

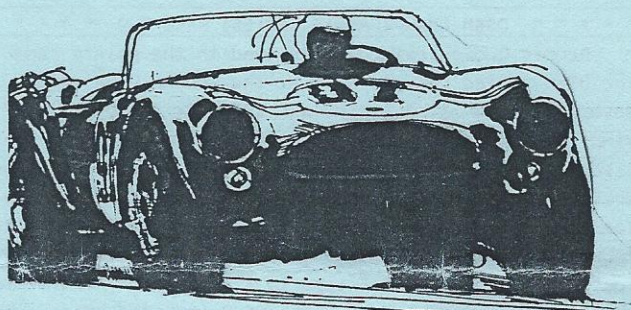
THE RACING NEWS

***** AN OSSM PUBLICATION ***** NO. 3

BEDDOW AND DUDLEY IN "OSSM" BATTLE

DENNIS DUDLEY STEALS VICTORY FROM DOUG BEDDOW, 211.4 LAPS TO 211.3!

The winning margin was less than 7/10ths of a second in the twenty-minute "A" Main feature race at the second event of the OSSM CHAMPIONSHIP SERIES, held November 12th at PELICAN PARK SPEEDWAY. A full report follows.



* * PACER EVENT OUTSTANDING! * *

Race Two of the 1988-89 PACER season established a new standard of competition for slot car racing in Oregon. Seventeen drivers took the green flag in all three PACER classes Friday November 18th at LEE DUNDAS RACEWAY. A race report and results follow below.

SENSATIONAL NEWS FOR SLOT RACING FANATICS!

CASCADE RACEWAY OPENS IN BEND!

The first 1/24 scale commercial raceway in the state of Oregon for many long years has been opened in Bend. CASCADE RACEWAY, which is located inside the Mountain View Mall, has two tracks available for racing. The large track is a 135' American "Hillclimb", a pure 1/24 scale track, designed primarily for high speed cars. The smaller track is an 80' American "Black". Track time costs \$3.00 per hour. Both tracks are eight lanes and are reportedly in good racing condition.

At the present time, formal races are held on Sundays and 1/24 scale Parma Flexi-cars with Group 12 motors are raced. The track is open during Mall hours which are reported to be 10AM-10PM, seven days a week. THE RACING NEWS will be sending a crack reporter to Bend soon, to get the full story about CASCADE RACEWAY!

1988-1989 OSSM/PACER COMBINED SCHEDULE

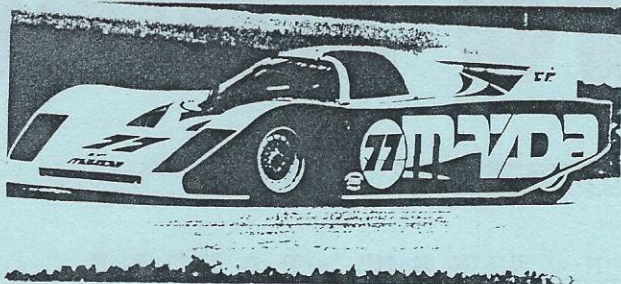
DATE	LOCATION	SANCTION/CLASS
12-10-88	DUNDAS RACEWAY, WILSONVILLE	OSSM: RTR
12-16-88	McFARLAND SPEEDWAY, ALOHA	PACER: RTR, NASCAR, EUROTOY
1-7-89	PELICAN PARK, EUGENE	OSSM: SUPERTeam CHALLENGE
1-14-89	DUNDAS RACEWAY, WILSONVILLE	OSSM: RTR
1-27-89	McFARLAND SPEEDWAY, ALOHA	PACER: RTR, NASCAR, EUROTOY
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: "REBEL 500" ENDURO



*** NEXT OSSM SERIES RACE ***
* * SET FOR DECEMBER 10th * *

LEE DUNDAS RACEWAY in Wilsonville is the site of the next race in the OSSM CHAMPIONSHIP SERIES. The race will be held Saturday December 10th. Practice begins at 9:00AM, with racing at 11:00.

The long track will be used for this event since the short track is still in the process of being refinished.



