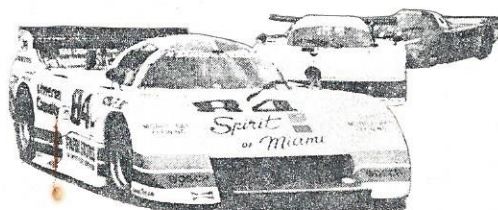


# H.O. RACERS of OREGON

## NEWSLETTER NO. 9



DECEMBER 1984  
JANUARY 1985

Newsletter? You mean it's that time again? Already?! I just sent some of those things out a few days ago! Didn't I? What do you mean, late again, as usual?! So what's the hurry anyway? I'll get it out some time this year! Oh, I'm already too late? It's not THIS year anymore?!!

### H.O.R.O. POINT RACE NO.4

The fourth race of the 1985 H.O.R.O. Point Series was held at Dick Beardsley's track in North Plains. Many of us have looked forward to racing on Dick's track for some time. Racing on this track was well worth the wait!

The Group 1 class started off the racing for the day. In the first round two drivers advanced to the final by running over 60 laps in four 2 minute heats. Out of the other 14 racers, 8 of them ran over 50 laps. That's only 10 laps (2.5 laps per lane) separating the first TEN positions. That is incredibly close racing!! With this close of competition it's impossible for our races to be anything but exciting!!

Round 1 of the Group 1 race served as somewhat of a warm-up for most of the drivers. After the first round racers settled down and started laying down some serious lap times!! Glenn Heath bettered his Round 1 score by four laps to gain a spot in the final. Lee Freitag also bettered his first round score and broke into the 60's. Rowan Nicklous put everything together in the second round for an impressive 59.9 score. That score was 10 laps over his first round score which was hampered by mechanical problems. Larry Cockerham drove very consistantly, backing up his first round 57.0 with a 57.2. Watch this guy, I think he's on his way to a major win! Al Blanchard blew a tire in Round 2 but came back to finish with a 53.4, tying Hugh Beck's second round score. Dick Beardsley was figured as having the "Home Track" advantage, but even his coliseum sized cheering section couldn't push him past the 56.6 mark. Ah, the pressure of competitive, hard-core racing!! You're now officially initiated Dick!

In the Group 1 final it was Dave Smith, Lee Freitag, Glenn Heath, and myself. All four of the cars in the final had been driven to scores in the 60's. This final was no place to make mistakes! Just as it took scores in the 60's to get into the final it would take at least that to win. No one could afford to hold back! With a great deal of luck and some excellent turn marshall-ing I managed to keep my cool long enough to pull out a win. Lee Freitag blasted his Mustang GTP into second place a full lap ahead



of the third and fourth place cars. In third place it was Glenn Heath, followed very closely by Dave Smith in fourth. The Group 1 final results were:

