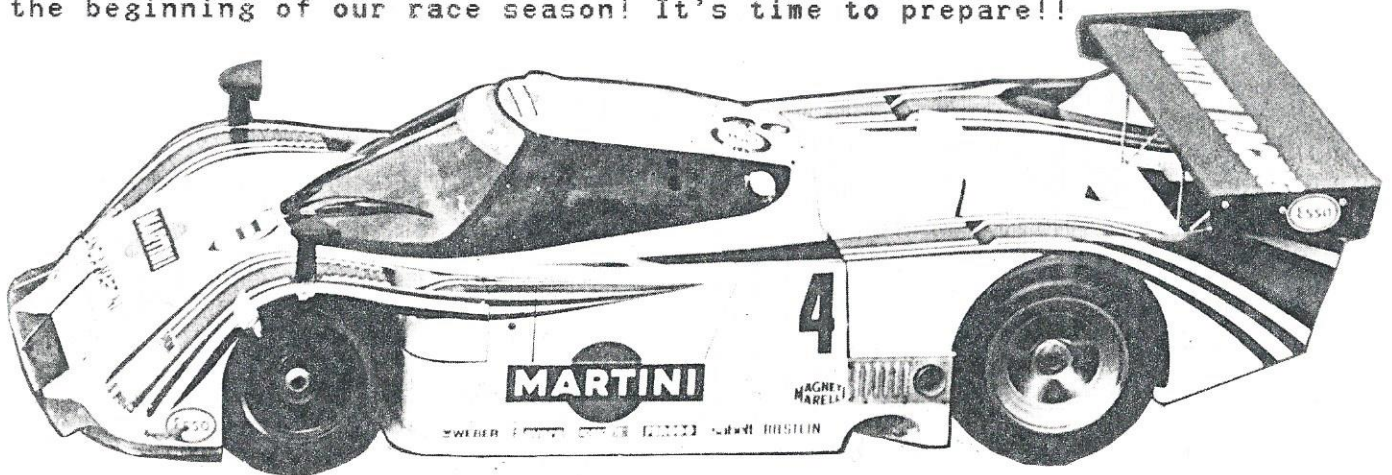


H.O. RACERS of OREGON
NEWSLETTER NO. 12
MAY, JUNE, JULY, AUGUST
(SUMMER) 1985!

Well I hope everyone has been enjoying their summer! It's getting close to the end of summer, which means it's getting close to the beginning of our race season! It's time to prepare!!



'86 PRESEASON MEETING

Ten members were in attendance for the meeting. With our hard-core racers numbering approximately 18, 10 is not good! Not good but still enough to get the job done! Details for the '86 season are set. There are a few changes which I will list. Changes will be preceded by *.

Classes run in the '86 Point Series will be:

Group 1- This class will again be the main class in the '86 Point series. No changes to this class.

Group 2- This class will again be a secondary class. Same as last year, no changes.

* Group 6- This new class will replace the Group 5 class as the other secondary or alternate class. The Group 6 class is no more than a modification to Group 5 rules. Group 5 cars are legal to run in Group 6. Group 6 Rules:

1. Maximum overall car width shall not exceed 1 3/8 inches.
2. Car must use only one guide pin or flag.
3. Car must use an Aurora configuration, Pancake type armature in verticle position. (Aurora configuration as used in A/FX Magnatraction, and T-Jet cars).
4. Any non-magnatraction chassis may be used. (ie- T-Jet, A/FX Scratch-built).
5. Car must have NO magnetic adhesion to track.
6. Car must use SHORT type (T-Jet, A/FX style) magnets. Two (2) magnets only.
7. Car must run a hard plastic (injection molded) stock car style body. Body must have window glass. Tasteful trim O.K.

That's it for the classes we will be running in '86. Not much in the way of change. But it will make the non-magnatracton a little simpler in terms of modifying cars to be competitive. We will continue to race two classes at each Point Race. We will be using the same race format with two small changes. * In the Group 1 (Main Class) race, the fastest or first place finisher in Round 1 will advance to the Main or Final. Last year the top 2 advanced. This will leave 3 positions in the Final to be filled in Round 2. This was not discussed, but I propose we award an extra 5 point bonus to the Round 1 winners (Pole Position) race score. That 5 point bonus will add incentive to gain that pole position in Round 1, and possibly keep racers from holding back or sand-bagging. The second change in format is even simpler! * The starting positions for the secondary or alternate class race will be the finish positions from the Group 1 race.

The races will start at the same time, tracks will open at the same time, and the races will end when they're over (just like last year!). Practice will be run just like last year. It was decided organizing practice would add more difficulties to running the races. Also to save complications we will NOT be running two different divisions. It was felt the change in format as far as the race starting positions would help relieve problems with faster or slower racer traffic. * While on the subject of traffic. This year Intentional ramming will not be tollerated. Now there is a big difference between ramming and your general nerfing or over-excited nervousness oops!! We all know what we're talking about here, so enough said!