***** OSSM CHAMPIONSHIP SERIES: RACE TWO *****

Dennis Dudley extended his lead in the points race for the OSSM series championship at the second OSSM event on November 12th at PELICAN PARK SPEEDWAY in Eugene. After winning Race One, Dudley came to Race Two on his home circuit as the clear favorite. However, Dudley's dominance was challenged during the qualifying rounds by Joe Bettis' extremely fast and smooth Corvette. After four, five-minute heats, Dudley outqualified Bettis by just eight tenths, 215.6 laps to 214.8 laps. Third fastest qualifier was Doug Beddow with 206.0 laps and Randy Troy was just one tenth behind with 205.9. All of the top qualifiers recorded their best times in the second qualifying round except Troy, who suffered a mechanical failure with his yellow and blue Camaro. Fortunately, his time in the first round was just quick enough to beat John Andersen and Doug Haynes out of the final berth in the "A" Main.



The "B" Main featured Andersen, Haynes, Frank Crane Jr., and Bob McFarland. Haynes had struggled through the qualifying rounds until midway through the second round when he switched to his back-up car and was immediately more competitive. Andersen's striking red and white "Texaco" Corvette and Haynes' familiar black "Mr. Goodwrench" GTP Vette battled closely throughout the "B" Main. Haynes finally came up the winner by a narrow margin of 1.6 laps. Crane's "Miller" March GTP car was fast and good looking, but it appeared Crane's lack of track time at Pelican Park hindered him in the "B" Main. McFarland was also just a tick off the pace set by Pelican Park regulars Haynes and Andersen. He finished fourth behind Crane. By virtue of his "B" Main win, Haynes advanced to the "Dash for the Cash".

Throughout qualifying, it appeared that Joe Bettis was the only driver with a car capable of challenging Dennis Dudley's DeAtley Corvette. However, Eugene competitor Doug Beddow nearly snatched victory with a surprisingly strong come-from-behind charge in the "A" Main. It was a battle of the "suds machines" as Beddow's beautiful blue and white "Busch" Corvette fought it out with Dudley's red "Budweiser" car. In the first heat, Dudley took a one-tenth lap lead over Beddow. He stretched his lead to 2.1 laps by the end of the second heat. But Beddow wasn't giving up yet! He battled back to edge Dudley in the third heat by just one tenth, 53.5 laps to 53.4 laps. However, this was the race for second place; the heat was won by Joe Bettis with 53.7 laps. In the final five-minute

race of the day Beddow really made a charge at Dudley, winning the heat by a 1.9 lap margin. Dudley took the overall victory 211.4 laps to 211.3 laps. It was a fitting climax to a day of close racing. Less than seven tenths of a second separated first and second place after twenty minutes of all out racing! Joe Bettis held third place with 207.2 laps and Randy Troy came home fourth with 204.4.

Dudley's unbeaten streak in OSSM events finally ended with "B" Main winner Doug Haynes' upset victory in the "Dash for the Cash". The race was a bit anti-climactic since Dudley had mechanical problems and failed to finish the ten lap sprint race. Haynes picked up a \$10.00 gift certificate for his efforts from series sponsor, Eugene Toy and Hobby. Gaylon Grosche, a first time competitor from Salem, won the Parma 7 ohm hand control awarded as the door prize for the event.

The Concours d'Elegance was fiercely competitive, with top drivers looking to earn some valuable bonus points. John Andersen's "Texaco" Corvette won with a combination of excellent detailing and truly outstanding on-track appearance. Doug Beddow, Dennis Dudley, Frank Crane Jr., and Gary Gossett were all in the running for the Concours trophy with beautiful and authentic looking entries.

The third race in the OSSM Championship Series is scheduled for the long track at LEE DUNDAS RACEWAY. With a healthy 18 point lead in the standings, Dudley is once again the man to beat, but with four more races to go, anything can happen.

OSSM RACE RESULTS

Driver	Qualifying	Race	Points
DENNIS DUDLEY	1*	1	20
DOUG BEDDOW	3	2	16
JOE BETTIS	2	3	14
RANDY TROY	4	4	12
DOUG HAYNES	5	5	10
JOHN ANDERSEN	6	6	8
FRANK CRANE JR.	7	7	6
BOB MCFARLAND	8	8	5
JOHN THOMPSON	9	9	4
GARY GOSSETT	10	10	3
GAYLON GROSCH	11	11	2

