

Parma International

In 1964 Ken MacDowell opened Parma Model Raceway in Ohio. MacDowell had only been introduced to slot cars a year earlier through a Strombecker home set. From there MacDowell went basement racing at a local club. He was smitten by the fast growing hobby and decided to open up his own raceway. An amateur drag racer during his youth he built his business into Parma International, a manufacture and distributor of slot cars, parts and accessories. Some of his trademark products include the parma controller, Womp cars and starter sets, flexi steel chassis and the Parma 16D motor. **The signature track at his raceway was the legendary Parma King which was his example of what was to become the most popular track designs of all time.** After the boom MacDowell played host to the 1970 Ohio Grand Prix, the fourth race in [NCC's National Drivers Championship](#). The race, which saw the greatest accumulation of top drivers of the period was won by Mike Steube followed by John Stephen who beat Terry Schmid by only two inches. It has been famously recounted that Steube won the race driving a one year old borrowed car, so much for progress. Parma International is credited by some as single handedly saving the hobby during the dark years of the 70's.



American Model Car Raceways



In late 1962 or early 1963 **American Model Car Raceways out of Burbank, California** was formed and soon business was booming designing and manufacturing 8-lane commercial tracks that were sold to too eager raceways all over the globe. Each of their layout designs were assigned a particular color - Red, Yellow, Green, Black, Orange, Purple, and finally Blue and though they also had names such as Monarch, Sovereign and King the name and color became synonymous and anyone who raced regularly knew what the track was by naming either. For example, the "Orange" was called the "Monarch" and had 8 lanes of 100' each. The Red was the "Imperial"

and was 150' per lane. The "Sovereign" was American's "biggie" - a 220' dream which ultimately became known as the "Purple Mile." Of all the tracks American made, the single most popular design produced was the final model they sold - the "Blue King" - and was nearly identical to the Red Imperial except for a few up-to-that-date changes to increase speed and general flow of the cars. In fact there were those pro racers that could almost drive the circuit blind-folded for it was on the King that the World record speeds were kept. AMCR was soon joined by Altech, Ascot, R & J Custom-Line and Stan Engleman.

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