

# H.O. RACERS of OREGON

## NEWSLETTER NO.3

MARCH 1984

Well, the first race at Ramona Side Speedway went pretty good. The only problem I heard about was that the lighting wasn't very good. But until I get some more money there isn't much I can do. Otherwise everything worked good, including the lap counter.

In the T-Jet class - Digger, first place. Paul, second place. Bart, third place. Glen, fourth place. Kerrie, fifth place. Dave S., sixth place. Bill, seventh place. Al, eighth place. Albert, ninth place.

In the Semi class Digger got first again. Paul, second place. Bill, with the best looking truck, but he only got third. Glen, fourth place. Al, fifth place. Dave S., sixth place. Kerrie, seventh place. Albert, eighth place. Barry, ninth place.

Now, in the Stock 440 class, it was Digger again in first. What do we have to do to beat this guy? Paul, second. Dave S., third. Kerrie, fourth. Glen, fifth. Al, sixth. Bart, seventh. Bill, eighth. Barry, ninth. Albert, tenth.

In the overall standing, of course it was Digger in first. Paul got second. Glen took third- way to go Glen. Dave S. took fourth, that's pretty good for never racing on the track before. Kerrie, fifth place, even knowing he did smash a good Vette body. Al, sixth. Bill, seventh. Bart, eighth. Albert, ninth. Barry, tenth.

by Paul Fromm

### The Opening of Ramona Side

2-26-84

The opening race for the newly reconstructed H.O.R.E.O. Club track, (now named Ramona Side Speedway), was a great success. Three classes were raced, with the T-Jet race starting things off.

T-Jets, this has got to be my favorite class to race. Racing these cars is really a challenge. In this class the H.O.R.E.O. Club showed us all the correct way to race T-Jets. The T-Jet final was made up of all H.O.R.E.O. Club members. Coincidence? I don't think so - these guys can drive! Bart Currie, Dave Nydigger, Glen Heath, and Paul Fromm raced hard for a position in the T-Jet final. Dave Nydigger led the way to first in both the first and final races. Paul Fromm moved up to second place in the final when Glen and Bart collided. The final was very close as three of the four racers were on the same lap.

A/FX Semi's- the masochist came out in all of us as we proceeded to race the trucks. I chose the word "race" for lack of another word, but prefer to use it loosely! Keeping these things on the track was the number one priority! Wild does not even come close to describing the action as trucks tried to pass in the corners! We saw one truck piggy-back another, trucks taking up two or even three lanes, and we even saw Paul Fromm's truck do an endo - truck and trailer in tact! Thirty second rest periods, while corner marshals attempted to re-slot the multi-guide pinned, articulating, uncooperative trucks, were not uncommon. In the final it was Dave Nydigger, Paul Fromm, Glen Heath, and myself. (Do you see a pattern developing?) After the final it was Dave Nydigger in first again with Paul Fromm in second. Dave and Paul were both running the stubby type cab-over trucks. If you didn't get a chance to race the semi's and wonder what its like- try racing H.O. trains- I'm sure it would be similar! Seriously, the semi race was a gas! Or should that be diesel?!?!



Tyco 440- This was basically a stock class, limited to tire and wheel changes only. The stock hard plastic bodies had to be run, which made for spectacular crashes! It's amazing how far these cars can go after they leave the slot! Dave Nydigger literally ran away from the rest of the field. In the final it was a face off between Dave Nydigger, Paul Fromm, Kerrie Skinner, and Dave Smith. Dave Nydigger's car was tuned to perfection. With Dave's driving skill he could have won with his stocker in a modified class!

Congradulations to Dave Nydigger on his impressive class sweep and overall victory. It's hard to beat a winning combination of well built and prepared cars combined with Dave's driving skill.

To the H.O.R.E.O. Club- Congradulations on the reconstruction of your club track. We all look forward to more races at "Ramona Side".

-Bill

### RAMONA SIDE

H.O.R.O. Point Race No.5

March 18, 1984

A new racing format was used at this race. After the first round all the racers had the option of running all four lanes for a second time to try and better their first four heat races. This racing schedule provided each racer with more actual racing time. I personally feel this was an excellent system and the general feedback from all the racers was positive.