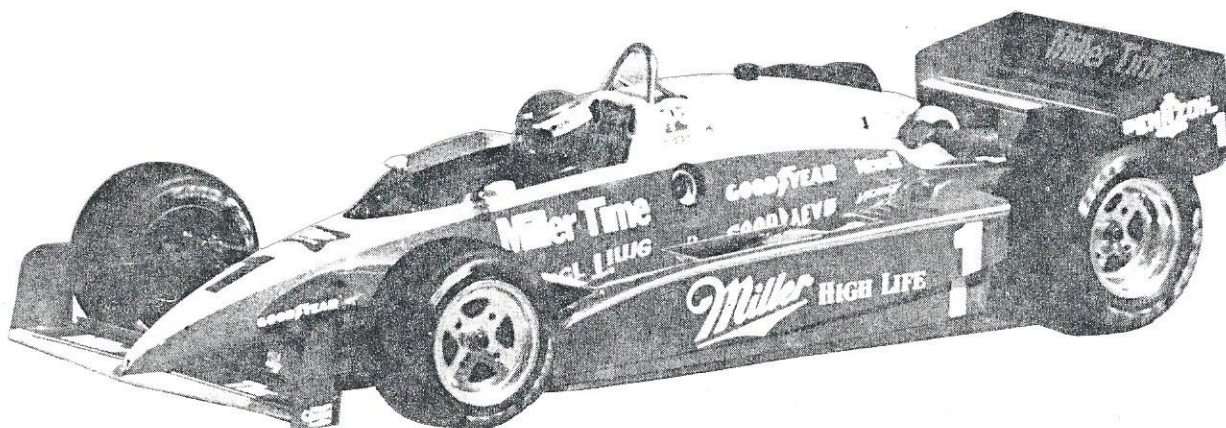
1st- Bill Bostic 67.7 laps	9th- Kerrie Skinner 54.6 laps
2nd- Lee Freitag 62.8	10th- Hugh Beck 53.4
3rd- Glenn Heath 61.9	11th- Al Blanchard 53.4
4th- Dave Smith 61.2	12th- Barry Blanchard 53.2
5th- Rowan Nicklous 59.9	13th- Steve Robinson 52.8
6th- Bart Currie 59.5	14th- George Durnford 49.4
7th- Larry Cockerham 57.2	15th- Steve Belk 48.7
8th- Dick Beardsley 56.6	16th- Albert Watson 37.1
	17th- Ron Arana 34.5

The Group 2 race was a whole new story! With only one chance to get it right and get into the final things get a little tense! Mr. Cool Mag-Trac driver himself (Bart Currie to non-racer types) again flogged the field. This guy can make those #@!x#@&\*!!! Mag-Trac cars do the impossible! How he can keep those things on the track driving as fast as he does I'll never know! Bart and his Ford C-100 are just amazing in this class! First Place was his again! The rest of us sub-superhuman racers finished in this order

2nd- Dave Smith	6th- Glenn Heath	11th- Barry Blanchard
3rd- Bill Bostic	7th- Dick Beardsley	12th- Steve Robinson
4th- George Durnford	8th- Larry Cockerham	13th- Lee Freitag
5th- Kerrie Skinner	9th- Al Blanchard	14th- Ron Arana
	10th- Rowan Nicklous	15th- Steve Belk
		16th- Albert Watson
		17th- Hugh Beck

On December 16th 1984, North Plains Oregon saw it's first H.O.R.O. sanctioned racing event. As usual we all got a little loud and excited, but that's just a product of highly competitive racing! The race was run on time, right on schedule, and very smoothly! We all met some new people, swapped some stories (and cars of course!), thrashed some race cars, and best of all, had a thoroughly enjoyable day of racing!!!!!! Congratulations and thanks Dick for an excellent race on a superb track!!

Concours winner- Bill Bostic - Porsche 917





## H.O.R.O. POINT RACE NO.5

Lee Freitag's 82 foot track in Lebanon was the site selected for the running of the fifth race in the H.O.R.O. 1985 Point Series. On January 20, 1985 eighteen racers battled it out on one of Oregon's finest H.O. scale slot racing tracks.

The racing format was changed slightly in an effort to keep the racing interest high and to try and shorten the time it takes to run the entire race. With the change in format the Group 5 class was run first. With the initiation of this new class came new ideas in T-Jet style car modification and design. The performance of the T-Jet cars were pushed even farther while still retaining the classical value of racing these cars. Unlike many classes chassis designs varied greatly from one builder to another. Everything from nearly stock to the addition of custom handling pans to lowered chassis were entered. No one idea seemed to be the absolute answer to the ultimate T-Jet. In the race format used for this class third through sixth place would run off in a semi for a chance to make up the last two spots in the main after round 1. First and second place finishers of Round 1 transferred directly to the Main. Round 1 action was very close. Every driver accumulated 22 laps or more with the winner of Round 1 scoring 31 laps. That's less than 10 laps separating first from fourteenth. Outstanding!! In the semi it was Kerrie Skinner, Glenn Heath, Lee Freitag, and Alan Blanchard. In the semi Kerrie Skinner drove his Ford GT to a very strong win with an excellent 33.6 laps! Al Blanchard in second place was over two laps behind. So in the Main Event it was Bart Currie, Kerrie Skinner, Al Blanchard, and myself. There they were on the starting line. Two Ford J Cars, one Ford GT, and a Mercury Cougar. FoMoCo would have it's day today! When the flag dropped the assault was brutal! These may have been the fastest T-Jets ever grouped together in one race. Kerrie Skinner drove flawlessly for another victory, pushing the final score higher again to 34.4 laps. When Kerrie's on, there's no doubt he's still NO.1 !! I finished second with a 33.9, Al Blanchard was third with a 32.5, and Bart Currie was fourth with 32.0 laps. Out of the top four finishers, all four cars ran lowered chassis, two ran Quadra-Lam armatures, one ran a rewind, and one ran a stock type Aurora armature. Here's the results of the race:

