

H.O.R.O.
NEWSLETTER NO. 5
MAY 1984

The final race in the 1984 H.O.R.O. Point Series Championship went like clockwork. Lee Freitag and Dave Smith conducted the race without delays or confusion. Nice job guys! As far as the racing went, to say it was competitive would be an understatement! Strategy was evident as some drivers chose to run "mild" motors and concentrate on cornering and handling, while others decided to go with "hot" motors for an edge in overall speed. Dave Smith chose the latter and it paid off for him! Of course Dave Nydigger just did what we have come to expect of him - corner hard, make no mistakes, and most of all, go very, very, FAST! What more can I say? When Digger shows, Digger GOES! Dave Smith's Toyota was the only car that could give Dave Nydigger's flame painted ASA Cavalier a run for the money!

Bart Currie was up for an encore performance in the first round. Bart again sent his C-100 Ford flying from the track with the required velocity and trajectory for a flight analysis from the second story window. (How about that Bart, testing aerodynamics during a major points race!). But to Bart's dismay the anti-aircraft / C-100 barrier (window screen to non-racers) was in place. This prevented Bart's car from exiting through the open window, thus terminating his wind flight aerodynamic tests. However, Bart did manage to gain some magnetic traction testing from the incident as his C-100 was magnetically stuck to the screen! As for the rest of us we just used round one to try and get us a spot in the final!

The racing in the first round was so close it was almost unbelievable! In many instances less than one lap separated places! Round two was to be more of the same! With the points so close between drivers in the point series, some drivers stuck with their first round score (laps & sections), choosing not to re-run in round two. Thus eliminating the possibility of doing worse in round two. Al Blanchard was one of those who chose not to run in round two. Al's first round score with his BMW was good enough to keep him in the number four spot for the final. Dave Nydigger and Dave Smith had tied up the first two final spots in round one. The rest of us battled it out for the last spots in the final. The number three spot was filled by myself, the field was set for the last final of the 1984 points season.

All through the race Dave Smith was going faster and driving smoother with each passing lap. Dave Nydigger was just plain fast, -all the time. Al and I had our own battle going in the final as both Daves just flat left us behind! The quality of racing between Dave Nydigger and Dave Smith was beyond excellent! It was a privilege to be in the final competing with these guys! At the end of the final it was Dave Nydigger in first with Dave Smith a very close second. Just one lap separated the two (maybe Nydigger can be beat!?). Al Blanchard beat me by two sections to take third, now that's close! The rest of the field finished like this :

4th-Bill Bostic	8th-Lee Freitag	12th-Steve Robinson
5th-Paul Fromm	9th-Kerrie Skinner	13th-Steve Cox
6th-Bart Currie	10th-Gene Benfiet	14th-Albert Watson
7th-Glenn Heath	11th-Rowan Nicklous	15th-Mark Schroeder
		16th-Russ Bessonette

Final standings - 1984 H.O.R.O. POINT SERIES CHAMPIONSHIP

No.1 Kerrie Skinner 475pts in 6 races

2 Bill Bostic 470	6
3 Bart Currie 460	6
4 Al Blanchard 455	6
5 Dave Smith 450	6
6 Dave Nydigger 415	5
7 Glenn Heath 405	6
8 Lee Freitag 355	6
9 Chris Johnson 265	4
10 Paul Fromm 250	4
11 Steve Robinson 210	6
12 Albert Watson 170	6
13 Rowan Nicklous 160	4
14 Steve Cox 145	3
15 Denell Moore 130	3
16 Russ Bessonette 130	3
17 Gene Benfiet 110	2
18 Dave Likins 95	2
19 Damon Brown 60	1
20 Mark Schroeder 55	2
21 Barry Blanchard 45	1
22 Randy Word 35	1
23 Stacie M. 30	1

- Coming to an end.... those words seem unsuitable to describe the close of the 1984 point series. It makes it sound as though the end just slipped quietly, unnoticed, out the door. NO WAY!- We blew it right through the door, into 1985!.....

What's ahead?.....1985 point series!...Bigger...Better....

