

H.O. RACERS of OREGON

NEWSLETTER NO. 7

SEPTEMBER 1984

OCTOBER 1984

Yea, yea, late again, I know !! But this time I have a good excuse
- Race Projects!

SEASON OPENER

The first race of the 1985 H.O.R.O. Point Series was held at Alder Street Raceway on Sept. 16, 1984. Of the fifteen racers in attendance two were new to the Point Series. This season looks good! We retained the majority of last seasons racers and have had new racers join us. All I can say is WELCOME to the new racers, WELCOME BACK to the vets, and I hope we all enjoy this season as much as the 1984 season!

Group 1 - The Group 1 class was very competitive. Most racers were running modified Tyco 440 X-2's, but the popularity of nearly stock X-2's is increasing! It seems the late model X-2's perform very well with just a lexan body replacement. Some drivers are not even lowering the armature magnets. Dave Smith elected to go the fully modified route, and in doing so dusted the field! Dave Nydigger finished in second less than two laps behind Dave Smith. Alan Blanchard pressed the leaders hard, driving like a wild man to the third spot. I trailed the field in the final being sure to fill my "crash quota" while holding down fourth. Kerrie (No.1) Skinner.... well lets just say he had an "off" day and "slammed" his car into fifth. Glenn Heath and Bart Currie fought it out for sixth. Glenn edged into the sixth spot with Bart only two laps behind. Bart's seventh place finish was astounding as it was questionable whether or not he could even race after sustaining a severe puncture wound in a false start incident during an earlier heat. (CAUTION : NEVER TRY TO STOP A LANCIA AT FULL CLIP WITH YOUR FINGER! THIS STUNT SHOULD BE PERFORMED BY PROFESSIONALS ONLY!) he-he-he. (ed.). Mike Sapiano scored an eighth place finish in this his first race with the H.O.R.O. Nice job Mike! Steve Cox pushed it hard to a seat in the ninth position just running the first round. Steve chose not to run in the second round and his first round score still left him with an excellent finish. Lee Freitag made the race on short notice. Even without time to prepare his car the way he likes Lee realed in tenth place. Rowan Nicklous drove very consistantly in both rounds to gain the eleventh position. In twelveth position was Steve Robinson who suffered mechanical problems. Randy Word was present to finish in thirteenth. Welcome back Randy! Larry Cockerham another new member struggled through the "new guy butterflies" and finished fourteenth. You made it through Larry, you're now officially one of the boys! Albert Watson "Ole Reliable and Everpresent" soldiere d on to a fifteenth place finish. I have to say Albert I have more respect for you and your determination and dedication as a racer and car builder after every race! I may not always agree with you or your methods, but the respect is always there.... and that my friend is what racing is about!

Info: 1st place= 78.3 laps 10th place= 60.5 laps - close spread!

SEASON OPENER (cont.)

Group 2 - The Group 2 (Magna-Traction) class was H.O.R.O.'s first attempt at running a second class in a sanctioned points race. The outcome was great! Running the second class added new dimension to our already successful races. This and the other alternate classes add variety and new challenges to our racing. this variety will generate new interest and keep us from becoming stagnant. The second class worked into the race format just as planned, without running too late. The first winner, of the first time ever run Group 2 in a sanctioned H.O.R.O. Point Series Race, was Bart Currie. Bart won the Group 2 Final by .7 laps (seven tenths of one lap) over Dave Smith. Kerrie (No.1) Skinner was in third six laps down from the leaders. I was in fourth another two laps down. The rest of the field finished as follows:

5th- Glenn Heath	9th- Steve Cox
6th- Alan Blanchard	10th- Mike Sapiano
7th- Lee Freitag	11th- Larry Cockerham
8th- Rowan Nicklous	12th- Steve Robinson
	13th- Albert Watson

The Group 2 class proved to be a class that requires a little more time and effort in setting up a car. And possibly a little more finesse in driving these temperamental machines. It was shown that Quadra-Lam armatures were not a necessity, and could be beaten in this class. All in all the racing of additional classes is refreshing and even more exciting- A definite improvement to the H.O.R.O. quality of racing!