1st- Kerrie Skinner 34.4	8th- Dave Smith 25.8
2nd- Bill Bostic 33.9	9th- Hugh Beck 25.5
3rd- Al Blanchard 32.5	10th- Steve Robinson 24.0
4th- Bart Currie 32.0	11th- Steve Belk 23.4
5th- Glenn Heath 29.7	12th- Albert Watson 22.7
6th- Lee Freitag 28.6	13th- Ron Arana 22.4
7th- Rowan Nicklous 25.9	14th- Larry Cockerham 22.3

The Group 1 race was run under the same format as the Group 5 (T-Jet) race. After the first round only the top six had a chance to win the final. Of those six two would be eliminated in the Semi. Of Glenn Heath, Al Blanchard, Bart Currie, and Dave Smith, none of them wanted to be one of the two eliminated in the Semi! And their driving showed it!! Dave Smith pulled out all the stops for a runaway victory. Glenn and Al raced lap for lap with Glenn edging Al out by just 1/10 th of a lap. Bart was just over 1/2 a lap behind Al. What a race !!! The line-up for the final was set. Lee Freitag, Dave Smith, Glenn Heath, and myself were on the line. After the



first two heats the strain from the days racing was beginning to take it's toll. The racers and turn marshals were flat getting tired! Going extremely fast was no longer the priority, finishing the race was!! After a restart and totally re-running the fourth heat it was over. Lee Freitag had run an outstanding race and finished first with an impressive 67.3 laps!! I finished second, Dave Smith was third, and Bart Currie was fourth. This is how it looked :

1st- Lee Freitag 67.3 laps  
2nd- Bill Bostic 66.7  
3rd- Dave Smith 64.8  
4th- Glenn Heath 62.1  
5th- Al Blanchard 62.2  
6th- Bart Currie 61.4  
7th- Larry Cockerham 57.9  
8th- Ron Arana 55.8  
9th- Rowan Nicklous 55.2

10th- Steve Robinson 52.8 laps  
11th- George Durnford 52.7  
12th- Hugh Beck 49.1  
13th- Barry Blanchard 46.8  
14th- Kerrie Skinner 45.7  
15th- Wayne Laird 45.0  
16th- Steve Belk 44.1  
17th- Dan Benedict 38.4  
18th- Albert Watson 36.6