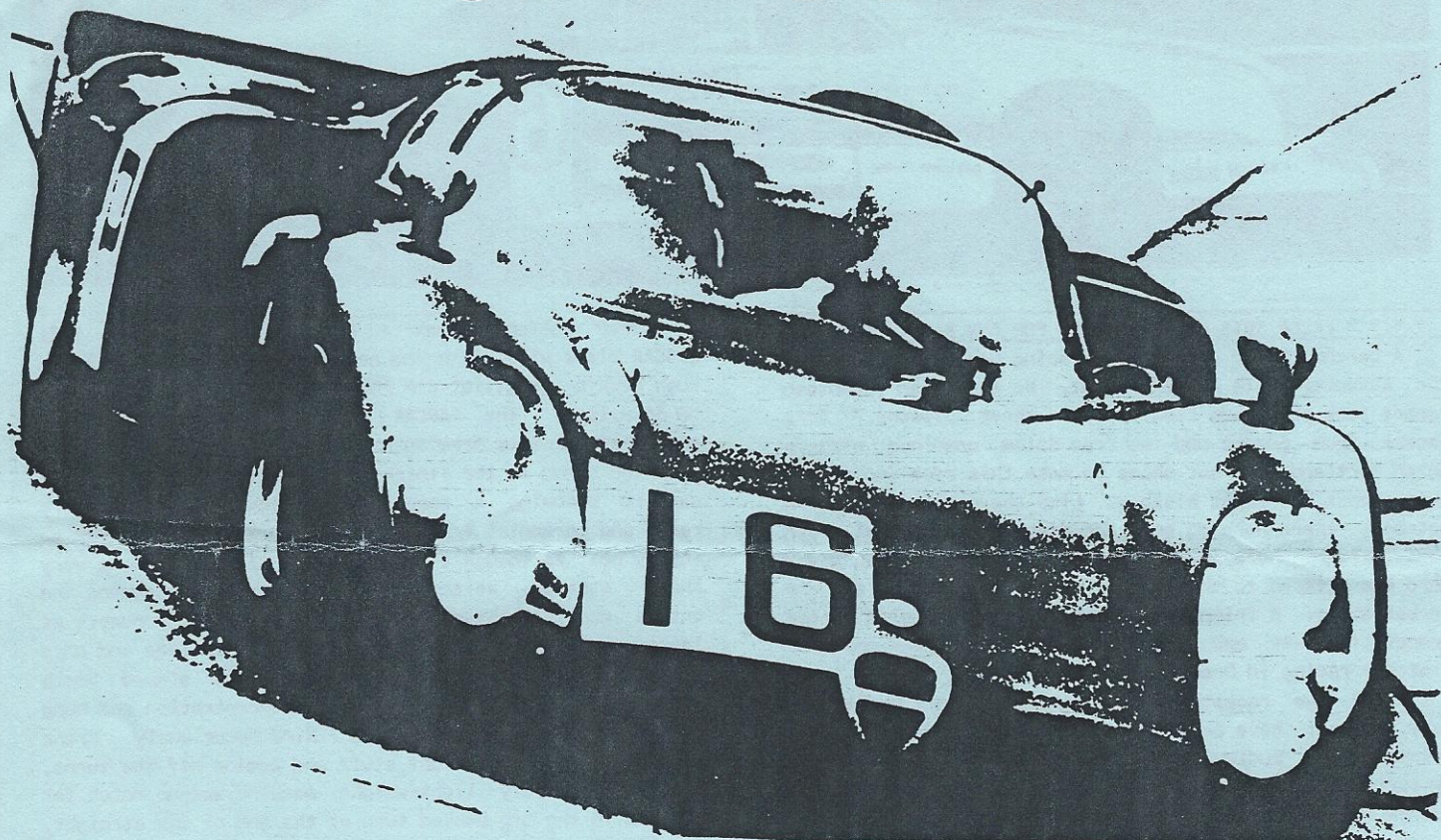
* 2 Bonus Points

***** TURKEYS TROT IN SEATTLE!!! *****

The "CAN-AM TURKEY TOURIST TROPHY HO RACE" was hosted by Gary Beedle of Redmond, Washington on Saturday November 26, 1988. Gary's track is a super-smooth four-lane Aurora T-jet track on a 4' x 12' board. A total of 45' long, the track has a 10' main straight and 18 volt battery power with alligator clip hookup. Four classes: Production, Super Stock, Modified, and IROC were featured at the event. Unfortunately the race announcement arrived after publication of issue #2 of THE RACING NEWS and the race was held by the time this issue was published.

John Sjostrom and Gary Beedle are also hosting a Friday night race series known as the "GARAGE GRAND PRIX". Classes are Production, Super Stock, and IROC. If you want to be on the mailing list for future HO races, or if you just want more information about racing in the Seattle area, call Gary at (206) 883-2056 or (206) 881-7829.

