

# SLOT LINE

NEWSLETTER NO. 14

OCT. / NOV. / DEC. 1985

Oh wow, what month is this?! This is no newsletter! More like a chapter in a history book! Well anyway, sorry about the delay!

## H.O. RACERS of OREGON

The H.O.R.O. Point Series is in full swing and going strong! Improvements have been made in the racing format, and new tracks have been added to the circuit. Due to the fact that I'm three races behind in reporting the results, I'll hit the highlights of the races instead of a blow by blow report.

The third race of the 1986 H.O.R.O. Point Series was held at All American Raceway in Salem on October 27th, 1985. This is a new track on the circuit, and was built by Dave Smith. Dave's new track created alot of excitement, and some anxiety both during and even before the race! Dave's track set a new record for the most practice time logged on any track before a particular race! Many racers spent hours trying to get dialed into this new track! When I say new track, I mean, TOTALLY NEW track!! You see, All American Raceway was scratch built, a hand crafted one-off fabricated of wood. Plastic roadways and steel contact rails were replaced with wood and copper tape. Well, the racers immediately realized no matter how big or strong their car's magnets were, they just would not pull to that copper and wood! Huh, rethink time! Now how do you make these cars go fast around these corners? Hey, let's try this, it looks and sounds good! Well what looks and sounds good doesn't always work! As you can imagine this looks good, oops it doesn't work approach can lead to an awful lot of practice time. But by race day most of the drivers were pretty well dialed in. The biggest modification seemed to be adding copper braid to the car's pickup shoes.

The race itself was one of the most exciting events the HORD has had to date! The track was so different from what we all had been used to, everyone's ability was pretty much equal! We were all starting from scratch, no one had any real advantage! All the racers seemed able to adjust their driving skills to the new tracks requirements. This race had the most spectating I've ever seen at a race! No one just sat on the sidelines. If you weren't racing, you were watching the race. The action was just too exciting to miss! The cars were slowed down a bit due to the loss in traction, but that seemed to only add to the excitement! Turning fast laps required driving skill, consistency, and a little strategy! Racers had to deal with a very fast banked curve, excessive wheel spin under hard acceleration, and fish-tailing of cars being passed as well as their own car. Side by side racing was common throughout the day. In fact, in the Group 6 Main Event, Bart Currie and Glenn Heath put on a show that brought the house down! Bart and Glenn raced a full heat race side by side, neither one giving more than a couple of inches! I think the fact that it was easier to keep track of the race action was a big part of the excitement. What ever it was, the first point race at All American Raceway was a



huge success and definately a refreshing change of pace!! Congradulations to Dave Smith on a superb job in designing and in the building of All American Raceway! And thanks for making our racing even better!!!

Point Race number four was held at Steve Belk's Rivergate Raceway on November 17th. Rivergate Raceway is also a new track on the Point Series circuit this year. This track proved to be very fast! A new system of corner marshalling and racing was tried at this race. Both changes seemed to be well accepted. The turn marshals were kept to a minimum to allow those not racing to work on their cars, watch the race, or just plain shoot the bull. At this race only three turn marshals were used to cover the whole track and it worked out just fine. This race was one of the most relaxed and enjoyable races I can ever remember attending! With the limited amount of bodies required to turn marshal, it gave more racers more time to enjoy the race! Attitudes were all positive and drivers worked much harder on their driving. Keeping the car on the track was critical in completing fast laps! With fewer turn workers there just weren't as many hands available to get your car going again if you crashed! Great idea, thank you again Dave Smith! The track was in excellent running condition and the race went smoothly. The killer section of the track was a short series of sharp quick esses lurking in the back straight. This section piled up many cars and drew quite a bit of criticism from many racers. The way I see it, any section of a track that creates any controversy as far as difficulty in completing that section quickly and correctly, is adding something to that track. When a race course is no longer difficult in any section of the course, it soon becomes boring. Change a difficult or challenging section and you may find yourself with a good test track instead of a good competitive race track! Great race Steve, we all thank you a bunch!