All in all I was very pleased with the days racing. I really enjoy racing on Lee's track, and I enjoy the trip to Lebanon! We saw the Group 1 race won by a nearly stock car (the magnets were not even lowered), and we saw quite a variety of car designs in the Group 5 race. As far as the race format went, I personally liked running the alternate class first. But I feel running a Semi in the alternate class is unnecessary. I feel the Semi added too much time to the running of the Group 5 class. For the Group 1 class I prefer the original H.O.R.O. Format. Group 1 is a highly, and closely competitive class. The cars are extremely fast and tweaked right to the edge of performance. Add to these facts the degree of skill involved in racing these hybrids and the tension level reached during a race, and it's easy to see how a slight mechanical problem or driver or turn marshal error could put you out of the days running. For these reasons I feel every driver should have the option of running a second time, regardless of his finish position after Round 1. If we do in fact need to cut our racing shorter, how about cutting our Round 1 heats to one minute. Round 1 would then serve as a qualifying round. This would give drivers the same chance to get used to racing on the track, and get the bugs out of their cars. The top two would still go to the main, and the others would still have the option of running Round 2. For myself I'd like to stick with two minute heats for both Round 1 and Round 2. The only other thing I would like to bring up is that dirty old job of turn marshalling. I know it's very tuff towards the end of the day to hold your attention and concentration to corner watching. Those racers in those last few heats worked hard on their cars and driving to get there. It's down-rite sickening to watch a heat race you've worked hard to get into go to pieces. If you happen to be a racer that likes to duck out when you see your chances are over, just remember the races you're not in are just as important to someone as your races are to you. Hey we're all friends. Very good friends by now!! And friends treat friends like they would like to be treated themselves!! Lee and Dave thanks for an excellent race!!! The change in format was good - that's how we make improvements, by experimenting!!  
Lee - I thouroughly enjoyed your routed track! It's fantastic!!!  
-Bill

## ISSUES

H.O.R.O. finances were discussed at the race in Lebanon on Jan. 20. The discussion was directed at costs for trophies, newsletters, new patches, and the annual breakfast concluding the season. At this point in time these issues are only considerations. The '85 Season will continue unchanged, being operated in the same manner. I don't want anyone to worry about being able to continue racing just for the lack of a couple of bucks. If any changes are made they will be for next ('86) season. Even then any changes must be agreed upon by all members.

How does a NATIONAL MAGAZINE covering Scale auto racing sound to you?! Like maybe a dream come true?! Well it may finally become a reality! I was recently contacted by Mr. Doug Haynes who is right now in the process of starting publication of just such a magazine. Mr. Haynes is working on this business FULL TIME! This is not some part-time play-at-it operation! This is BIG TIME BUSINESS!! Mr. Haynes has been involved in slot car racing for some time, and as he put it: it's about time our hobby was recognized! The magazine is currently scheduled for release in June. Mr. Haynes said the magazine will cover all aspects of scale auto racing, from track building to, car building and detailing, to race coverage and information on racing organizations. The magazine will feature H.O., 1/32, 1/24, RC, and anything else related to scale racing. If you would like more information on the magazine write : Doug Haynes P.O. BOX 10851 Eugene, Ore. 97440. Mr. Haynes is planning on attending the Alder Street Raceway Invitational on Feb.3 (with his photographer).

## UP COMING

2ND ANNUAL ALDER STREET RACEWAY INVITATIONAL - FEB.3,1985.


**BE THERE!!**

Need I say more?

H.O.R.O. POINT RACE NO.6 - scheduled to be run on Larry Cockerham's track in Dayton on Feb.24, 1985. Classes to be raced are Group 1 and Group 5.

## TWEAKIN'

One area overlooked by many racers of Magna-Traction and Thunderjet cars is pickup shoe set-up. These cars have little, or in the T-Jet case, no magnet attraction to the track. Therefore the smoother your car runs down the track the faster you will be able to go. Below I have listed some different pickup set-ups and their advantages.