SUPERTEAM



***** OSSM SUPERTEAM CHALLENGE *****

The announcement of the OSSM SUPERTEAM CHALLENGE race on January 7th sparked considerable interest among racers judging from the entries received and the number of inquiries about the rules at the last PACER event. Teams that have officially entered the SUPERTEAM CHALLENGE as of publication of this issue of THE RACING NEWS are:

- | | |
|--------------------------|---|
| 1. "Scuderia Rebelini" | Doug Haynes
Steve Phillips |
| 2. "Currie & Heath" | Bart Currie
Glenn Heath |
| 3. "Team Slippery" | Dennis Dudley
Larry Brumwell |
| 4. "Wiener Bros. Racing" | John "Oscar" Andersen
Chris "Mayer" Snyder |
| 5. "Y M I Racing" | Doug Beddow
Joe Bettis |

Since there is a limit on the number of teams, only the next three entries based on postmark date will be eligible. The DEADLINE FOR ENTRY IS DECEMBER 20th; however, the deadline is mainly for determining if there is enough interest among competitors to hold the event. While the entry list for the SUPERTEAM CHALLENGE is not complete at the present time, a full field is expected. OSSM reports that preparations for the race are proceeding at full speed.

If more than eight teams wish to enter, the ninth team will become the first alternate and will race if there is a late cancellation by one of the first eight teams. All official entries and the alternate team will be notified of their status. Entry fees received after the grid has been filled will be promptly returned.

There will be a \$50 prize and individual trophies for the winning team. A Concours d'Elegance trophy will also be given. However, the real glory will come from being the first SUPERTEAM to have their names on the OSSM SUPERTEAM CHALLENGE CUP, a perpetual trophy of "OSSM" dimensions!

SUPERTEAM RULES

Two questions have been raised about car preparation for the OSSM SUPERTEAM CHALLENGE. These questions have prompted some refinements in the rules set forth in the SUPERTEAM entry form.

Q: In order to fit the rear tires/wheels within the 2 1/2 inch maximum width, can the outer flange on the oilite bearings be modified/removed?

A: Yes, the frame itself may not be modified, but the flange may be ground off flush with the side of the frame, if desired.

Q: Regular OSSM rules prohibit leaving the wheel well openings closed unless they are closed on the real car; however, the 2 1/2 inch Betta body that I want to use is so flimsy in the front, it will disintegrate unless I leave the front wheel wells closed. Can I do it?

A: Yes, provided the area of the front wheel opening that would normally be cut away is left clear, so that from a distance it looks as though it has been cut away. OSSM Rule C.6 was written for the purpose of improving car appearance. Enclosed front wheels do not appear to be a performance tweak. OSSM also wants to encourage the use of detailed replica bodies such as those available from Betta. The rule was never intended to discourage the use of these bodies. As long as the wheel well opening is left clear, OSSM feels that the purpose behind the rule has been met.

NOTE: The foregoing rules refinements apply only to the SUPERTEAM CHALLENGE Race on January 7th; they do not apply to the 1988-89 OSSM CHAMPIONSHIP SERIES.

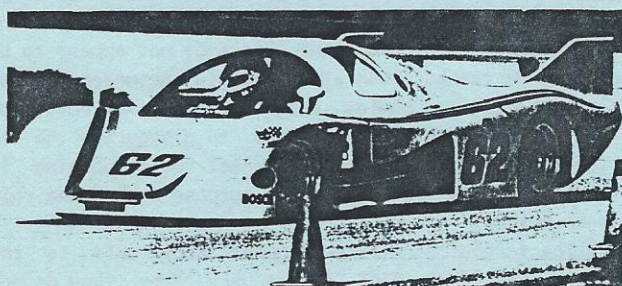


***** PACER SETS NEW STANDARDS FOR FUN RACING *****

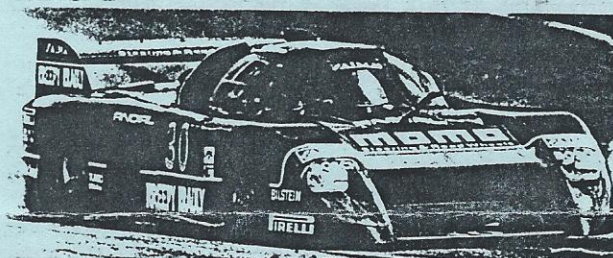
A benchmark for competitive racing was established at the November 18th PACER event. No less than seventeen racers took the green flag in all three classes. Four racers from Eugene and two from Salem combined with a dozen Portland area hot shoes to make this race one of the best events in recent history. Like the previous race in October, there were no apparent disputes or hassles. In fact, drivers were showing such self control, hardly a word was uttered to the corner marshalls, much less any verbal abuse. A friendly atmosphere, combined with fierce competition has made the 1988-89 season a great one for slot car racing in Oregon.