For the fifth Point Race the H.O.R.O. ventured out to North Plains Raceway. The members of the H.O.R.O. were in for a big surprise on December 8th. This Point Race had been computerized! That's right, we broke new ground again by having a computer control the timing, and the lap counting of the race heats. High tech was the word of the day with computer print-outs of lap times for each lap of each race. Not to mention TV monitoring of the race results and lap times. Monitors were located in the track area and in another separate room. You could kick back and relax in another room away from the hectic race crowd and still keep tabs on what was going on! The print-outs were great! They told you exactly how you did each lap of your race, plus it gave you an average lap time for your whole race. This information would be extremely helpful in practicing, and in setting up cars!

The race itself was the typical high quality type North Plains event! The track was race ready and the hospitality was outstanding! I want to thank Dick Beardsley's wife Barbara for making that great fudge again this year! That fudge makes this race! The fudge was in control of the racers and the computer was in control of starting the races, timing and counting laps, and stopping the races when time expired. I was very impressed with how well the computer system worked on this It's first actual race situation. The computer only had problems with lap counting on two occasions. That alone is terific! The H.O.R.O. is not unaccustomed to lap counting difficulties and errors! But because the computer also timed all laps it was easy to calculate how many laps were missed. This eliminated the need to re-run any races an error @ccured in.



All things considered, I think this computerized system is a great advancement in our racing! I would like to thank Dick Beardsley and especially his brother Sam for their effort in putting this system together! Sam spent many hours in designing and writing the program for the racing and words of appreciation just don't equal what his accomplishments really mean to us! But anyway Sam, we really do appreciate what you have accomplished and the effort you put into the project!!! Dick, if you guys could just get that computer to make fudge like Barbara's you'd have it all, a complete race package!!! Thanks again Dick for another great race!

Point Race number six was a return trip to Salem and All American Raceway. This time around the H.O.R.O. racers new what was ahead and were well prepared. On this track driving is what counts! Cars are all pretty much equal. The driver who wins here is the driver who makes the fewest mistakes! This race was the first race in which a slower class of cars actually set faster lap times! The lack of steel rails for magnetic traction is a real equalizer! Congradulations to Larry Cockerham on his first win in a Point Series race! Larry defeated Dave Smith for the Group 1 win. Good job and happy birthday Larry! I would also like to welcome John, Dennis, and Bill from Eugene, hope you guys enjoyed the race and we hope to see you again! All American Raceway again proved to be a real challenge, and Dave Smith put on on excellent race as usual! Thanks Dave!

- Bill

#### H.O.R.O. POINT RACE RESULTS

Oct. 27, 1985 - Race No.3 - All American Raceway , Salem Or.

##### Group 1

1st Bart Currie 52.8 laps  
2nd Dave Smith 51.5  
3rd Bill Bostic 50.8  
4th Hugh Beck 47.9  
5th Rich Corn 47.5  
6th Al Blanchard 47.3  
7th Glenn Heath 46.7  
8th Lee Freitag 46.5  
9th Kerrie Skinner 46.2  
10th Larry Cockerham 45.7  
11th Albert Watson 41.7  
12th George Durnford 41.2  
13th Dennis Patterson 39.9  
14th Steve Robinson 37.8  
15th Steve Belk 36.2

##### Group 6

Dave Smith 50.3 laps  
Bart Currie 48.7  
Glenn Heath 48.1  
Larry Cockerham 47.6  
Rich Corn 47.4  
Al Blanchard 46.5  
Lee Freitag 45.7  
Bill Bostic 44.8  
Steve Robinson 42.6  
Hugh Beck 42.3  
Albert Watson 38.4  
Dennis Patterson 36.2  
Kerrie Skinner 32.1 DNF

Nov. 17, 1985 - Race No.4 - Rivergate Raceway , Portland Or.

##### Group 1

1st Dave Smith 83.0 laps  
2nd Bill Bostic 80.6  
3rd Glenn Heath 79.0  
4th Bart Currie 78.9  
5th George Durnford 76.2  
6th Dennis Patterson 75.0  
7th Lee Freitag 70.6  
8th Hugh Beck 70.2  
9th Larry Cockerham 67.7  
10th Al Blanchard 64.6  
11th Albert Watson 63.7

##### Group 2

Bart Currie 62.3 laps  
Glenn Heath 62.2  
Dave Smith 55.3  
Hugh Beck 49.3  
George Durnford 52.0  
Larry Cockerham 51.3  
Lee Freitag 51.0  
Bill Bostic 50.8  
Al Blanchard 47.0  
Dennis Patterson 46.8  
Steve Belk 44.3

Race No.4 cont.

