

H.O. RACERS of OREGON

NEWSLETTER NO. 8

NOVEMBER 1984

RUNNIN' DOWN CARROLL SHELBY

(Carroll Shelby Raceway that is!)

On November 18, 1984 members of the H.O.R.O. brutally assaulted Carroll Shelby. Yes, Larry Cockerham's newly constructed Carroll Shelby Raceway with stood the severe thrashing of the third point race of the H.O.R.O. '85 Season. As with all first time races on a new track there were some minor problems, but overall the race went very smoothly.

To start things off Lee Freitag won the Concours honors with his beautiful Mustang Cobra II. Lee's Mustang II was done in two tone blues and white with silver pinstriping. Lee also hand painted the numbers on his car and outlined the numbers with silver for high lighting. Beautiful job Lee! Although not a concours winner, I believe Albert Watson's AC Cobra deserves mention in the same paragraph as the voted winner! Albert's Cobra features excellent detailing and construction design. Albert hand formed the front and rear bumpers and the rollbar from metal. Not only do these items resemble actual tube type components, the front and rear bumpers also serve as part of the body mounting system. If you get a chance, take a close look at Albert's Cobra- the craftsmanship really is outstanding! We have so many beautifully done cars at each race now, the judging for the Best of Show or Concours has become very close and the vote decission very difficult! I would like to congradulate everyone on their excellent looking cars that compete in our races.

After the Concours event, round 1 of the Group 1 class was run. In round 1 Glenn Heath blasted his way to the number one position in the Group 1 final. Glenn was definitely dialed in! Bart Currie filled the number two spot, not far behind Glenn after round 1. Round 2, where its do or die, showed almost every racer with an improved drive over their round 1 scores. Dave Smith, who had very bad luck in round 1, came back in the second round to outrun everyone for the third spot in the final. The Group 1 final consisted of an Alpha Romero, a Ford C-100, a Porsche 917, and the winner of the final, a Camaro?!?! That's right - leave it up to Dave Smith to dust off a field of Can-Am type cars with a Camaro (read: street type car). Not only did Dave win the Group 1 final, he boosted the track record up to 81.5 laps in a 8 minute race. I finished in second with the 917. Bart Currie was very close behind in third (less than 1 lap behind) with his Ford C-100. Glenn Heath's Alpha Romero experienced pick-up shoe problems, which held Glenn back to fourth place. These were the final Group 1 standings for the day:

1st Place- Dave Smith	9th Place- Rowan Nicklous
2nd- Bill Bostic	10th- Albert Watson
3rd- Bart Currie	11th- Steve Robinson
4th- Glenn Heath	12th- Hugh Beck
5th- Lee Freitag	13th- Steve Belk
6th- Kerrie Skinner	14th- George Durnford
7th- Larry Cockerham	15th- Ron Arana
8th- Alan Blanchard	

Group 2 was a real battle! Dave Smith lead the way to the final, but Bart Currie was not far behind. George Durnford pressed his Shafer Camaro hard but lost out for a spot in the final by just one lap. Keep in mind this was George's first race in Group 2 with a car he had built but never raced in HORO competition. Keep an eye on this guy! Nice job George! The racing in Group 2 was very close, but in the final there's room for only four. So it was, - Dave Smith, Bart Currie, Alan Blanchard, and myself on the line awaiting the start of the Group 2 final. When it was all over, Dave Smith had again done his thing to take home the gold. Bart Currie pressed Dave hard, but Dave held him off. Bart was just 4.5 laps back in second place. I crashed along in third place, and Al Blanchard choked his way to fourth (sorry Al, I just couldn't resist throwing that in!). The Group 2 finish looked like this: 1st Place- Dave Smith - 61.8 laps

- 2nd- Bart Currie - 57.3 laps
- 3rd- Bill Bostic - 54.4 laps
- 4th- Alan Blanchard - 50.5 laps
- 5th- George Durnford - 49.0 laps
- 6th- Kerrie (No.1) Skinner - 48.5 laps
- 7th- Larry ("But it's my track") Cockerham - 46.9 laps
- 8th- Hugh Beck - 46.2 laps
- 9th- Lee Freitag - 42.5 laps
- 10th- Albert ("I'll get you in the first turn") Watson 40.8
- 11th- Steve Belk - 40.0 laps
- 12th- Rowan (490) Nicklous - 39.9 laps
- 13th- Glenn ("Wa hoppin?") Heath - 37.7 laps
- 14th- Ron Arana - 35.2 laps
- 15th- Steve (Ram 'em now!) Robinson - 32.6 laps

Hey, all kidding aside guys, you can see for yourself just how close the Group 2 racing was!

I would like to welcome Steve Belk and George Durnford back, and officially welcome Hugh Beck and Ron Arana into our ranks! Welcome to the world of loud mouthed, neurotic, crazed H.O.ers! Seriously guys, the racing by the end of the day becomes pretty tiring, and sometimes tempers grow short and arguments and verbal abuse to turn marshalls enter into the racing. Just remember, the fun is still there. You may have to look a little harder for it, but it's always there! Please don't get discouraged! If this H.O. racing is enjoyable to you - stick with it! Stick with it long enough and you just might find yourself in the final screaming at some new-comer doing his best to re-slot your de-slotted potential winner while you break your controller in half - all the while enjoying yourself into a coma. Hey, it's FUN! - Anyway it must be! - We keep coming back!