STOCK T-JET

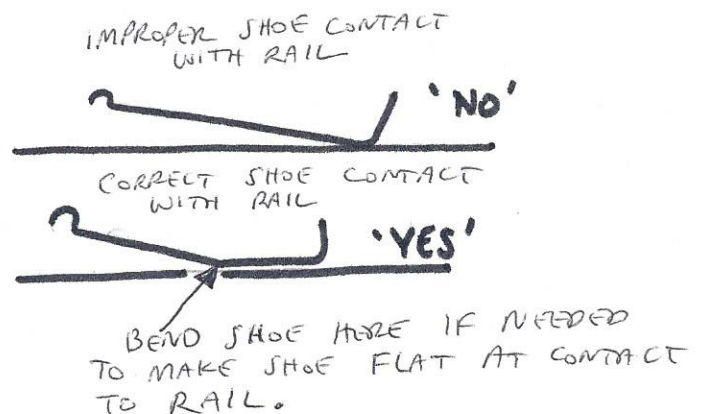
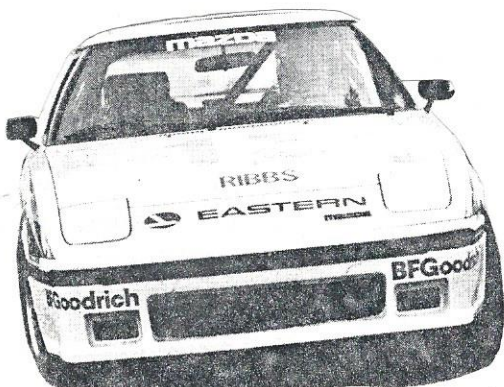
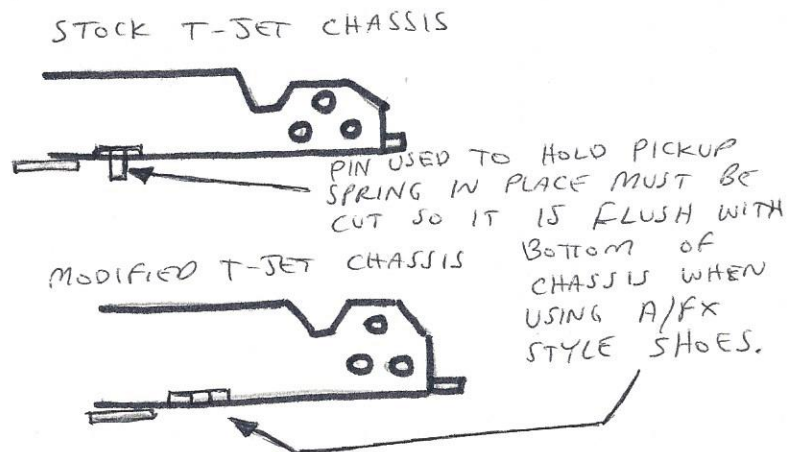
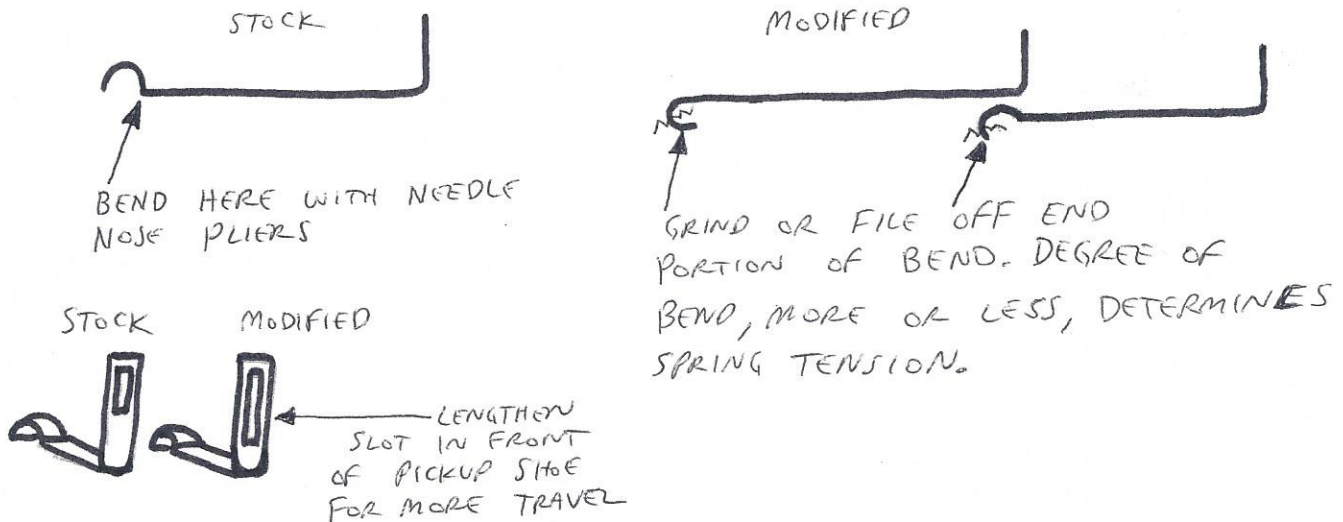


