

H.O. RACERS of OREGON

NEWSLETTER NO. 10



FEBRUARY 1985

H.O.R.O. POINT RACE NO.6

Just when I think we've had the best race we'll ever have, we have another day of racing like we had at Larry Cockerham's Carroll Shelby Raceway. We again out did ourselves with some of the best racing we have ever experienced.

The Group 5 T-Jet race started things off. It was evident early in the race Kerrie Skinner was out to back up last months win with another first place! In round 1 Kerrie started his Ford GT off at a blistering pace. Dave Smith had the hard luck story in Group 5. In his first heat Dave threw a pickup shoe. The incident kept Dave out of the top four. Lee Freitag was running very strong and looked like the guy to beat going into the final. Ron Arana just made the Group 5 race. Ron purchased a new car and had just completed some modifications when he was called to the start line. In the line up for the Group 5 final we saw Lee Freitag, Kerrie Skinner, Larry Cockerham, and myself. Kerrie had some problems in the final and had to settle for fourth place. Larry bettered his round 1 score which got him into third. Lee and I drove to a tie in the final. My round 1 score was higher than Lee's which gave me the win and left Lee in second place.

1st - Bill Bostic 43.4	10th - Steve Robinson 34.8
2nd - Lee Freitag 43.4	11th - Barry Blanchard 33.2
3rd - Larry Cockerham 42.0	12th - Steve Cox 32.3
4th - Kerrie Skinner 41.3	13th - Albert Watson 32.1
5th - Al Blanchard 40.2	14th - Steve Belk 31.8
6th - Bart Currie 40.1	15th - Dennis Patterson 31.1
7th - Hugh Beck 37.4	16th - George Durnford 30.0
8th - Dave Smith 37.3	17th - Ron Arana 27.5
9th - Glenn Heath 37.0	18th - Alan Hollister 26.5

In the Group 1 race Dave Smith again rose to the top. Round 1 heats were shortened to one minute to help keep the length of the race to a minimum. After everyone got used to the track and the faster Group 1 cars, it was time to get down to serious business! In round 2 the super stars were Bart Currie and Alan Blanchard. In round 2 the top five were so close you couldn't call any of them losers. Only one lap separated each place. Dave Smith and I transferred to the main from round 1, so we would meet Al and Bart to race for the first four places. The final was a vicious four car, see-saw battle! The winner was not known until the final flag fell! Dave Smith was the final victor with a fantastic drive! What a come back after his truly disappointing bad luck in the Group 5 race!

I'd like to congratulate everyone! I felt the racing and corner marshalling was superb all day long! Corner marshals made very few mistakes, and the racing was very close and very competitive!

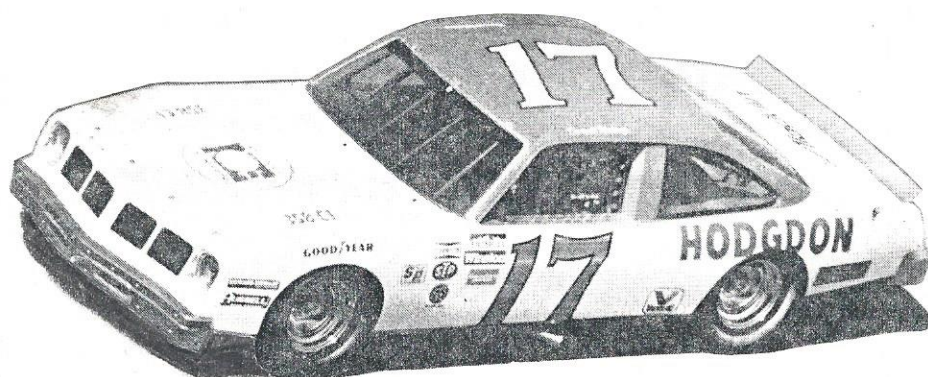
Hugh Beck's beautiful Jaguar GP took the Concours award with a majority vote. Hugh's blue and yellow Michelin Jag featured an original paint scheme with extra fine striping. Excellent job Hugh and congratulations!!!!