Congradulations Larry Cockerham! The race was great! Your food recommendations were great! And your dog is great! Great job! My hat is off to all the new members! You guys do a great job and put up with abuse that would cripple a bull! New members make our organization! New members are the excitement, the enthusiasm, and the motivation!

Bill

ISSUES

I would like to introduce an option in the solution to the Group 3 (T-Jet) class controversy. As our classes are presently set up as groups, I suggest we initiate a new Group 5 class. By doing this we can leave the Group 3 rules as they stand, eliminating any possibility of confusion caused by changing or adding to the present rules. The Group 5 rules would be written in entirety as the majority wishes, the complete set of rules on a one page rule sheet. This new Group 5 rule sheet could then be added to each H.O.R.O. Folder. We then have the following options for the remainder of the '85 season ; (A) Leave the Group 3 race of Oct. '84 as it stands on the books, and replace Group 5 for Group 3 as of the next T-Jet race. The new class rules of Group 5 would be used for the remainder of the '85 season. Or (B) Eliminate the Oct. '84 Group 3 race from the years standings. Restart the T-Jet class races using new Group 5 rules.

By initiating a new Group 5 T-Jet class we can accomplish the same goals with less work, less confusion, and without totally eliminating the Group 3 class. Group 3 could then merely be replaced by Group 5 for the rest of the '85 season- no problem. Group 3 could in this way become an inactive class for the present, but the rules and cars presently built to Group 3 specs would still be available for future races i.e.; future invitational races, or possibly a future point series. Please consider this alternative. I think this is a very realistic solution to our problem.

Just for the record, I would like to say I support the Group 3 rules for the Point Series. As they stand the Group 3 rules allow major modification to an existing design. There is a great challenge in making improvements to a car without altering it's basic design. Basically T-Jets are cars powered by pancake type armatures, using five separate gears to transmit that power to the rear wheels of a overhead gear plate, two inch plastic chassis, designed without the use of magnetic adhesion to the track surface for the purpose of improved traction, oh, and built by Aurora in the 1960's. Regardless of the individual parts you may replace to make improvements, this is what basically makes a car a T-Jet. Changes in the rules to Group 3 will limit the performance level possible with the T-Jet cars. In a Point Series we are trying to determine an overall champion. This includes building and designing ability as well as driving ability. Don't get me wrong, I'm all for racing T-Jets of a closer to stock configuration! I'm just not sure the Point Series is the appropriate setting. If we are going to change to a closer to stock class, then lets keep the allowable modifications to a bare minimum. Anyway what ever we all decide on is fine with me. Thanks for hearing me out !

-Bill

UP COMING

DECEMBER 16, 1984 - H.O.R.O. Point Race No.4. The location of this race was announced as being at Alder Street Raceway Since that announcement I have been in contact with Dick Beardsley. After conferring with Dick we have made plans to have his track in North Plains ready this race. So barring any unforeseen complications we will hold race No.4 on Dick's track on Dec.16.

DECEMBER 16- Point Race No.4- at DICK BEARDSLEY'S TRACK- North Plains

UP COMING

December 16 (cont.) At this the fourth point race of this season, the Group 1 and Group 2 (Magna-Traction) classes will be raced. Dick's track should be quite challenging for both classes! Re-wound armatures should perform well as Dick's track is supplied with plenty of even and consistant power. Keep in mind though there are some tight and twisty sections in this layout.