A/FX MAGNA-TRACTION



# Tweakin' cont.-

As you can see the stock T-Jet pickups limit how low you can get the chassis because of the bend and dropped section of the pickup. Not only are the A/FX pickups lighter they can be positioned closer to the chassis to obtain a lower ride height. On the A/FX Mag-Trac and T-Jet cars additional clearance can be gained by bending the section of the pickup that hooks into the chassis brush contact plates. This method can also be used to adjust spring tension.



CURRENT STANDINGS  
H.O.R.O. POINT SERIES CHAMPIONSHIP  
1985 SEASON

- as of Feb.1,1985 , 5 races completed.

current overall position	Group 1 pts/pos	Group 2 pts/pos
No1 - 875 Bill Bostic	445/1st	250/3rd
No2 - 845 Dave Smith	420/2nd	280/2nd
No3 - 820 Bart Currie	350/4th	290/1st
No4 - 720 Glenn Heath	390/3rd	180/6th
No5 - 715 Al Blanchard	345/5th	205/5th
No6 - 695 Kerrie Skinner	295/7th	230/4th
No7 - 540 Lee Freitag	315/6th	155/9th
No8 - 515 Larry Cockerham	295/8th	170/7th
No9 - 445 Rowan Nicklous	230/9th	150/10th
No10- 430 Steve Robinson	220/10th	105/12th
No11- 340 Albert Watson	130/13th	105/11th
No12- 295 George Durnford	140/11th	155/8th
No13- 245 Hugh Beck	130/12th	75/13th
No14- 225 Steve Belk	110/14th	70/14th
No15- 200 Steve Cox	95/17th	55/17th
No16- 195 Ron Arana	100/16th	60/16th
No17- 125 Dick Beardsley	60/23rd	65/15th
No18- 120 Barry Blanchard	75/21st	45/19th
No19- 110 Mike Sapiano	60/22nd	50/18th
No20- 100 Chris Johnson	100/15th	
No21- 90 Dave Nydigger	90/18th	
No22- 90 Denell Moore	90/19th	
No23- 80 Randy Word	80/20th	
No24- 25 Wayne Laird	25/24th	
No25- 15 Dan Benedict	15/25th	

As you have probably noticed the NEWSLETTER has shrunk in physical size. In this size the newsletter is less expensive to duplicate and mail. To offset It's smaller size I will attempt to make it bigger in the value of It's content to It's readers. Let me know what you think of this size for the NEWSLETTER. - Bill

I need to update my mailing list for the H.O.R.O. NEWSLETTER. If you wish to keep receiving the NEWSLETTER you MUST return the enclosed card to me, or let me know by phone you want to receive the NEWSLETTER. I have provided a stamp for the return of the card so please take the time to check the yes, I want the NEWSLETTER box or the no, I'm not interested in the NEWSLETTER box. The NEWSLETTER will continue to be free of charge, but if you are not really interested in it I would appreciate it if you would let me know so I can limit my mailing list to those who are interested. You don't have to be an avid or hard core racer to receive our NEWSLETTER, just being interested in H.O. slot cars is enough!!

THANK YOU!!

-BILL

### PACER

The PACER Club has started their Winter/Spring Season of racing for 1985. The Pacer Club races 1/32 and 1/24 scale cars. The dates for their races are: Jan.18 - Feb.1 - Feb.15 - Feb.23 - Mar.1 - Mar.15 - Mar.29.

For more information contact:

Hugh Ellsworth 285-2439  
or Gary Gossett 289-4640