PACER

No, American Motors is not getting into racing. We're talking about Portland Area Controlled Electric Racers. PACER is a club involved with the racing of 1/32 and 1/24 scale slot cars. Their races are very well organized. Their Fall/Winter '84 Season will be run on three different tracks. For this season they are racing two classes- RTR, which is 1/32 Parma and Champion Ready to Run kits. RTR is a stock class allowing only rear tire and gearing changes. The other class is Grand National "NASCAR". This class is a 1/24 scale class. In this class the cars must use a model car kit type plastic injection molded body. The body must be a late model stock car, Grand National type. The cars must use an unmodified Mabuchi type 36D motor.

What's it like to race with the PACER group? Well I'm definitely no expert when it comes to racing the large scale cars, but I do know when I'm enjoying myself. The PACER atmosphere is somewhat low key competitiveness with the emphasis on fun. For me racing with the PACER Club is a relaxing and refreshing change of pace from the HORO's sometimes tense "white knuckle" races.

If you're interested in checking out these larger scale races contact Hugh Ellsworth, he's the president of Pacer. All the members of the PACER Club are great guys and eager to help us rookies.

PACER 1984 FALL RACE SEASON SCHEDULE

RACE DATES : Sept.28, Oct.12, Oct.26, Nov.9, Nov.30, Dec.14. -Note on these dates there will be no HO racing at Alder Street Rowy, East Portland Rowy, or Carroll Shelby Rowy. (These are all Friday night dates).

PACER- Hugh Ellsworth, President 285-2439.

Gary Gossett, Secretary 289-4640.

H.O.R.O. POINT RACE NO.2

October 21, 1984, East Portland Raceway. Never have we witnessed such close competitive racing! This was without a doubt the greatest race yet! In the Group 1 first round, Denell Moore, after a long summer layoff walked into East Portland Raceway and, stone cold with only a very few practice laps, totally BLEW everybody's doors off! Take note here rookies, this was the first time Denell had even run on this track! In the final it was a little different story. By the start of the final Chris Johnson had the problems with his car sorted out and drove for an impressive win. This was Chris' first win in an HORO event. Second, third, and fourth places all had the same amount of laps and sections. The highest number of laps and sections in any one lane during the final was used to break the three way tie for second. This left Denell Moore in second place, Bill Bostic in third, and Alan Blanchard in fourth. The final standings in group 1 were:

5th - Glenn Heath, 6th - Larry Cockerham, 7th - Kerrie Skinner,
8th - Bart Currie, 9th - Dave Smith, 10th - Steve Robinson,
11th - Randy Word, 12th - Steve Cox, 13th - George Durnford,
14th - Steve Belk, 15th - Albert Watson.

In Group 3 it was another upset. The reigning champion of T-Jets and his undefeated Ford J car were de-throned. Bart Currie driving a Ford C-100 took first place. I was behind Bart in second just .2

(2/10ths) of a lap ahead of Dave Smith in third. Al Blanchard was in **Fourth**. In the Group 3 final only 1.6 laps separated first from fourth. Glenn Heath was in fifth, missing the final by only .1 (1/10th) of a lap. Kerrie Skinner finished sixth. Albert Watson finished in seventh place. Albert brought the crowd to a roar when he won one of his heat races! Larry Cockerham was in eighth. Steve Robinson finished ninth. And Steve Cox finished in tenth.

I think congratulations are in order to Chris Johnson for his victory in Group 1. To Denell Moore for his excellent second place finish. To Larry Cockerham for his sixth place finish in Group 1. And of course to Albert Watson for his seventh place finish and a heat race win in group 3 (it's about time you let some one else have a turn at last place Albert!!!.... good job!!ed.).

Lastly I would like to apologize to all for my actions and attitude at this race. As one who probably preaches more and complains the most about sportsmanship and conduct I put on a terrible display. My attitude was out of line and not fitting of the H.O.R.O. standard. I sincerely apologize to all, and I promise it will not happen again!

