

H.O. RACERS of OREGON

NEWSLETTER NO.2

FEB. 1984

The First Annual Alder Street Raceway Invitational has come and gone. Thanks to those who attended. To those who couldn't make it, plan on the second annual invitational next January!

January 29, 1984. The Thunderjet 500 race kicked off the day of racing. Glen Heath took first place with his Ford "J" Car. Glen drove a very smooth race to edge out Paul Fromm's Cheetah by just 1.6 laps in eight minutes of racing. Dave Smith motored to third place with his beautifully detailed Dino Ferrari. I was fourth running a '63 Corvette Stingray. Fifth place was filled by another Corvette. This one being Lee Freitag's A.C. vibrator bodied (that's right!) '58 vintage Corvette hardtop. Very classy Lee! Al Blanchard played it cool to a sixth place finish with his Ford "J" Car. Al's car was not running a Quadra-Lam armature, basically it was a well tuned stocker. Quite an accomplishment Al! Kerrie Skinner snagged seventh with his finely detailed A.C. Cobra. Kerrie added side mounted exhaust pipes, a rollbar, and decals to give his Cobra the look of a racer. Rowan Nicklous displayed excellent driving skills by driving an unfamiliar car to eighth place. The car was a black Ford Torino built by Steve Robinson. Now that's sportsmanship - Rowan beat Steve with Steve's own car! Bart Currie ran a honey of a red Mustang. (I'd love to get my hands on it!). Front end bouncing problems left Bart's Mustang in ninth place. Steve Robinson finished in tenth place driving his yellow Toronado. Steve's Toronado featured a brass handling pan designed and built by Steve himself.

After the T-Jet race, a vote by all the racers was taken to determine which car would win the "Best of Show" award. Chris Johnson took home the trophy with a majority of the votes. Chris' Team Globee cars were represented by his Ford C-100. Team Globee's colors are blue and white with red striping and graffics. Excellent job Chris! - Keep it up!

In the Magna-Traction race it appeared Bart Currie and Glen Heath would be the two guys to beat. Bart's beautiful Mustang Mach I, (which was second in "Best of Show"), was just a little low which made for difficult handling. The extra strain put on the car from dragging finally took its toll in Bart's third heat by stripping the armature pinion gear. Bart made repairs in time for his fourth heat, but he had lost too many laps to stay in the top five. Glen's car was just plain too fast! Glen had actually detuned his car in practice to try and make it easier to handle. Even detuned the car was very fast and twitchy. Power and speed are not always an advantage, just ask Glen! Denell Moore raced a car built by Glen Heath to a seventh place finish. Denell had never raced or even practiced with this car, but he maintained his cool for an excellent finish. The Smith vs. Bostic battle was on again. This time I beat Dave - I got lucky! I'm sure he'll show me different next time! The Magna-Traction race finished like this:

1st place - Bill Bostic	7th place - Denell Moore
2nd " - Dave Smith	8th " - Bart Currie
3rd " - Paul Fromm	9th " - Lee Freitag
4th " - Kerrie Skinner	10th " - Steve Cox
5th " - Glen Heath	11th " - Rowan Nicklous
6th " - Al Blanchard	12th " - Chris Johnson

The G-Plus race was hot! Thirteen cars were entered. The racing was fast and wild, which kept the turn marshals busy! "Big" Al Blanchard set a track burning pace in the final few heats. All the cars were closely matched. Only ten laps separated first place from eighth. That's only 2.5 laps per two minute heat - FANTASTIC ! The G-Plus race results were:

(G-Plus race results).

1st place	- Bill Bostic	7th place	- Lee Freitag
2nd "	- Al Blanchard	8th "	- Glen Heath
3rd "	- Dave Smith	9th "	- Chris Johnson
4th "	- Kerrie Skinner	10th "	- Rowan Nicklous
5th "	- Bart Currie	11th "	- Steve Robinson
6th "	- Paul Fromm	12th "	- Steve Cox
		13th "	- Denell Moore