Now lets talk about money. Race entry fee will remain \$1.00 per class. BUT. By a unanimous vote. It was decided a \$10.00 Point Series sign up fee would be charged each racer who wishes to race for the Point Series Championship. Now you can race by just paying the \$1.00 per class entry fee. Doing this you can still win a trophy or ribbon, but you will not be awarded points in the series unless you pay the \$10.00 sign up fee. Got it? Also that \$10.00 fee entitles you to receive a few goodies! For the \$10.00 you get a NEW HORO '86 patch (oops- the cat's outa the bag!), the HORO NEWSLETTER (unfortunately that means it won't be free anymore), a HORO Point Series Participant Plaque at seasons end, and inclusion in any HORO functions (ie- Breakfast, meetings etc.). Not bad for only ten bucks, huh!? Now this fee will be due at the beginning of each season. The fee for the '86 season was set at \$10, but someday in a future season the fee may be raised. BUT, now here's the good part, if you pay the \$10 fee for the '86 Season before the start of the first race on Sept. 15, your name will be added to the charter membership list. Racers listed on the charter will never pay more than \$10 for a yearly sign up fee regardless of the regular fee may be raised to. OH WOW!!

The race schedule has been made for the entire season. The '86 season is scheduled for 11 races. The races are exactly 3 weeks apart. Track owners will schedule their Invitational races between the Point races as they wish. The dates and race locations are subject to changes if difficulties should arise. * It was decided 10 of the 11 races would count toward the Point Series Championship. This means a racer can throw out one DAYS race scores if he makes all the races. Since only 10 races (any 10) count, you can afford to miss one race if you need to, or if you just plain have a bad day it won't kill you! If you race all 11 races you CAN throw out your worst days score (both classes total) but you CANNOT breakup individual race scores. For example, you CANNOT

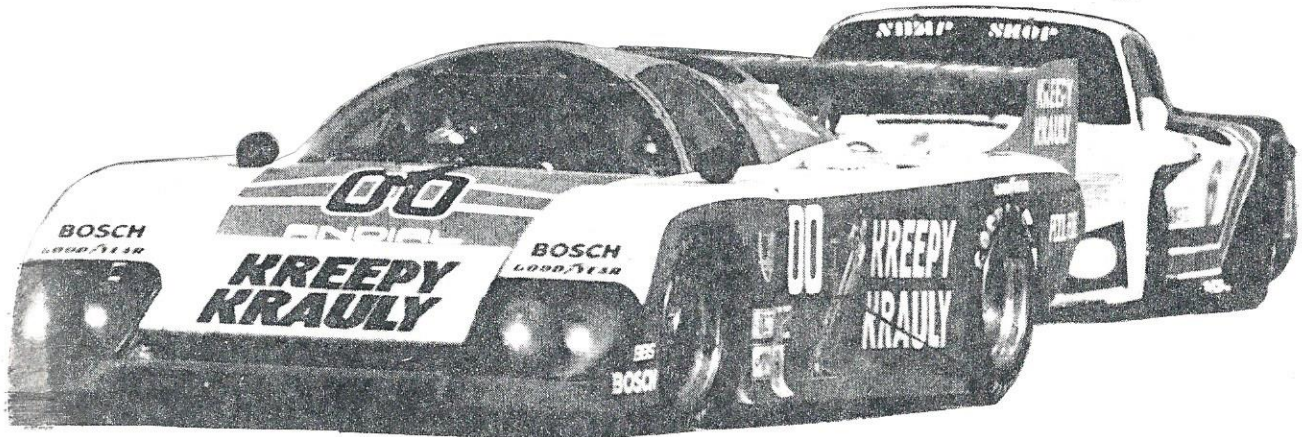
throw out your Group 1 score from the first race and you Group 6 race from the seventh race. You can either throw out your first race total score or your seventh race total score. You can't split them up. Got it? Okay!! Listed below is the schedule for the '86 Season :

- Race No.1- Sept.15 - Alder Street Raceway
- Race No.2- Oct. 6 - East Portland Raceway (Al Blanchard's Por)
- Race No.3- Oct.27 - Salem, Dave Smith's NEW ROUTERED TRACK!
- Race No.4- Nov.17 - Steve Belk's Track in Portland (ST. Johns)
- Race No.5- Dec.8 - North Plains, Dick Beardsley's Track
- Race No.6- Dec.29 - McMinnville, Larry Cockerham's Track
- Race No.7- Jan.19 - Lebanon, Lee Freitag's Track
- Race No.8- Feb. 9 - Salem, Return to Dave Smith's Track
- Race No.9- Mar. 2 - Albert Watson's Track in Aloha (Port area)
- Race No.10-Mar.23 - North Plains, Return to Dick Beardsley's
- Race No.11-Apr.13 - Lebanon, Return to Lee Freitag's Track

AWARDS DAY - April 20

Any changes in dates or race location will be announced at a prior race and listed in the NEWSLETTER.