As to how the race went, Dave Nydigger brutally destroyed everybody! (To no ones surprise!). Kerrie Skinner drove an excellent race to edge out Paul Fromm for second. The racing throughout the day was very close! As I said Dave Nydigger was wa-a-a-a-y out front, just sixteen sections short of averaging twenty laps each lane in the final. That friends is quite a feat! Second through fourth place were less than five laps apart. There was a tie in the second round for eighth position between Al Blanchard and Bart Currie. Less than ten laps separated first place from fourteenth place after the second round. That's a difference of only two and a half laps per lane. If you don't think that's close, maybe you ought to take up Russian Roulette- with, say, six bullets!?

My compliments to the H.O.R.E.O. Club for putting on such an excellent race. I thoroughly enjoyed it! The long distance award goes to Russ "The Outlaw" Bessonette and Mark Schroeder from Eugene area. Glad you guys could make it!

#### Race No.5 Results:

total  
points-----  
to date

-Bill

1st place-	Dave Nydigger	315	
2nd	" - Kerrie Skinner	420	
3rd	" - Paul Fromm	175	
4th	" - Bill Bostic	390	
5th	" - Glenn Heath	340	
6th	" - Chris Johnson	265	
7th	" - Dave Smith	360	
8th	" - Al Blanchard	370	
9th	" - Bart Currie	390	60
10th	" - Denell Moore	130	30
11th	" - Lee Freitag	295	110
12th	" - Rowan Nicklous	115	95
13th	" - Russ Bessonette	110	35
14th	" - Mark Schroeder	30	60
15th	" - Steve Robinson	170	45
16th	" - Albert Watson	140	
			Damon Brown
			Stacie M.
			Steve Cox
			Dave Likins
			Randy Word
			Gene Benfiet
			Barry Blanchard

Best of Show - Concourse.. Bill Bostic Porsche 917



-ISSUES-

- Dave Smith sold his South Salem Raceway. Dave has plans to build a larger track in it's place. Knowing Dave, I expect it will be of the highest quality- as is everything Dave builds!
- Alder Street Raceway will resume it's Thursday night practices as of March 29. Doors will open every Thursday night at 5:30PM for practice and grudge racing.
- Since the '84 race season is near it's end, we need to get the basics down for the '85 season. Because it's difficult to get everyones point of view during a race, I've enclosed a survey. Please take time to fill it out and return it. After the last race a meeting will be set up for anyone who wishes to attend to lay the ground work for next season. Another meeting will be arranged for August to finalize plans and schedules.

-UP COMING-

April 1 - Pit Stop's First Annual April Fools Racing & Trading Day. Racing starts at 1:00 P.M. Classes are: T-Jet Modified- Sports car style hard plastic bodies (Trimmed with style) will be used. Front and rear tire change ok. No Quads. T-Jet Unlimited- Can Am style Lexan bodies will be used. Must use T-Jet gear plate. Quads ok. Magnum 440- Lexan Stock Car bodies will be used. Front and rear tire change ok. No rewinds, cobalts, or X-2's. Race & trading to be held at 36210 Spicer Drive, Lebanon (Lee's place). For more info contact: Lee Freitag 259-2057 or Bart Currie 636-7186.

April 22 - H.O.R.O. POINT SERIES RACE NO.6 To be held on Lee Freitag's track in Lebanon. For car pooling info contact Bill at 255-6761.

Our H.O.R.O. patches are on order. They will be ready in 4-6 weeks. The price I mentioned was incorrect. The patches will cost \$2.75 each. I will have 30 patches in the first order.

- LAST NOTES -

I would like to extend my appologies to the H.O.R.E.O. Club for my misinterperatation of their club name. The correct name of their club is: H.O. Racing Enthusiasts of Oregon (H.O.R.E.O.). I misprinted the club initials as HORREO. Sorry about that guys.

I would like to slip in another fact. In my write-up of the First Annual Alder Street Raceway Invitational I commented on Al Blanchard's sixth place finish with a non-Quadra Lam equiped car. Paul Fromm informed me that his Cheetah was not equiped with a Quadra-Lam armature either. Paul's second place finish with a car equiped with parts available to anyone right now, proves you don't need high dollar-highly specialized or unavailable parts to be a winner! Careful set-up and fine tuning are the major factors in being a consistant winner!

Bill



# MAKE YOUR OWN CLEAR PLASTIC BODIES By Russ Bessonette

Everyone is aware of the benefits derived from a super light weight, clear plastic body. The variety of readymade body styles from companies such as Parma is numerous but those of us wanting something different or old, perhaps a replica of your favorite old matchbox, hot wheels or hard plastic Aurora give it a try. The plastic used is Lexan, available from plastic specialty shops like Multicraft Plastics in Eugene and Portland. I've found that the .007" is too thin and not having enough rigidity while the .010" is just about right. Two or three dollars worth will let you suck out about two dozen cars. The old Mattel vacuum former will work okay but needs to be hooked to a canister vacuum as the hand operated pump doesn't have enough umph for Lexan.