I'd also like to welcome Alan Hollister and Dennis Patterson into the Point Series. You guys did great on your first time out! Well, we ran the full race format in just over five hours. And I'd say by the racing we witnessed we were all winners! I feel our QUALITY of racing is unsurpassed by any group, any where! And never again will I say to myself - "It can't get any better".

GROUP 1 - Final Results

1st - Dave Smith 82.9	10th - Barry Blanchard 67.7
2nd - Bill Bostic 81.9	11th - Steve Robinson 67.1
3rd - Al Blanchard 79.4	12th - Hugh Beck 67.0
4th - Bart Currie 75.4	13th - Ron Arana 66.6
5th - Larry Cockerham 76.3	14th - Dennis Patterson 65.2
6th - Glenn Heath 75.7	15th - Steve Belk 62.4
7th - Kerrie Skinner 74.9	16th - Steve Cox 62.2
8th - Lee Freitag 71.4	17th - Albert Watson 61.9
9th - George Durnford 69.5	18th - Alan Hollister 61.3

February 24, 1985



ASR INVITATIONAL

The Second Annual Alder Street Raceway Invitational started with a new twist for HORO racers. The Concours event was judged, not voted upon by the drivers. A ten point system of judging in different areas by three judges determined the winner. Paint, detail, and engineering were the main areas judged. The overall Concours winner was a newcomer to our ranks. Doug Haynes awed us all with his trick Chevy pickup built for the push truck competition. Doug built his truck from an Aurora Blazer. Major body work was required in the redesigning of the fenders and cab. The truck featured a wood push bumper and a removable wing. (Sorry about that screw-up, it's getting late!!). Paint was an outstanding competition orange. Pit crew members were positioned on the back of the truck during the push truck race. Doug's truck also won the best detail and best engineered awards.

Hugh Beck's Chevy low rider pickup won the best paint category. Hugh's short narrow box pickup had a chopped top, detailed parking lights, and a chromed tailgate. The paint was done in black with blue pearl. The finish and execution was fantastic!!! Hugh's truck was based on a Tyco Chev stepside pickup mounted to an Aurora 4 gear specialty chassis.

First to hit the track were the Push Trucks. I'll tell you right now, you haven't lived until you've raced this class!! Do to the higher possibility of equipment and turn marshal break downs, the race was limited to one minute heats. Now you may think you've seen it all in slot racing, but you ain't seen nothin' 'till you've seen Larry Cockerham drive full tilt, wide open, into the back of a stationary race car, parked at the halfway mark of a thirty foot straight. The incident didn't even slow Larry down, but the parked car did set a new record for the HO 1/4th mile drag races, E.T. and altitude records!!! Al Blanchard demonstrated unbelievable restraint and skill in winning the push truck race! Al attributed his win to his sponge tire design push bumper, but I believe his body was possessed at the time of the race! What ever the case, Al did an outstanding job!!

In the stock car class it was Dave Smith all the way! Dave's Wood's Brothers replica was fine tuned. That matched with Dave's incredible driving skill was a combination too tuff to beat! Some dummy shook-up the whole field causing a mass crash in the first turn by turning on his headlights coming down the back straight. It was discovered later the mystery car was driven by a near-sighted blind man, who thought the race was being run in the dark!

Formula I cars present their own kind of excitement. the kind of excitement caused by a cars wheel running up over the top of another cars wheel. Which in turn sends one of the cars everywhere but the right where! In this class strategy counts! Pass when it's safe, not when it's exciting! The Formula I race was won by what was considered the ugliest green thing anyone had ever seen!

