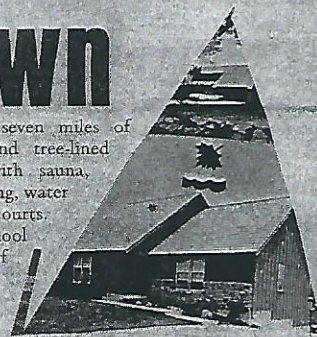
THE CONCORSE AWARD for the slot car with the best chassis workmanship, detail, finish, paint, and general appearance was awarded to Nick Toma of Torrance, California.



CO-OWNERS of the 140-foot track on which the first slot car nationals were held this past weekend are Independence residents (L-R) Carl Bourne, Don Bourne, and Larry Clarke.

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