As I think back on the day of racing the T-Jet race comes to mind first. It was great to see those old cars sliding (yes, that's right magnet generation, they slide!) around those corners. Three classes of races were run that day. Actual time to run the complete race was less than six hours. This type of racing makes our racing future look very bright! Special thanks to Steve Robinson and Glen Heath for their sportsmanship, shown in building and supplying loaner cars for other racers. Thanks again to everyone who attended - you guys really made my day! Final results - Overall:

1st place	- Bill Bostic	7th place	- Bart Currie
2nd "	- Dave Smith	8th "	- Lee Freitag
3rd "	- Paul Fromm	9th "	- Rowan Nicklous
4th "	- Glen Heath	10th "	- Chris Johnson
5th "	- Al Blanchard	11th "	- Denell Moore
6th "	- Kerrie Skinner	12th "	- Steve Robinson
		13th "	- Steve Cox

- Bill

EAST PORTLAND RACEWAY

H.O.R.O. Point Race No. 4 on Feb. 12, 1984

The first race run on Al Blanchard's East Portland Raceway was definitely a hot one! Al did an excellent job of making last minute repairs to get the track race ready. The day before the race the power supplies were replaced, track wiring was finished, and sections were marked off. A lap counter malfunction cut the first heat short, but Al quickly made repairs. This 80 foot track proved to be a real challenge to drivers and equipment. Many of the top contenders were defeated by mechanical problems early in the race. If mechanical problems weren't enough, mental strain was! Many turn marshals were on the verge of nervous breakdowns trying to keep up with the action!

After the wild first round it was Al Blanchard, Chris Johnson, Kerrie Skinner, and myself in the final. The four final heats were five minutes each. After the first two final heats it was clear the battle was between Al and Chris. Chris' car had a definite advantage in the turns. Chris had no trouble catching or passing anyone in the turns. In the end it was Al's cool and consistent driving putting him into a well deserved, and long in coming, first place finish. Chris stormed to a solid second place finish, just barely loosing out to Al. I slid into third, and Kerrie Skinner finished up in fourth. Here's how the field finished:

1st place	- Al Blanchard	8th place	- Gene Benfiet
2nd "	- Chris Johnson	9th "	- Rowan Nicklous
3rd "	- Bill Bostic	10th "	- Paul Fromm
4th "	- Kerrie Skinner	11th "	- Barry Blanchard
5th "	- Bart Currie	12th "	- Glen Heath
6th "	- Dave Smith	13th "	- Albert Watson
7th "	- Lee Freitag	14th "	- Steve Robinson
		15th "	- Dave Nydigger

I would like to personally congratulate Chris Johnson on his second

place finish. His well timed and well placed center-punch on my Vette in turn 5 wasn't bad either! Good job Chris! Congradulations to Barry Blanchard on his 11th place finish in his first race with the H.O.R.O.. Keep it up Barry! Well done to all who corner marshalled! -(Payless Drugs has a sale on tranquilizers!). Last but not least I would like to congradulate Al Blanchard on a job well done, a race well run, and effort exceeding the call of duty!

- Bill

H.O.R.O. Point Series standings as of Feb. 12, 1984

<u>current position</u>		<u>total points</u>	<u>no. of races attended</u>
#1	Bart Currie	335	4
#2	Kerrie Skinner	330	4
#3	Al Blanchard	310	4
#4	Bill Bostic	310	4
#5	Dave Smith	295	4
#6	Glen Heath	265	4
#7	Lee Freitag	250	4
#8	Dave Nydigger	215	3
#9	Chris Johnson	195	3
#10	Steve Robinson	145	4
#11	Albert Watson	120	4
#12	Steve Cox	110	2
#13	Dave Likins	95	2
#14	Paul Fromm	90	2
#15	Denell Moore	80	2
#16	Russ Bessonette	75	1
#17	Rowan Nicklous	75	2
#18	Damon Brown	60	1
#19	Gene Benfiet	60	1
#20	Barry Blanchard	45	1
#21	Randy Word	35	1
#22	Stacie M.	30	1

- ISSUES -

Discussion - at Points race on 2-12-84.

- 1- Possible class change for next race season ('85 season). - Tyco 440 cars only in open or unlimited class.
- 2- Point Series race schedule printed up in advance of point race season.
- 3- Put flyers advertizing H.O. racing in selected hobby shops. Include a phone number in flyer for information. New interested racers would be invited to practices.
- 4- It was decided two more races would make up the remainder of the 1984 Point Series season. One race in March, and the final points race being held in April. The 1985 season will officially start in September of 1984.