Group 1

12th Steve Belk 63.3 laps  
13th Neil Olson 56.3  
14th Steve Robinson 52.6

Group 2

Albert Watson 33.8 laps  
Steve Robinson 33.1

Dec. 8, 1985 - Race No.5 - North Plains Raceway , North Plains Or.

Group 1

1st Bill Bostic 69.9 laps  
2nd Dave Smith 69.9  
3rd Lee Freitag 68.2  
4th Bart Currie 66.6  
5th Larry Cockerham 64.2  
6th Dick Beardsley 63.7  
7th George Durnford 61.9  
8th Glenn Heath 61.1  
9th Al Blanchard 60.6  
10th Albert Watson 59.6  
11th Steve Robinson 55.0  
12th Steve Belk 52.8  
13th Bran Ward 52.5  
14th Hugh Beck 52.5  
15th Dennis Patterson 52.1  
16th Chava 47.4  
17th Neil Olson 46.7

Group 2

Bart Currie 52.8 laps  
Bill Bostic 43.9  
Larry Cockerham 43.7  
Glenn Heath 43.4  
Dave Smith 42.6  
Hugh Beck 40.1  
George Durnford 40.0  
Dick Beardsley 40.0  
Steve Belk 37.3  
Dennis Patterson 35.1  
Al Blanchard 33.0  
Steve Robinson 32.7  
Lee Freitag 31.8  
Albert Watson 29.4

Dec. 29, 1985 - Race No.6 - All American Raceway , Salem Or.

Group 1

1st Larry Cockerham 50.4 laps  
2nd Dave Smith 50.1  
3rd Al Blanchard 46.8  
4th Bart Currie 47.7  
5th Bill Bostic 46.9  
6th Glenn Heath 46.4  
7th Dennis Patterson 44.8  
8th Albert Watson 44.4  
9th Hugh Beck 43.9  
10th Dennis Dudley 43.6  
11th Lee Freitag 41.4  
12th Steve Belk 39.1  
13th Steve Robinson 32.9  
14th George Durnford 32.0  
15th

Group 6

Dave Smith 52.2 laps  
Glenn Heath 50.8  
Bart Currie 48.4  
Al Blanchard 47.0  
Larry Cockerham 46.6  
Lee Freitag 46.5  
Bill Bostic 45.7  
Hugh Beck 43.5  
Dennis Dudley 43.1  
Steve Robinson 40.9  
Albert Watson 40.7  
John Anderson 39.4  
Steve Belk 37.8  
George Durnford 32.4  
Dennis Patterson 28.7





CURRENT H.O.R.O. POINT SERIES STANDINGS  
( as of Dec.29, '85 )

| Group 1         | Group 2      | Group 6      | Overall      |
|-----------------|--------------|--------------|--------------|
| 1 Dave S.550    | Bart C.300   | Dave S.300   | Dave S.1085  |
| 2 Bill B.540    | Glenn H.250  | Bart C.265   | Bart C.1065  |
| 3 Bart C.500    | Bill B.240   | Glenn H.245  | Bill B.990   |
| 4 Al B.440      | Dave S.235   | Larry C.220  | Glenn H.920  |
| 5 Glenn H.425   | Larry C.215  | Bill B.210   | Larry C.830  |
| 6 Larry C.395   | Hugh B.215   | Al B.210     | Al B.825     |
| 7 George D.340  | George D.180 | Albert W.170 | Hugh B.675   |
| 8 Hugh B.320    | Al B.175     | Steve R.150  | George D.600 |
| 9 Dennis P.295  | Dennis P.150 | Hugh B.140   | Dennis P.565 |
| 10 Lee F.265    | Steve B.130  | Lee F.135    | Albert W.535 |
| 11 Albert W.255 | Albert W.110 | Dennis P.120 | Lee F.505    |
| 12 Steve B.250  | Lee F.105    | Kerrie S.115 | Steve B.475  |
| 13 Kerrie S.215 | Steve R.100  | Steve B.95   | Steve R.465  |
| 14 Steve R.215  | Kerrie S.85  | George D.80  | Kerrie S.415 |
| 15 Dick B.100   | Dick B.50    |              | Dick B.150   |
| 16 Mike S.50    | Mike S.30    |              | Mike S.80    |

\* Racers pay a sign up fee to be listed in the point standings.