Mark Schroeder, otherwise known as Magnets Marelli in this area, came up with this very simple vacuum former made from a scrap of 1/2 inch plywood. The paddle to hold the Lexan can also be made from a piece of plywood.

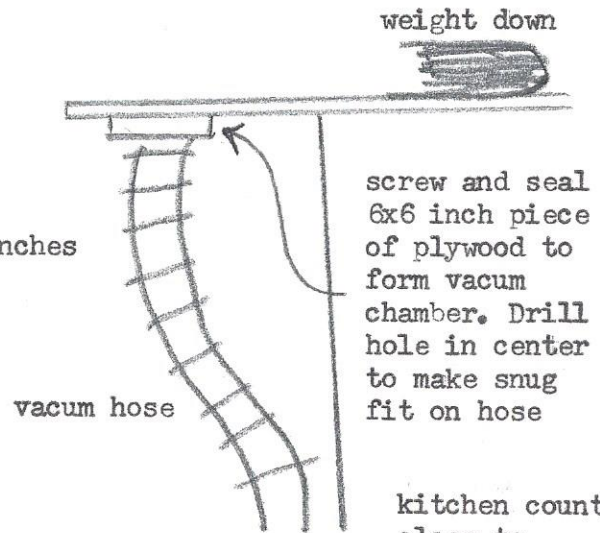
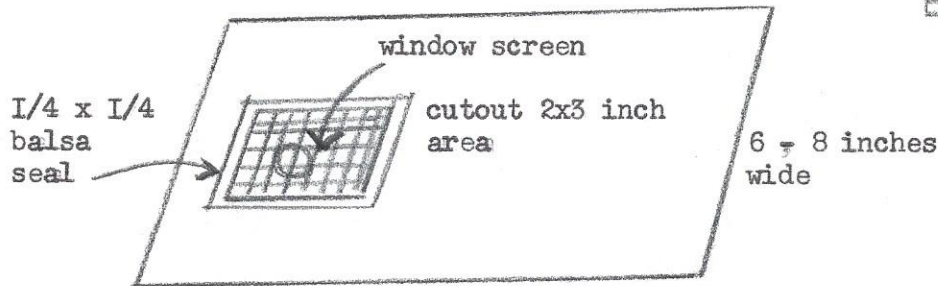
Cut the Lexan to sheets 6 inches by 6 inches, place in the paddle and hold over an electric burner about a foot away until the plastic droops to within a couple of inches of the burner plate. Set the burner at about 350 degrees. Turn on the vacuum and get the paddle over the car and seated on the seal as quickly as possible. Try to use a steady movement and use the strongest vacuum you can come up with. Experiment on the burner setting, how fast you get the paddle seated over the car, and if you get creases try placing the car on small blocks to get more draw. Avoid cars with a lot of reverse taper near the bottom, or those having a lot of front or rear overhang. On coupes or sedans I fill in the window areas to ease removal of the male plug from the new clear plastic body. I also fill in the wheel wells with balsa wood, leaving the outline, then fill the entire car with a mixture of 5 minute epoxy and metal grindings to give it strength. This is not necessary if you're going to reuse the hard plastic body or don't want to harm your diecast.

Use a dremel tool with either a metal grinding spade bit or small stone grinder to open windows or grind out wheel wells, do this after you have painted the inside to simplify your painting. The new thin dremel circular saw blade will allow modifications such as chopping or sectioning after the body is molded. Watch the fingers, do this after you have painted the car as the super glue won't tend to mar the worked on sections. Paint from inside with Polly S, which is okay, or use Bolinks or Parmas clear plastic paint which will hold the best when mounting body mounts with super glue.

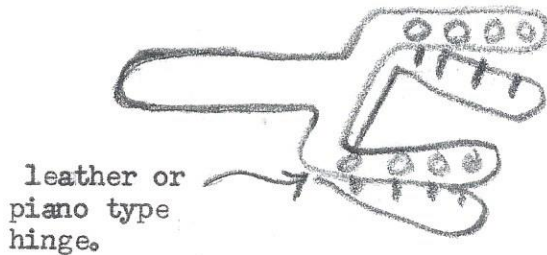
Decals and stripes should by rights be applied from the inside prior to painting but I've found it much easier to just put them on the outside and when dry give the whole car a shot of gloss coat. Good luck I've got several of my own creations I'd like to share or trade with anyone doing likewise. My 51 Mercury coupe looks great on a old pancake chassis.