.....and **FASTER!!!!**

-Bill

This race on May 6 in Lebanon marked the end of the 1984 series... We learned a great deal this season, about racing, organization, and sportsmanship. It wasn't just our racing that made '84 great. It was our QUALITY of racing!

- Congratulations to Kerrie Skinner, Number 1 for 1984.-Good job !
(Make sure that trophy's polished for '85 Mr.Skimmer)

-ISSUES-

- Meeting was held after the H.O.R.O. Awards Breakfast. Classes, rules and the racing format were decided upon for the 1985 season. All this information will be in the June NEWSLETTER.
- The H.O.R.O. Awards Breakfast was held on May 12 at The Village Inn. If the food wasn't great the company was!
- The word is the Seattle based H.O.D.R.A. Club is reorganizing. Best of luck to them!
- There are still a few H.O.R.O. patches left. If you didn't get one and would like one, call me and let me know. Bill 255-6761.

-UP COMING-

DRAG RACE at RAMONASIDE in JUNE - Classes and rules are enclosed in this NEWSLETTER. There is a good chance some HODRA Club guys will be there from Seattle area. For more race info contact : Paul Fromm 761-2169

JUNE 1 - Mr. Lee Dundus will have his 1/24-1/32 track open. Lee made this Friday night available to any of us H.O.er's who can make it. If you're interested in going let me know. I'm going to try to make it. 255-6761.

-LAST NOTES-

I would like to thank The Village Inn on 102nd & Stark for the excellent service we received at the H.O.R.O. Awards Breakfast!

I would also like to thank The Corral for their services. For info or purchase of trophies, dash plaques, or ribbons, I highly recommend them! CORRAL Inc. 1640 NE 122 255-0595

-CLASSIFIED ADS-

T-Jet chassis for sale - to those who do not have any suitable for racing. Can also supply racers with any brand or type chassis required to compete in most any class currently raced. Complete T-Jet chassis \$1.00. Some race suitable T-Jet bodies also available. Supply is very limited!-Deprived racers only! Call Bill 255-6761.

WANTED: Looking for mechanic to eradicate No.1 item on my "hit" list. No.1 item is at times very noisy and cannot be ignored any longer. I must have satisfactory results by Jan.1,1985.

CLASS RULES

1. STOCK T-JETS
 1. All parts must be stock
 2. No major cutting (anywhere)
 3. No "tuff one" or "wild one" parts
 4. No added weight
 5. Skinny Rubber tires only
 6. 9 tooth rear drive pinion
 7. No silver parts
 8. Stock grey tip motor only
 9. No painted magnets
2. SEMI'S
 1. Stock magnatraction chasis
 2. No major cutting anywhere
 3. 40' utility trailer (full box)
 4. Flesh wind red tip motor
 5. No shims
 6. Weight adding o.k.
3. MODIFIED T-JETS
 1. No AFX chasis parts
 2. Hard plastic bodies
 3. No boman type chasis
 4. No magnet action to track
4. CAM MOTORS
 1. Any chasis with steel cam
 2. Any armature, no shims
 3. No magnet action to track
 4. Any type body (lexan o.k.)
5. DRAG BIKES
 1. Tyco type bike
 2. Full Driver
 3. Same tire and wheels
6. MODIFIED MAGNATRACTION
 1. Magnatraction Chasis
 2. Any body (lexan o.k.)
 3. Stock Magna-tract magnets (shim o.k.)
 4. Weight cutting and adding allowed
7. WHEELS STANDERS
 1. Stock 440 or x2 chasis
 2. Hard plastic body
 3. Cars must do a clean wheelie
 4. Weight modifications allowed
8. 4 X 4'S
 1. At Least 4 powered wheels
 2. off road type hard plastic bodies (pickups, vans, trucks, jeep type)
9. TWIN ENGINE
 1. Car must have two motors in it (anything goes)
10. DRAGSTERS
 1. Car must have extended fron end and car length must be at least 33/4" long.
11. MODIFIED 440
 1. 440 or x2 chais
 2. Lexan bodies o.k.
 3. Any motor, slants o.k.
12. MODIFIED MONOLITHIC
 1. Any two magnet monolithic chasis
 2. Any modifications.