Race Dates for the balance of the 1986 HORO Point Series:

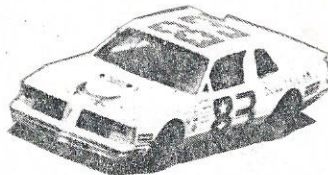
Jan.19 - Lebanon. Group 1 & 2.

Feb.9 - McMinnville. Carroll Shelby Raceway. Group 1 & 6.

Mar.2 - Aloha. Watson's Glen. Group 1 & 6.

Mar.23 - North Plains. North Plains Raceway. Group 1 & 2.

Apr.13 - Lebanon. Group 1 & ? (unconfirmed).



RIVERGATE RACEWAY INVITATIONAL

It was a nasty day on October 20th when I held my first invitational race. But inside it was ideal for racing, and I was glad to see some of the guys show up. Believe it or not, Glenn was calm that day and took home both trophies! We all gave Glenn quite a challenge though, and everyone had a good time, I hope!

- Steve Belk

Stock Magnatraction results are as follows:

|                     |                      |
|---------------------|----------------------|
| 1st Glenn Heath     | 5th George Durnford  |
| 2nd Larry Cockerham | 6th Dennis Patterson |
| 3rd Steve Belk      | 7th Albert Watson    |
| 4th Al Blanchard    |                      |

Stock G-Plus results:

|                     |                      |
|---------------------|----------------------|
| 1st Glenn Heath     | 5th Albert Watson    |
| 2nd Larry Cockerham | 6th Steve Belk       |
| 3rd Al Blanchard    | 7th Dennis Patterson |
| 4th George Durnford |                      |

## SPEED MACHINE RACING

On January 4th I had the opportunity and pleasure to finally meet and race with a great bunch of guys in the Aloha area. Speed Machine H.O. Racing is based at Mike Ellis' house in Aloha. I must say Mike puts on an excellent program! The races are run elimination style with one minute heats. There is plenty of track time for everyone during the course of the race. Your sit out time is very short! The track itself is four lanes with a lap length of approximately 65 feet. The track covers two 4x8 foot tables arranged in an "L" shape. The track features one long straight of about 10 feet and two shorter straights each measuring in around 5 feet. The straights are joined together by some very creatively nasty turns!! This track is a real challenge, and I'll tell ya' what, I learned a few things in my first race here! Like those Cobalt cars are unreal! Shoot, I thought my HORO Group 1 car handled. These guys FLAT BLEW ME AWAY! They could lap me within 3 laps! And that was when they were takin' it easy on me! (Anybody interested in a slightly used Cobalt "Pace" car?). Racing with these guys also altered some of my opinions and ideas. After seeing and running on this super smooth high quality track, I have serious doubts as to whether Cobalt cars actually damage a track by pulling up the rails. That's probably just an old wife's tale, started by some limp-wristed, whining, fence basher who couldn't keep up with the action! Sorry, I got carried away! The other thing I realized was, there are many ways to run and organize races, and none of them are wrong as long as the racing is fun! I have always had it in my mind to keep searching for the perfect race format. Well there isn't one! Racing is racing, and racing is outrageous no matter how it's done!!! So how would I describe the racing at Speed Machine? Intense - Just the way I like it!!!!!! Thanks Mike!!

-Bill

### Race Results

#### MODIFIED CLASS

##### Trophy Dash

1st Dave Smith  
2nd Mike Ellis  
3rd Glenn Heath  
4th Larry Cockerham

##### B Main

1st Glenn Heath  
2nd Ken Peterson  
3rd Nick Ellis

##### A Main

1st Bill Bostic  
2nd Dave Smith  
3rd Al Blanchard  
4th Mike Ellis

##### C Main

1st Larry Cockerham  
2nd Robert Andreotti  
3rd David Alexander  
4th Brian Peterson

#### OPEN CLASS

##### Trophy Dash

1st Mike Ellis  
2nd Nick Ellis  
3rd Robert Andreotti  
4th Larry Cockerham

##### B Main

1st Dave Smith  
2nd David Alexander  
3rd Ken Peterson

##### A Main

1st Mike Ellis  
2nd Nick Ellis  
3rd Al Blanchard  
4th Robert Andreotti

##### C Main

1st Larry Cockerham  
2nd Bill Bostic  
3rd Glenn Heath



# 95 Speed Machine 86 Racing

Presents ...

