

# THE RACING NEWS

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THE COMPETITION SIZZLES AS THE 1988-1989 RACING SEASON BEGINS!

## THE SOUTHERN 500

The Racin' Rebels repeat as NASCAR champions. In the second 500 minute endurance race held at Pelican Park Speedway, the Racin' Rebels "B" team, won by a narrow margin over the Portland PACER team. A full report follows below.

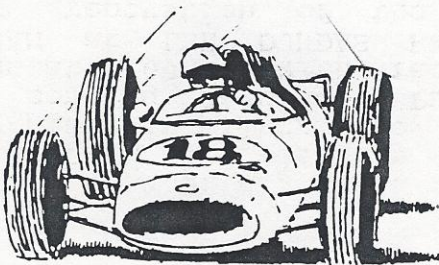
## NEW SCHEDULE FOR PACER

PACER has announced it's 1988-1989 schedule. Three classes will compete in this six-race series: 1/32 RTR, 1/24 NASCAR, and 1/24 EUROTOY. Lee Dundas has Eurotoy kits available for \$27.00. Revised NASCAR rules now allow Group 12 powerplants.

# OSSM

## OSSM CHAMPIONSHIP

The first of six races for the \$600.00 OSSM Championship Series takes place in Wilsonville, Oregon this coming Saturday. Practice begins at 9:00AM, with racing at 11:00AM at LEE DUNDAS RACEWAY. Major renovation of the short track has required a shift to the long track for the inaugural OSSM event. Competitors can win up to \$25.00, trophies, plaques, and valuable points towards the 1988-1989 OSSM Championship at this race. A Trophy for Concours d'Elegance and a Parma hand control will also be awarded by OSSM. This will be a driver's series with a field of at least 12 serious competitors expected to vie for the \$250.00 First Place Prize. Sponsored by the EUGENE TOY and HOBBY.



## 1988-1989 OSSM/PACER COMBINED SCHEDULE

<u>DATE</u>	<u>LOCATION</u>	<u>SANCTION/CLASS</u>
10-15-88	DUNDAS RACEWAY, WILSONVILLE	OSSM: RTR
10-28-88	DUNDAS RACEWAY, WILSONVILLE	PACER: RTR, NASCAR, EUROTOY
11-12-88	PELICAN PARK, EUGENE	OSSM: RTR
11-18-88	DUNDAS RACEWAY, WILSONVILLE	PACER: RTR, NASCAR, EUROTOY
12-10-88	DUNDAS RACEWAY, WILSONVILLE	OSSM: RTR
12-16-88	McFARLAND SPEEDWAY, ALOHA	PACER: RTR, NASCAR, EUROTOY
1-14-89	DUNDAS RACEWAY, WILSONVILLE	OSSM: RTR
1-27-89	McFARLAND SPEEDWAY, ALOHA	PACER: RTR, NASCAR, EUROTOY
2-11-89	PELICAN PARK, EUGENE	OSSM: RTR
2-24-89	DUNDAS RACEWAY, WILSONVILLE	PACER: RTR, NASCAR, EUROTOY
3-11-89	DUNDAS RACEWAY, WILSONVILLE	OSSM: RTR
3-24-89	DUNDAS RACEWAY, WILSONVILLE	PACER: RTR, NASCAR, EUROTOY
4-8-89	PELICAN PARK, EUGENE	OSSM: NASCAR ENDURO

## SUPER HO CIRCUIT OPENS

Dave Smith has finished construction of WESTWOOD RACEWAY and has scheduled an invitational HO race for October 29, 1988. This is undoubtedly one of the finest slot car racing facilities in the state. WESTWOOD features a glass-smooth wooden surface and a challenging layout. Classes for the first event include stock Magna-Traction chassis with NASCAR style bodies and stock Tyco 440 X2 Indy/Formula One machines. Silicone tires are the only permitted alteration.

Plans for 1988-1989 HO racing season will also be discussed at this event. Track owners and serious HO competitors are urged to attend. Watch for further announcements about HO racing in THE RACING NEWS.