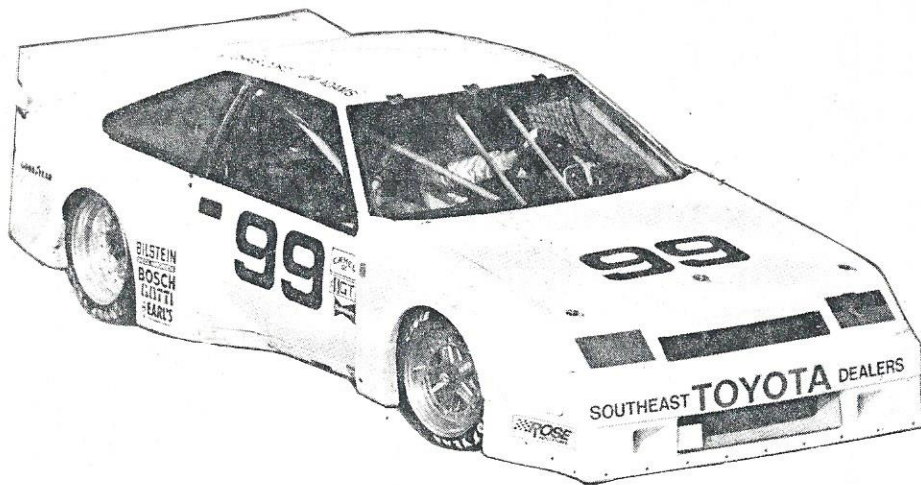
Race Results :

place	Push Truck	Stock Car	Formula I
1st	Al Blanchard	Dave Smith	Bill Bostic (Team FROG)
2nd	Dave Smith	Bart Currie	Dave Smith
3rd	Kerrie Skinner	Kerrie Skinner	Bart Currie
4th	Bart Currie	George Durnford	Al Blanchard
5th	Albert Watson	Bill Bostic	Glenn Heath
6th	Larry Cockerham	Doug Haynes	Larry Cockerham
7th	Bill Bostic	Glenn Heath	Lee Freitag
8th	Glenn Heath	Lee Freitag	Hugh Beck
9th	Bob Norstrom	Brian Tooley	George Durnford
10th	Hugh Ellsworth	Larry Cockerham	Bob Norstrom
11th	Brian Tooley	Hugh Beck	Dick Beardsley
12th	Hugh Beck	Al Blanchard	Steve Belk
13th	Doug Haynes	Barry Blanchard	Brian Tooley
14th	Barry Blanchard	Steve Belk	Steve Cox
15th		Dick Beardsley	Albert Watson
16th		Randy Word	Kerrie Skinner
17th		Hugh Ellsworth	Barry Blanchard
18th		Albert Watson	Randy Word
19th		Dennis Patterson	
20th		Bob Norstrom	
21st		Steve Cox	

I'd like to personally thank everyone who attended the Second

Annual Alder Street Raceway Invitational. I had a fantastic time, and I hope everyone else did too! If you missed this one, just like I said last year, there's always next year! What can you expect for the 3rd annual? Who knows?!.....But.....Did you happen to notice that tandem axle trailer behind my push van??....
.....Just Maybe!?!???

*Thanks again!!
Bill*



ISSUES

Larry Cockerham's Carroll Shelby Raceway is being moved. Larry is moving into a house in McMinnville. Larry says there is plenty of room for his track in the new house. Carroll Shelby Raceway will be reconstructed with an additional 4'x8' table added to the present layout.

As many of you might already know I've been working on getting a business license to obtain parts and accessories at wholesale cost. Well do to the RED TAPE involved in getting the license for my residential home address I'm holding off. At least until I finish up some other business and current projects. To make the business effort worth it I need to be able to devote more time to it. And more time is something I don't have right now! But in the future who knows?!

I've had some requests for more H.O.R.O. patches. If you are interested in getting a patch or another patch or patches, please let me know. I am out of patches right now, but I will put in an order for more. I am also going to have some HORO '85 patches made up. PUT YOUR ORDERS IN NOW! I NEED A COUNT!