## H.O. Scale Racing at it's Best!

- MODIFIED AND OPEN CLASSES
- \$2.00 PER CLASS
- 75% PAYBACK
- PRACTICE 5:00 P.M. RACE 8:00 P.M. SHARP
- POINTS SERIES FOR PERMANATE NUMBERS (TOP TEN)

## Race Dates

SATURDAY NITE'S FOR 85-86

- OCT 25 MEETING AND PRACTICE
- OCT 26 OPENER
- NOV 9 , 30
- DEC 7
- JAN 4 , 18 (NATIONAL)-CONCOURS
- FEB 1 , 15
- MAR 1 , 15 (NATIONAL)-CONCOURS

## Classes

- MODIFIED - NO COBALT  
O.E BODY
- OPEN - NO RESTRICTIONS

INFO - MIKE ELLIS  
642-4609

TAKE A TRIP

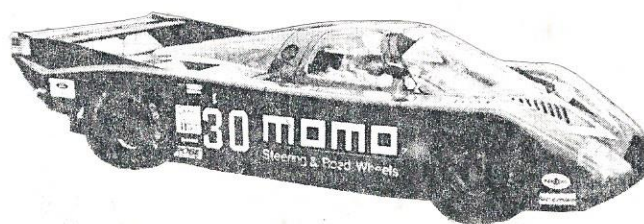
## PACER

P.A.C.E.R. will be starting their 1986 Winter Race Season on January 17th. The PACER club races 1/32 and 1/24 scale cars on three different tracks. Two tracks are located close to Wilsonville, and the third is located in Aloha. The club races every other Friday night with practice starting at 7:00 PM. This season the two classes to be raced will be 1/32 RTR, and a new 1/24 class. 1/32 RTR (Ready to Run) is just that, production slot cars ready to run right out of the box. Parma and Champion manufacture assembled and kit cars that are legal for this class.

The new 1/24 class is also somewhat of a RTR class. The cars to be run in this class come in kit form and are manufactured by American Line. The cars have a brass hinged chassis and run a 36D motor in an angle-winder configuration. PACER is selling these cars to those interested in racing at their cost of \$12.75. Modifications are limited to tire / wheel and body changes. Pro bodies will not be allowed. These cars are HOT and a gas to run! For more info about PACER contact:

Hugh Ellsworth 285-2439

Gary Gossett 289-4640



## UP-COMING

- JANUARY 17 - Friday. PACER, opening race of the '86 Winter Season. 1/32 RTR and 1/24 LE MANS (new) classes to be run.
- JANUARY 18 - Saturday. SPEED MACHINE RACING, Modified & Open classes - Concours.
- JANUARY 19 - Sunday. HORO, Point Race No.7 in Lebanon. Group 1 (Tyco 440) and Group 2 (Aurora Magnatraction) classes. + Concours.
- JANUARY 26 - Sunday. ALDER STREET RACEWAY, 3rd Annual Invitational Formula I (G-Plus), Nascar (Magna-Traction), and Push-Trucks (Aurora 4 gear Specialty chassis) class
- JANUARY 31 - Friday. PACER, 2nd race of Winter Season. RTR & LE MANS classes.

For more info on races or car pooling to races contact Me (Bill Bostic) at 255-6761.



FACER RACE SCHEDULE  
FOR WINTER/SPRING OF 1985

PRESIDING OFFICERS

PRESIDENT Hugh Ellsworth  
SECRETARY Gary Gossett

1985 FALL RACE SEASON

| DATE   | CLASS         | LOCATION      |
|--------|---------------|---------------|
| SEP 13 | RTR/NASCAR    | Lee Dundas    |
| SEP 27 | RTR/NASCAR    | Lee Dundas    |
| OCT 11 | RTR/NASCAR    | Lee Dundas    |
| OCT 25 | NASCAR-ENDURO | Lee Dundas    |
| NOV 8  | RTR/NASCAR    | Bob McFarland |
| NOV 22 | RTR/NASCAR    | Bob McFarland |
| DEC 13 | RTR/NASCAR    | Bob McFarland |