Bill Bostic

NEW TRACK

A new track has been added to the H.O.R.O. Point Series circuit. Larry Cockerham's Carroll Shelby Raceway is the newest addition to the H.O.R.O. list of tracks. Larry's track is located in Dayton Oregon, just outside of McMinnville. With a 62 1/2 ft. lap length, most of which is made up of 5ft. or better straights, this track promises to be very fast! A complete spec. sheet on this track is included with this newsletter. Add this spec. sheet to your H.O.R.O. folder.

-ISSUES-

It has been suggested by a few members that the Group 4 alternate class should be eliminated. It seems the general opinion is most racers would simply run their Group 1 cars making this no more than a duplicate class. Give this some thought so we can vote on a decision at the next race.

In reference to an argument which took place at East Portland Raceway during Point Race No.2, I would like to point out the last item written in the H.O.R.O. folder under the heading of Point Series Rules on the second page. At the bottom of the page it states "ANY RULES ARE OPEN TO DISCUSSION FOR CHANGE PRIOR TO RACE". In the event of any arguments or disputes in the future the source of the dispute will be examined by all the members present. A decision will then be agreed upon by a majority vote of the members in attendance, before the race begins. Contrary to the beliefs of some, no one person runs this organization. If this happens to be your belief maybe YOU should try taking part in the administration part of the racing. I will again remind everyone, we have no designated leaders, so if you feel our racing is becoming to political I suggest you make your feelings known to all the members. I for one would be more than happy to step down from a position of one of the organizers. All I want from H.O.R.O. is well run competitive racing with friends. This to me is fun. We need not tolerate arguments.

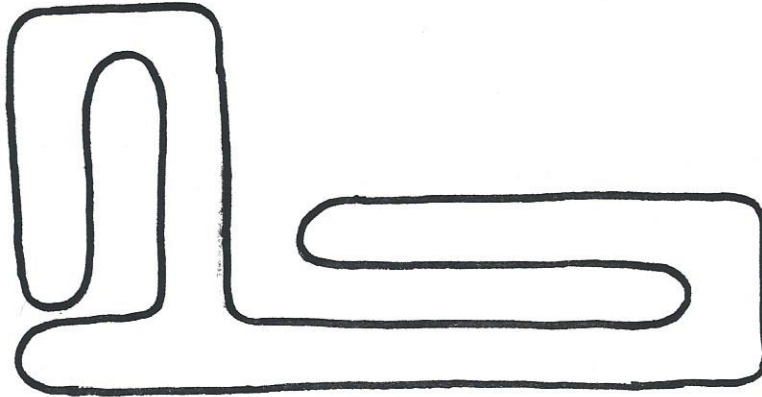
-Bill

In my last trip to Tammies Hobbies I discovered new Lexan bodies. These are the styles I saw - Parma Honda CRX (nice detail, but a little large in proportion). Parma A.S.A. Mustang (nice world of out-laws type dirt car). Parma Lancia GP (nice body although it has the Parma style flat back due to the rear wing). Rhino March GTP (excellent body! Nice detail - no wing). Rhino Jaguar GTP (another excellent body. Much closer in proportions than the Parma Jag ! + no wing). Rhino UOP Shadow (nice detail but an awfully short body. The sides may be a little too short for some chassis. No wing). Also if you haven't heard the Rhino GTP Mustang's are available in two different versions. The newer releases are approx. 1/8th of an inch wider than the first released versions. The detail on both versions is the same.

-UP COMING-

H.O.R.O. Point Series Race No.3 to be held at Carroll Shelby Raceway in Dayton. Race date is Nov. 18. (The weekend before Thanksgiving) Contact Larry Cockerham for track info: 864-2743. Car pooling: 255-6761

CARROLL SHELBY RACEWAY



Rt.2 Box 151

Dayton 864-2743

Lap Length = 62 1/2 ft.

Longest Straight = 10 ft.

Overall Table Dimensions = 8ft. x 12ft.

Number of Lanes = 4

Power = Aurora 20 volt / 12 va power packs - 1 per lane.

Controller Hook-up = Alligator clips.

Track Wired For Brakes = YES

Traction Compounds = NO

Track Owner = Larry Cockerham