After two races, Euro-Toy top guns Dennis Dudley and Gary Gossett have completed 85.8 laps and 85.7 laps respectively. Dudley took the October race from Gossett by just one tenth, and in their second confrontation at DUNDAS RACEWAY they tied for the overall victory at 42.5 laps! Just three tenths of a lap covered the first four racers at the end of one of the closest races ever held at LEE DUNDAS RACEWAY in Wilsonville. Dudley and Gossett were closely pursued by Bob McFarland at 42.3 laps and Frank Crane Jr. at 42.2 laps.

The Euro-Toy event featured a "battle royal" between Dennis Dudley and Larry Cockerham. Dudley took the lead at the green flag with Cockerham hot on his heels. A wheelie out of the slot coming on to the main straight cost Dudley's "Group South" Tiga the lead as Cockerham's Thunderbird thundered past. No one was surprised as Dudley reeled Cockerham in and then slipped by to take the lead again. But Cockerham wasn't going to stand for it! From a deficit of more than four feet, he battled back. Clearly the underdog, the crowd actually cheered when he retook first place from series points leader, Dudley. But Dudley wasn't about to give up either. He dogged Cockerham for several laps before a crash at the hairpin put him further behind. Excellent turn marshalling had him back in the slot in seconds. Slowly but surely Dudley inched back within striking distance. As the last seconds ticked away Dudley closed to within 18 inches. That's how they finished as Cockerham withstood the pressure and scored an exciting and popular victory.



Jerry Palfenier took a surprise win in the 1/24 NASCAR class with his brand new Ford Tunderbird. He edged Hugh Beck's beautiful STP Pontiac by just one tenth, 36.7 to 36.6 laps. The NASCAR class had another great heat race that actually drew applause and cheers of appreciation from the crowd at the finish. Frank Crane Jr., who is rapidly becoming a force to be reckoned with at every race, and perennial 1/32 RTR favorite Glenn Heath, ran an entire heat as though they were tied together on a very short string. Neither car deslotted once during the entire race, although Heath's Chevrolet had contact at least three times with crashed cars in his lane and once with a corner marshall! These incidents slowed Heath momentarily, but he never lost his concentration and hung onto the rear bumper of Crane's T-Bird tenaciously. Crane held an edge in the tight stuff and coming off the turns, but his relatively light-weight machine was no match for Heath's in the big banked turn at the end of the straight. Heath would close down on Crane in the banking every lap and when they hit the short chute they were door handle to door handle! It was exciting racing! They finished less than 18 inches apart, both cars in the same tenth. Crane took the win, but in spite of some bad racing luck, Heath made this race a highlight of an event that featured close competition in every heat.



The outcome of the heat race described above takes on greater significance in view of the fact that Glenn Heath, with a 35.9 lap total, nabbed third place overall by one tenth over Frank Crane Jr. and Lee Dundas, both of whom were tied with 35.8 laps! The overall level of preparation was clearly up from the last PACER event, with less than two laps separating the top eight finishers.

1/32 RTR was the most fiercely competitive class on the program. Veteran Eugene racer, John Andersen scored his first career PACER victory with his Concours winning Corvette. Although Glenn Heath had convincingly won the previous PACER 1/32 RTR event by eight tenths over the second place finisher, at this race eight tenths of a lap covered the first five competitors! Within this group there also were two ties! Glenn Heath and Dennis Dudley matched for second place with 35.9 laps apiece while Gary Gossett and Bob McFarland also tied at 35.4 laps. A mere 2.2 laps covered the top ten finishers in this strong field of 18 cars.