- Alder Street Raceway will be having practice and non-points races throughout the summer months.

- I need articles, stories, information, classified ads, and ideas for upcoming newsletters. (Typing lessons wouldn't hurt either!). Please help me out! - Bill.

- UP COMING -

Feb. 26 - Invitational race at Paul Fromm's on the H.O.R.R.E.O. Club track. Classes to be run are : T-Jet, A/FX Semi's (stock), and Tyco 440 (stock). Call Paul at 761-2169 for more info.

March 18 - H.O.R.E.O. POINT SERIES RACE NO. 5. To be held on the H.O.R.R.E.O. Club track at Paul Fromm's house.

- LAST NOTES -

Sometimes things go a little rough during races. No matter how well prepared you think you are, things do happen- it's part of racing! Please just try to remember how much effort and concentration must be put into a track, a race, or corner marshalling. Think about the hundreds of hours put into track construction, the dollars spent on Alka-Seltzer running the race, and the humiliation suffered trying to corner marshal a race before you complain. Every time I get "up tight" I consider these facts..... Then I YELL MY BRAINS OUT !!!!!

- Bill

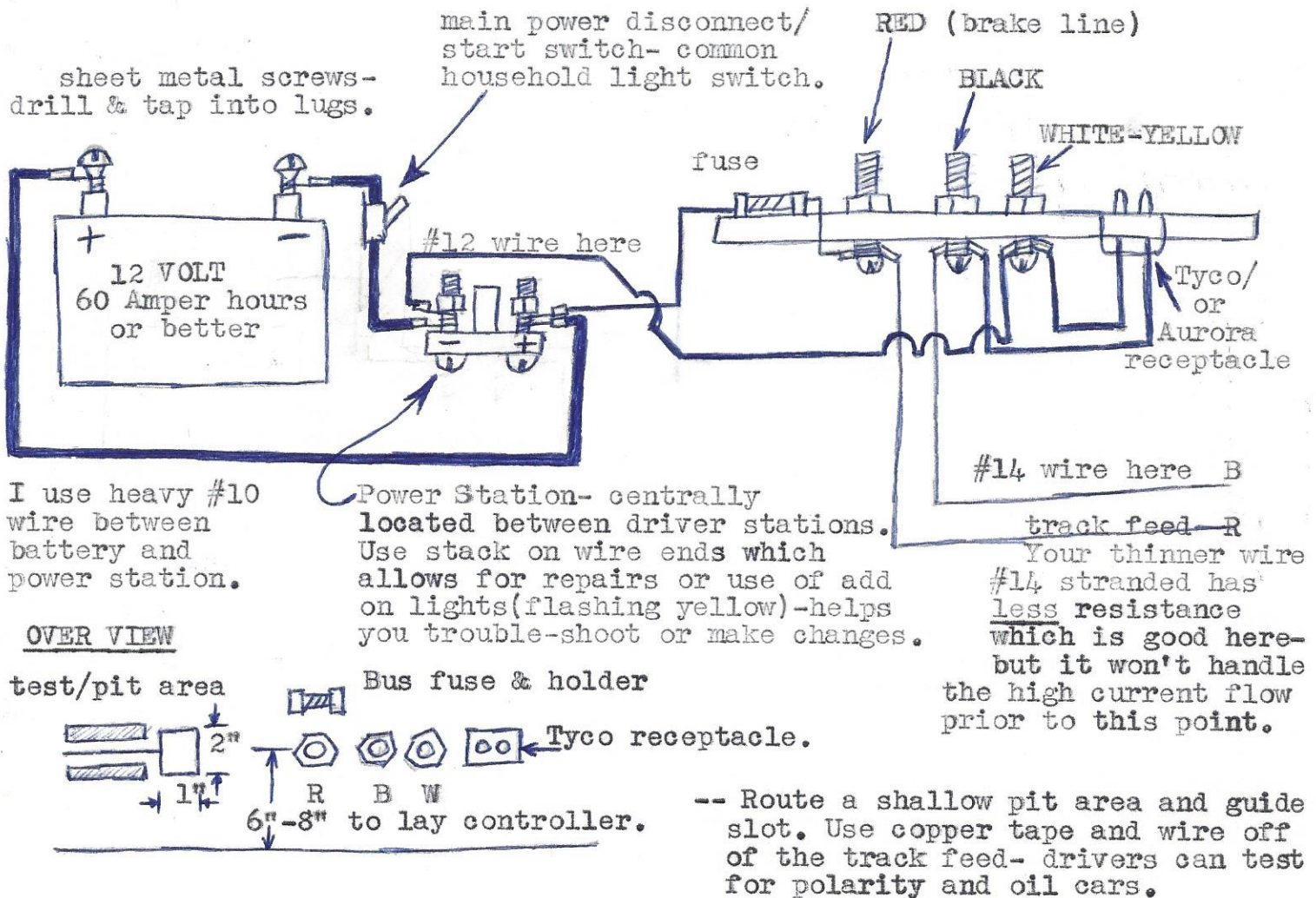
Definition - Corner Marshal. (Turn Marshal). Also Idiot, dummy, stupid hey you, the blind guy. In slot car racing activities, the person who's sole function is to withstand relentless unending verbal abuse while correcting someone elses mistake.