THE SOUTHERN 500  
OCTOBER 1, 1988

A true southern-style heat wave, with temperatures in the low 90's, greeted the racers on October 1st, as they gathered in Eugene, Oregon for the SOUTHERN 500; a 500 minute endurance race for 1/24 scale hard plastic NASCAR stock cars. With the heat, the race promised to match its 1:1 scale namesake as a long and grueling "test o' guts." When the dust finally settled and the checkered flag waved over the four car field, the Oregon Racin' Rebels "B" team had coaxed their faltering "Gile Freight Lines" Oldsmobile to a slim 11 lap victory over a hard charging Portland PACER team's "Tide" Chevrolet. The winning team's lead was less than 80 seconds, after 8 hours and 20 minutes of flat out racing!

The consensus in the paddock before the race was that this wasn't going to be another easy win for the Oregon Racin' Rebels. At the the REBEL 500, held in April 1988, the Rebs had swept the first two places, with the Portland squad coming home a distant third. But on race morning when the Eugene teams arrived at their home track, Pelican Park Speedway, they knew they had their work cut out for them if they were going to repeat the previous victory.

The original entry list included a Portland team, a Salem team and two Rebel teams from Eugene, however a last minute cancellation by the Salem group caused the Racin' Rebs to "call up the reserves" in order to field a third team and fill the grid. A qualifying session two weeks earlier had been held by the Rebels to determine who would be competing for the Eugene teams. The top four qualifiers, Steve Phillips, Rick Dodge, John Andersen, and Doug Haynes comprised the "A" team. Randy Troy, Doug Beddow, and Dennis Dudley were driving for the "B" team. Anchoring the "C" team was veteran racer, Chris Snyder along with "rookies" Dave Goertzen, John Thompson, Dave Stone, and Tom Hayes. The Portland team consisted of three top veteran drivers: Lee Dundas, Bob McFarland and Glenn Heath.

Before the race, by random drawing, the Rebs chose which of the three team cars they would have for the race. The "A" team drew the "Rebel One" Oldsmobile. This car was the 1983 REBEL 500 winner, and in the hands of the Rebs most experienced team appeared to be a formidable combination. Constructed following the Salem team cancellation, the new and still unsorted, "Gile Freight"

Olds was selected by the Reb's "B" team. Although the new black machine handled well, it seemed down on horsepower and the "B" squad braced for a long uphill battle. The "Southern Star" Buick was drawn by the "C" team. At times, the white and blue machine appeared to be the fastest car on the track. However, realistically the team was mainly looking to gain some endurance racing experience.

The "Rebel One" Olds jumped out to an early lead at the green, closely pursued by the "Tide" Chevy and the "Gile Freight" Olds. The pace was fast and furious from the beginning. It was only about 50 laps into the race before the first mechanical problems started to appear. The crown gear on the "Gile Freight" car had apparently slipped on the rear axle, throwing off the gear lash. Coming off of slow corners the car began to chatter and chirp. A 30 second pit stop to tighten the crown gear cost the "B" team just four laps and the problem seemed to be cured. However, after a few more laps, it became obvious that the gear hadn't slipped; the entire motor was loose in the chassis. Another pit stop to pull the body, tighten the motor mounting brackets, and re-adjust the gear lash back to the original setting was required. By the time they rejoined the race, the "B" team was almost 35 laps down to the leaders. With what appeared to be the slowest of four, very evenly matched cars, the "B" team's spirits sagged at the prospect of playing catch-up for the next eight hours.

While the "Gile Freight" Olds was in the pits, the "A" team pulled out a three lap lead over the Portland team. However, soon after the "B" team returned to the action, the "Tide" Chevrolet began to reel the Eugene car back in. The handling on the red and white Oldsmobile had gone off, particularly in slower corners. At the end of the first 28 minute stint, Lee Dundas matched Rick Dodge's total of 264 laps. The Rebel "C" team had covered 246 laps while the "B" team was beginning their comeback, 32 laps down.

Another half hour of racing and the the Portland team had opened a lead on the Rebs "A" team, as the handling on "Rebel One" continued to puzzle the crew. Randy Troy