1986 WINTER RACE SEASON

| DATE   | CLASS      | LOCATION      |
|--------|------------|---------------|
| JAN 17 | RTR/?      | Bob McFarland |
| JAN 31 | RTR/?      | Bob McFarland |
| FEB 14 | RTR/?      | Bob McFarland |
| FEB 29 | RTR-ENDURO | Lee Dundas    |
| MAR 14 | RTR/?      | Lee Dundas    |
| MAR 28 | RTR/?      | Lee Dundas    |
| APR 11 | RTR/?      | Lee Dundas    |

PRACTICE TIME-----7:00PM

COST-----\$1.00 per class

RACE TIME-----8:00PM

Points will be accumulated for the best 5 out of 6 races for both classes.  
Racing plaques will be awarded for 1st thru 6th places for both classes.

This year the cars will have a technical inspection before any racing starts. The rules for each class will be followed very closely. The reason for this is to allow all cars to be fairly even.

Illegal cars found at teching (before or after race) will be allowed to race with the understanding that they will be ineligible for points.

The President will turn the track power off at 7:55 PM and announce the 8:00 PM race start and racers will be called to track lanes.

All drivers in the last heat will immediately be dutied as corner marshals.

September 10, 1984

PACER RACE RULES  
(Portland Area Controlled Electric Racers)

GENERAL RULES FOR ALL CLASSES

- 1) All cars must have a minimum track clearance of .055 inches.
- 2) All four tires must touch the track.
- 3) Tires shall not protrude beyond the body.
- 4) No side air dams or extra front or rear spoilers.
- 5) Car teching to be done at random at the request of track owner.
- 6) Illegal cars will be allowed to race but will not receive points.

RTR (Parma & Champion kits with inline motors)

- 1) Width shall not exceed 2 5/8 inches.
- 2) Stock motors can not be modified, can be permanently mounted.
- 3) The crown gear, pinion gear and tires can be changed.
- 4) The axle must remain stock and stock bearings may be soldered or glued in place.
- 5) Weight may not be added.
- 6) Stock chassis can not be modified, except for body mounting.
- 7) All replacement motors shall be Champion or Parma replacements.

1/24 & 1/25 SCALE - INACTIVE

GRAND NATIONAL "NASCAR" Cars -1980 to date body styles

- 1) Injection molded bodies.
- 2) Motor is large Mabuchi type 36D, unmodified.
- 3) Chassis may use springs or torsion bars. NO HINGES! (pin through hole)
- 4) Front and rear glass is required.
- 5) Drivers are required.
- 6) Chassis must be inline type.
- 7) Body shall have 3 numbers, one on each door and one on the roof facing the drivers door.
- 8) Tires must be inside body. Wheel wells are to remain in stock kit configuration.
- 9) No lighting (hogging out) of bodies, except at inside of wheel wells for tire clearance.

INACTIVE CLASSES

CANAM 1/32 SCALE

- 1) Any motor is legal.
- 2) Maximum width is 2 1/2 inches.
- 3) Driver is required.
- 4) Body shall have 3 numbers, one on each door and one on hood.
- 5) Any chassis is legal.
- 6) Any body is legal, except for air dams and spoilers (GENERAL RULE #4).



# FACTS, FIGURES, and FOOEY-OH!!

Which is the fastest track on the HORO circuit? Ever wonder about how fast H.O. slot cars are? Well I have! So I did some calculating with figures from different races on different tracks to come up with some interesting (?) statistics. All the statistics are averages based on the race winners completed laps during actual races.