UP COMING

MARCH 17, East Portland Raceway - ENDURANCE RACE.

Al Blanchard is putting on an invitational endurance race. Doors open at 10:00 A.M. The race starts at 12:00 NOON - SHARP, and will last approximately 3 1/2 hours. This will be a team enduro. Four teams will be racing 10 minute heats with 1 minute between heats to allow for lane changes and driver changes. Al is supplying 4 new Tyco 440 X-2 cars for the race, 1 car for each team. The cars will be fitted with endurance style hard plastic bodies and silicone rear tires. Each team is responsible for any necessary repairs to their car during the race, so bring your extra parts! (i.e. pickup shoes, brushes, springs, chassis, etc.). If a teams car breaks the car must be repaired. Substitute cars will not be allowed. Any worn or broken part may be replaced, but only with stock or OEM type parts. No hop-up stuff! The teams are as follows :

YELLOW TEAM	BLUE TEAM	RED TEAM	WHITE TEAM
Al Blanchard	Bart Currie	Dave Smith	Bill Bostic
Larry Cockerham	Lee Freitag	Kerrie Skinner	Glenn Heath
George Durnford	Albert Watson	Rowan Nicklous	Steve Robinson
Ron Arana	Steve Cox	Steve Belk	Hugh Beck
Alan Hollister	Dennis Patterson	Dick Beardsley	Barry Blanchard
Randy Word	Mike Sapiano	Bob Norstrom	

In the event of absentees, a teams members may be adjusted by one driver more or less the day of the race.

MARCH 24, H.O.R.O. POINT RACE NO. 7, at NORTH PLAINS.

The seventh race in the '85 season will be run on Dick Beardsley's track in North Plains. The classes to be run are Group 1, and Group 2 (Magna-Traction). For more info call Dick at 647-5589.

CLASSIFIED ADS

WANTED : A/FX TRACK. Call Steve Belk at 289-7577.



TWEAKIN'

Achieving the correct ride height is probably the most critical adjustment you will make on your race car. Too high and it will handle like a barn door, too low and it will drag. Because all tracks differ in rail height and track joint connections, set up on your own particular test track should be used as a guide line only! Adjustments to different tracks may be necessary! Make up different tire and wheel combinations mounted on axles. Some wheels vary in diameter. Tires also vary in diameter. With these two variables you can come up with many different sizes of front and rear tire sets. Different thickness and layers of tape wrapped around a wheel can also change tire height. By having many different sizes of tires already cemented to wheels and on axles with crown gears already installed, you can fine tune your car's ride height to any track in a matter of seconds. Just by snapping in different front or rear axles. Hey, it definately beats that last minute grinding session with the moto-tool!!

WHEEL COMBINATIONS

FIT TYCO 440 AXLES

STOCK TYCO 440 X-2 WHEELS REAR = .260" DIA.
OLD TYCO CURVE HUGGER + HP2 REAR = .280" DIA.
OLD TYCO PRO REAR WHEELS = .285" DIA.
TYCO HP7 REAR WHEELS = .283" DIA.
TCR TYCO REAR WHEELS (EXTRA WIDE) = .283" DIA.
BSRT ALUMINUM SET SCREW REAR WHEELS = .305" DIA.

FRONT TIRES CAN BE TRUED TO SIZE
WITH A MOTO-TOOL OR BY MOUNTING THE
FRONT TIRES ON A CAR'S REAR WHEELS
AND RUN SANDING THEM.

TRY DIFFERENT WHEELS AND TIRES FROM
DIFFERENT MAKES OF CARS. (I.E. AURORA FRONT
WHEELS WITH TYCO TIRES, ETC.) THERE ARE
MANY COMBINATIONS POSSIBLE. REMEMBER THE
MORE SIZES SPACED CLOSELY THE CLOSER YOUR
FINE TUNING WILL BE!! A COUPLE THOUSANDTHS
OF AN INCH CAN MAKE THE DIFFERENCE!!