Also, there will be held at 11:00 AM, during practice for this race, a meeting to make deciding votes on two issues. The issues to be voted on are : (1). A rule change to allow or disallow the use of more than one guide pin or flag, on any one car. This rule would apply to ALL classes. (2). A rule change concerning the Group 3 (T-Jet) class. Briefly, the rule change is proposed in an effort to retain the identity of the cars in Group 3. Supporters of the rule change feel that with the modifications presently allowed in the Group 3 class, the appearance and uniqueness of the Aurora Thunderjet cars is lost. Some of the specific rules for consideration are : (A) to disallow the use of Magna-Traction magnets. These magnets are larger in size and much stronger than the original T-Jet type or the T-jet hop-up type magnets. These magnets greatly improve the acceleration of the cars. As these magnets are larger than the stock T-Jet type chassis modification is required to install them in the T-Jet chassis. (B) to disallow the use of A/FX type gear plates. By using the A/FX gear plate a T-Jet's rear axle can be raised higher in the chassis thus lowering the car. This lowers the cars center of gravity by placing the car closer to the track. This improves the cars handling without the added weight of a handling pan. This same modification can be made using the stock T-jet gear plate, but the required modifications are more difficult and time consuming. (C) allowing ONLY T-Jet type pick-up shoes to be used on the cars. T-Jet pick-up shoes are heavier than the A/FX style pick-up shoes some racers are presently running. The pick-up shoe weight in relation to handling is the issue here. This is a questionable issue here as there are many different opions concerning this modification. The advantage here is not definate. (D) disallowing the use of rewind, or Quadra-Lam armatures. Aurora's factory high-performance (Quadra-Lam) armatures greatly improve the cars acceleration and speed. The draw back here is the armatures are not readily available as they are no longer in production. An alternative is a hand re-wound armature. But this too has drawbacks in that re-winding an armature is tedious and time consuming work. And unless you know or someone informs you of the specs for a particular wind that will work, you may spend much time experimenting just to find a wind that is competetive. (E) to disallow the use of gears other than T-Jet type gears. T-Jet gear plate gears are brass. Some A/FX gears are plastic and can be used to replace the T-Jet gears for weight reduction, or used in making chassis lowering modifications simpler. 19 tooth crown gears are also available which will increase the cars acceleration. I've listed these issues as unbiased as possible to give you some information on what's being considered. There are other rule changes or restrictions possible, so if you have a specific change or gripe on your mind, get it in before the vote. Please give these issues some serious thought before the race on Dec.16 so we can settle these issues and proceed with the racing. On Dec. 16 at 11:00 AM, we WILL make a decision concerning these issues!!!!!! If you will be unable to attend this race and would like to vote or voice your opinion on these issues, you may do so by phone. Call me at 255-6761 and I will record your vote for the meeting. Absense will be no excuse on this vote!-Bill

UP COMING

In January 1985- Be ready for the 2nd Annual Alder Street Raceway Invitational. This race will be scheduled in the latter part of January. The exact date will be announced in the next Newsletter. Classes to be run in this years Invitational will include -

- (1) Aurora G-Plus cars. Limited only to the use of two magnets, one guide pin or flag, and Formula 1 type open wheeled bodies. You may use either stock type hard plastic bodies or clear lexan type bodies. In either case the bodies must have the front and rear spoilers or wings in place. Cut down bodies will not be allowed.
- (2) Aurora Magna-Traction. This class will be run basically stock. Only two modifications will be allowed - rear TIRE changes and the replacement of the stock guide pin or flag with a G-Plus type steel guide pin. Cars must run the stock, hard plastic, stock car (NASCAR) style bodies. The bodies may be repainted but cutting or trimming of the body will not be allowed.
- (3) The third class to be run is at this point undecided. I have something in mind, but I'm still open to suggestions!

CLASSIFIED ADS

FOR SALE - California GT race set, 37ft. 4 Tyco cars. 3 G-Plus cars & G-Plus parts. \$70.00 - Call Allen Strohmeyer at 645-9452 (10AM - 3PM).

FOR SALE - Aurora Ultra 5 cars. These slotless type cars are new in the boxes. Ultra 5's are constructed of all G-Plus parts excluding the chassis and pick-up shoes. At \$2.00 EACH the cars are excellent buys. Either for the G-Plus parts or just to collect the different bodies which have color schemes unique to the Ultra 5's alone! (Bodies are inter-changable with other Magna-Traction & G-Plus chassis). These NEW cars are available for \$2.00 EACH at The COIN CORNER in Oregon City. 215 7th Oregon City - 656-1835.

WANTED - New style Tyco H.O. scale slot car track. Especially need straight sections. Call Ron Arana at 538-2128 in Newberg.

H.O.R.O. Highly Outrageous Racing in Oregon

- Enclosed in this NEWSLETTER is another page (Track Directory) to be added to your H.O.R.O. Folder.

TWEAKIN'

Runnin' short on those 19 tooth crown gears for your Magna-Traction cars? Try a G-Plus 20 tooth crown!



---stock G-Plus crown gear.
20 tooth



cut off this spacer on the back side of the gear.

using a file or sandpaper round off the shoulder of the gear here, for clearance.



---modified G-Plus crown gear.

To complete the installation a small area of the Magna-Traction cars rear magnet must be ground down for clearance. Use a Dremel type power tool or a sharpening stone to grind a slight notch out of the back side of the magnet. Grind on the magnet slowly and carefully. Less than 1/64 of an inch is all that's required, don't get carried away!



---Magna-Traction magnet.

grind or sand notch for gear clearance here.

If you install shims in your car be sure the shim material does not cover the area of the magnet you have clearanced. This will cause the gear to rub on the shim. You can now install the modified gear. After installation check the gear mesh by spinning the rear wheels of the assembled car, without the cars idler gear installed. (This allows you to check the mesh of the crown to driven gears without feeling the added friction of the idler gear to armature pinion gear, and the friction of the armature turning in it's magnetic field.) The gear mesh may feel just a bit snug at first. Some run in time will be required for a real smooth mesh. Tooth paste works well applied to the gears during break in to smooth things out. I installed a modified G-Plus crown gear in one of my Mag-Tracs and it seems to work just as well as one of the 19 tooth gears, and I have alot more of the 20 teeth than I have 19's!

-Bill