|             |            | LAPS COMPLETED<br>8 MIN. RACE | TOTAL<br>DISTANCE<br>TRAVELLED<br>IN FEET | AVERAGE<br>SPEED IN<br>FEET PER<br>SECOND | AVERAGE<br>MPH<br>ACTUAL | AVERAGE<br>MPH<br>IN SCALE | AVERAGE<br>LAP TIME<br>IN SECONDS |               |
|-------------|------------|-------------------------------|---|---|--------------------------|----------------------------|-----------------------------------|---------------|
| ASR         | Tyco 440X2 | 78.3                          | 6639.84                                   | 13.83                                     | 9.43                     | 820.41                     |                                   | '84<br>SEASON |
| 87 ft.      | Mag-Trac   | 57.1                          | 4967.7                                    | 10.35                                     | 7.06                     | 614.22                     |                                   |               |
| 1.43        | G-Plus     | 62.2                          | 5411.4                                    | 11.27                                     | 7.69                     | 668.74                     | 7.72                              |               |
| Sc.MI.      | T-Jet      | 36.0                          | 3132.0                                    | 6.53                                      | 4.45                     | 387.05                     | 13.33                             |               |
|             | Mag-Trac   | 51.4                          | 4471.8                                    | 9.32                                      | 6.35                     | 552.62                     | 9.34                              | '85<br>SEASON |
|             | Tyco 440X2 | 78.3                          | 6812.1                                    | 14.19                                     | 9.67                     | 841.72                     | 6.13                              |               |
|             | Mag-Trac   | 57.1                          | 4967.7                                    | 10.35                                     | 7.06                     | 613.94                     | 8.41                              |               |
|             | G-Plus     | 63.2                          | 5498.4                                    | 11.46                                     | 7.81                     | 679.49                     | 7.59                              |               |
|             | O.E.Mag-Tc | 47.7                          | 4149.9                                    | 8.65                                      | 5.89                     | 512.84                     | 10.06                             | '86<br>SEASON |
|             | Push Truck | 12.1*                         | 1052.7                                    | 4.39                                      | 2.99                     | 260.18                     | 19.83                             |               |
|             | Tyco 440X2 | 84.8                          | 7377.6                                    | 15.37                                     | 10.48                    | 911.72                     | 5.66                              |               |
|             | Mag-Trac   | 62.3                          | 5420.1                                    | 11.29                                     | 7.70                     | 669.81                     | 7.70                              |               |
| CSR         | Tyco 440X2 | 81.5                          | 5093.75                                   | 10.61                                     | 7.24                     | 629.48                     | 5.88                              | '85<br>SEASON |
| 62.5 ft.    | Mag-Trac   | 61.8                          | 3862.5                                    | 8.05                                      | 5.48                     | 476.76                     | 7.77                              |               |
| 1.03        | Tyco 440X2 | 82.9                          | 5181.25                                   | 10.79                                     | 7.36                     | 640.3                      | 5.79                              |               |
| Sc.MI.      | T-Jet      | 43.4                          | 2712.5                                    | 5.65                                      | 3.85                     | 335.21                     | 11.06                             |               |
| NPR         | Tyco 440X2 | 67.7                          | 5212.9                                    | 10.86                                     | 7.40                     | 644.21                     | 7.09                              | '85<br>SEASON |
| 77 ft.      | Mag-Trac   | 49.3                          | 3796.1                                    | 7.91                                      | 5.39                     | 469.12                     | 9.74                              |               |
| 1.27 Sc.MI. |            |                               |   |   |                          |                            |                                   |               |
| Lebanon     | Tyco 440X2 | 67.3                          | 5484.95                                   | 11.43                                     | 7.79                     | 677.82                     | 7.13                              | '86<br>SEASON |
| 81.5 ft.    | T-Jet      | 34.4                          | 2803.6                                    | 5.84                                      | 3.98                     | 346.47                     | 13.95                             |               |
| 1.34 Sc.MI. |            |                               |   |   |                          |                            |                                   |               |
| EPR         | Tyco 440X2 | 67.6                          | 5408.0                                    | 11.27                                     | 7.68                     | 668.32                     | 7.10                              | '86<br>SEASON |
| 80 ft.      | A/FX       | 35.5                          | 2840.0                                    | 5.92                                      | 4.03                     | 350.97                     | 13.52                             |               |
| 1.32 Sc.MI. |            |                               |   |   |                          |                            |                                   |               |
| RR          | O.E.G-Plus | 55.5                          | 4162.5                                    | 8.67                                      | 5.91                     | 514.4                      | 8.65                              | '86<br>SEASON |
| 75 ft.      | O.E.Mag-Tc | 50.2                          | 3765.0                                    | 7.84                                      | 5.35                     | 465.3                      | 9.56                              |               |
| 1.24 Sc.MI. |            |                               |   |   |                          |                            |                                   |               |
| AAR         | G-Plus     | 52.8**                        | 2640                                      | 7.33                                      | 5.0                      | 435.0                      | 6.82                              | '86<br>SEASON |
| 50 ft.      | A/FX       | 50.3**                        | 2515                                      | 6.99                                      | 4.76                     | 414.4                      | 7.16                              |               |
| .82 Sc.MI.  |            |                               |   |   |                          |                            |                                   |               |

\* 4 Min. Race with Push Truck (Aurora 4 gear) pushing a static car  
 \*\* 6 Min. Race on a NON-magnetic track.