Russ " the Outlaw "

16 - 24 inch long plywood



Paddle



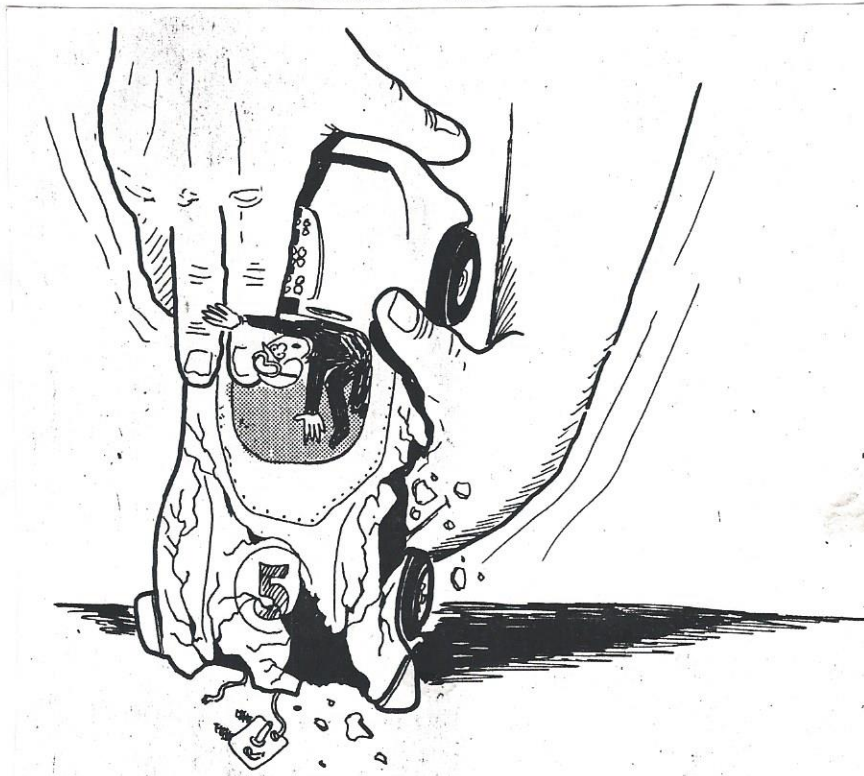
make large enough to hold 6 x 6 inch lexan. Drive small nails thru one side to grip lexan, drill oversize holes to accept nails.

After writting this I discovered our source for Lexan, Multicraft Plastic, had dried up and would offer no assistance or hope for getting more. Those knowing another source please pass this information along. I sure hope that foul play by some Hobby shop or manufacture of bodies isn't involved. My next article well be quite lengthy and well describe how to build your own track, copper tape over formica with steel underlay. The advantages are may, nill pickup shoe wear, reduced wear and tear on the chasis, lower profile tires may be used for better cornering, free form track designs may be employed ( fish hook sweeper corners), lane width can be jumped a scoash to accomadate newer larger body styles and allow truck races and transporter races, also the magna traction can be varied by the amount of steel placed in certain sections ( less in the straights for more speed) increased braking before corners. This controversial process is involved and requires skill and patience, if nothing else maybe we can influence and point out the need for an improved plastic over the counter track. The final chapter is far from being written so stay tuned for more. You may yet race on Pro Track.

The Outlaw



KERRIE'S LAW



"Honest, I blew a tire! . . . . The sun was in my eyes! . . . . Wouldja believe the brakes locked up?"

You Owe It To Yourself !

If you are or ever have been interested in 1/32 or 1/24 scale slot racing you ought to check out Lee Dundus' tracks in Wilsonville. It's only about 30 minutes from Portland and well worth the trip! There are two tracks - one 4 lane 1/32 track, and one very large 3 lane 1/24 track. There is also plenty of space for a large crowd. I recently had the pleasure of meeting Lee and running on these excellent tracks. 1/32 and 1/24 is a different world than H.O., and a refreshing change. (No way would I say better - although I do believe in equality!). So if you have any old 1/32 and, or 1/24 cars laying around, or if you just want to try it out, venture on down Mr. Dundus' way. You owe it to yourself!

- For info and directions to the track, contact;

Lee Dundus Sr. at 625-7001

- I plan on buzzing down to try my hand at these bigger cars from time to time, so if you'd like to see Lee's tracks but need a ride, let me know!

Bill 255-6761