- Think about it.

BATTERY POWER FOR YOUR TRACK

by Russ Bessonette

A high amperage 12 volt car or truck battery will actually give you a true 13.5 volts when fully charged. That's a pure direct current with a very high amperage, which X-2's love, or a high amp armature will take advantage of. Your wall pack power transformers actually give off a small amount of alternating current leakage. You can verify this by running an old Aurora vibrator car on them. The Bus type fuse holder protects the driver station from accidental shorts, such as a screw driver coming in contact with the hook-up bolts, or a driver error in hooking up his controller. A person with a wedding ring could easily amputate their finger on a car battery set up if placed in the wrong spot. A 15 amp fuse works best here, it can actually save your controller rheostat if you use a 5 amp fuse instead. The third advantage to a Bus fuse holder is it allows each station to be disconnected from the battery power source, so that a driver may use his own external power and be free from power surges. The Aurora, or Tyco receptacle routed into place is a nice feature, in case a friend comes with a stock controller. Cut them from a stock plastic power section with a razor saw and use 5 minute epoxy to glue it into the routed cavity. Just remember to not have 2 controllers hooked into one station, such as a Parma, then plug in your Aurora, as one or the other will blow. My small test pit area to the side of each driver station has worked out quite well on my track. It allows drivers to test their car after hooking up their own controller without causing rear end accidents on the track. Also you can test for polarity, make quick pit stops, add a little oil in the pits during an enduro, or clean your tires.



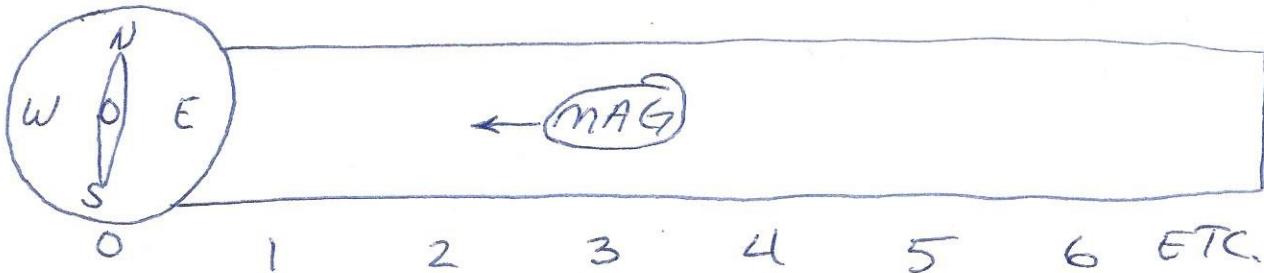
MAGNET TESTER

by Albert Watson

Items needed :

1 - 12 inch wooden ruler.

1 - inexpensive compass.



Move magnet down ruler towards compass until a needle deflection on compass is noticed. Note distance from compass by increments marked on ruler. The stronger the magnet, the farther from the compass the needle will be affected.