Well that's about it! Bring on the '86 Season!!!!



QUICK LECTURE

I'll make this quick. Last season our turn marshalling was good! Better than the year before! I expect it will be even better this year. What we REALLY need to improve on is our CRASHING!!! That's right! We all work hard to improve on our turn marshalling and it shows! But what happens when we crash? We totally fall apart! No matter how high we raise our vocal volume, we can't seem to push that stupid car back into the slot with our pointless indignation! Hey lets give the turn marshals a break this year! Verbal beatings of turn marshals intimidates, turns off, and angers potential new members! We WANT those new people! This year in addition to turn marshals, lets all be verbal marshals and keep the personal insults between our ears! WE DON'T NEED 'EM, and WE CAN'T AFFORD 'EM!!

WHAT'S UP

As you probably noticed by the schedule we will race on some new tracks this season. Dave Smith is constructing a routered track and should be near completion by the time you read this. Dave says modifications required to make magnet cars super handlers on the non-magnetic track are minor. Softer pickup shoe tension, braid on the pickup surface, and the removal of the 440 rear traction magnets all help. You know G-Plus' don't have rear traction magnets, maybe the 440s will have some competition this year, at least on one track.

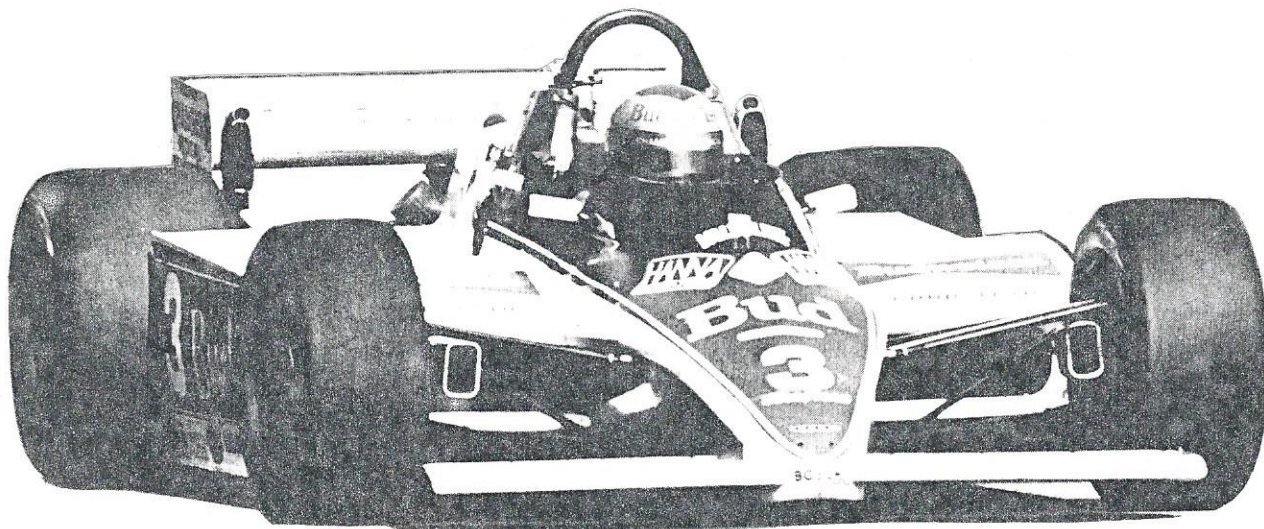
Albert Watson is also working toward completion of his non-magnetic routered track. With two of these style tracks on the circuit this season the racing could really take on some interesting twists!

Steve Belk, George Durnford, and Dennis Patterson will be adding their four lane A/FX style track to the circuit this year. These guys have spent a great deal of time completely rebuilding the track and they say it will be in top condition for some super racing in St. Johns!

You may have also noticed something about NEW HORO '86 patches. Well it's true. Patches of a NEW but similar design are being made up and I should have the first order in four to six weeks.

FINANCES

HORO Savings Account.....	\$64.50
Members '86 Sign Up Fees Paid to Date.....	\$40.00
Balance..	\$104.50
'86 HORO Patches @ \$2.38 ea...Down Pymt on order of 20.....	\$30.00
Current HORO Funds Available.....	\$74.50



Well guys I had intended for this to be a nice short briefly informative type NEWSLETTER. I don't know what happened!?!?!? Looks like I got Wordy again!! Sorry about that! I'll make up for it Sept. 15, few words & all action!! Get yourselves ready!!!!!!