ASR - Alder Street Raceway. A/FX track.

CSR - Carroll Shelby Raceway. A/FX track. Prior to '85 redesigning

NPR - North Plains Raceway. A/FX track.

Lebanon. Aurora Thunder Jet track.

EPR - East Portland Raceway. A/FX track.

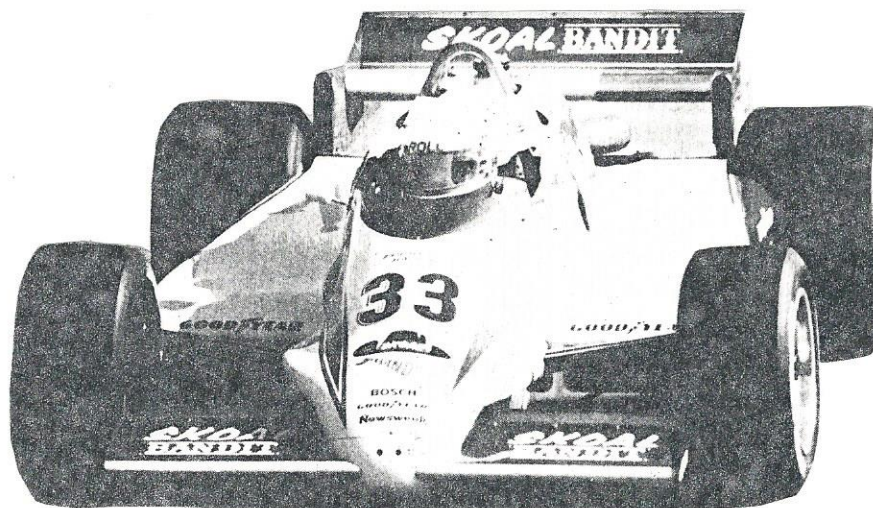
RR - Rivergate Raceway. A/FX track.

AAR - All American Raceway. Scratch built, hand constructed track.  
 Non-magnetic, wood road surface / copper contact rails.



In behalf of all the members of the H.O.R.O. I would like to thank Dick Beardsley for his time and effort in making the dash plaques awarded at the Point Series races. The plaques were really trick and appreciated by all! Dick's initiative, shown in taking it upon himself to design and complete the project is an excellent example of what it takes to make an organization great! Members giving time and effort to the club to help improve it! Talk is cheap, it takes action to get the job done! If you have an idea take the steps required to at least get it going! And don't worry about any long term commitment to the project. Even a one time deal is greatly appreciated and deserves credit! Thanks again Dick! I REALLY APPRECIATE YOUR HELP!!!

- Bill



#### LAST NOTES

For those of you who are familiar with this newsletter you may have noticed a slight difference in it. Although it was voted on and decided the newsletter would become an H.O.R.O. club publication, I have decided to revert back to my old way of doing the newsletter. The newsletter will again be free of charge to anyone interested in receiving it. I made this decision for different reasons. First off, there are many people apart from the HORO members who are interested in slot car racing. I feel some of these people would appreciate some information without being required to join a club. Also seeing as I am not always prompt with the MONTHLY(?) newsletter, I don't feel it is proper for members to feel they are paying for something they may not be getting as often as they had expected! As I stated at the start of the '86 HORO Point Series, I will continue to publish newsletters, but I will do so at my own leisure, and with a few changes. One of the changes will include It's name. I will also try to cover races and information from other slot racing groups and clubs. Information will cover slot racing in any scale. I will print any articles, letters, information, tips, ads, or ideas anyone wishes to submit. I will try to make this newsletter something of value to everyone!



Anyone who wishes to receive the Slot Line Newsletter by mail can drop me a line or give me a call. The newsletter is free of charge.

Bill Bostic  
8814 S.E. Alder  
Portland, Ore. 97216  
255-6761