PACER: RACE TWO
(Unofficial Results)

OSSM

1/24 EURO-TOY RESULTS

Position	Driver Name	Number of Laps
1. (Tie)	GARY GOSSETT	42.5
	DENNIS DUDLEY	42.5
3.	BOB McFARLAND	42.3
4.	FRANK CRANE JR.	42.2
5.	LARRY COCKERHAM	41.9
6.	GLENN HEATH	41.2
7.	LEE DUNDAS	40.5
8. (Tie)	JOHN ANDERSEN	40.3
	BART CURRIE	40.3
10.	DOUG HAYNES	39.5
11.	JERRY PALFENIER	37.1
12.	HUGH ELSWORTH	36.9
13. (Tie)	TIM RACKLEFF	36.3
	HUGH BECK	36.3
15.	KENNY PALFENIER	35.5
16.	BERNIE KENNABECK	27.7
17.	ANDY PLUNKETT	25.6

1/24 NASCAR RESULTS

Position	Driver Name	Number of Laps
1.	JERRY PALFENIER	36.7
2.	HUGH BECK	36.6
3.	GLENN HEATH	35.9
4. (Tie)	FRANK CRANE JR.	35.8
	LEE DUNDAS	35.8
6.	DENNIS DUDLEY	35.5
7.	BOB McFARLAND	35.2
8.	JOHN ANDERSON	34.9
9.	BART CURRIE	33.0
10.	DOUG HAYNES	32.7
11.	LARRY COCKERHAM	31.9
12.	KENNY PALFENIER	31.1
13.	HUGH ELSWORTH	28.9
14.	TIM RACKLEFF	28.6
15.	DAVE STONE	27.2
16.	BERNIE KENNABECK	24.5
17.	ANDY PLUNKETT	24.1

1/32 RTR RESULTS

Position	Driver Name	Number of Laps
1.	JOHN ANDERSEN	36.2
2. (Tie)	DENNIS DUDLEY	35.9
	GLENN HEATH	35.9
4. (Tie)	BOB McFARLAND	35.4
	GARY GOSSETT	35.4
6.	DOUG HAYNES	35.1
7. (Tie)	LEE DUNDAS	34.7
	JERRY PALFENIER	34.7
9.	FRANK CRANE JR.	34.5
10.	HUGH BECK	34.0
11.	LARRY COCKERHAM	32.8
12.	HUGH ELSWORTH	32.7
13.	BART CURRIE	32.0
14.	TIM RACKLEFF	28.3
15.	DAVE STONE	26.0
16.	BERNIE KENNABECK	25.3
17.	ANDY PLUNKETT	25.1
18.	KENNY PALFENIER	24.8

*** RACE REVIEW *** RACE REVIEW *** RACE REVIEW ***

OSSM: Race Two

New Race Procedure A Success

Although the turn-out for the November OSSM Race fell considerably below the anticipated 20 racers, the procedural streamlining described in Issue #2 of THE RACING NEWS was still tested at that event. The main change involved the elimination of run-in time between heats combined with the establishment of a pre-race procedure that allowed everyone an opportunity to prepare their cars and get familiar with each lane prior to the start of the race.

The philosophy behind the change in format was that "racing time" is what everyone wants more of at an event. Therefore, if you must sacrifice something in order to finish the event at a reasonable hour, it should be the non-racing part of the program.

This new procedure worked very well and it seemed to be well received by all competitors. The race began promptly at 11:00AM; and with 11 racers, the first qualifying round was finished by about 1:25PM. A full one-hour lunch break followed and qualifying resumed at 2:30PM. The second round of five minute heats took a little less than 90 minutes and the "B" Main started about 3:50PM. The "A" Main began at 4:15PM and the day concluded with the "Dash for the Cash" at 4:40PM. The top eight racers had 60 minutes of actual racing time and everyone who entered got in at least 40 minutes of racing. This compares fairly well with the 18 or 20 minutes of racing time at a typical PACER event.

An unanticipated side-benefit was generated by the new procedure as well. Under the old system, a break between heats sometimes lasted three or four minutes. During this time corner marshalls tended to wander off, start working on their cars, get into conversations, or whatever. Before each heat they always had to be called back to their positions or the race organizers had to make sure new people had taken their places. With the new procedure, the heat ends, scores are recorded, drivers have a brief chance to look at their cars to make sure the braid isn't slipping out of the flag or the tires aren't covered with dirt, cars are carried to the Start/Finish line and the next heat is begun. There isn't enough time for the corner marshalls to get distracted, so they tend to stay at their position throughout the event, except when they were racing themselves. This really seemed to eliminate one of the constant hassles associated with a typical race and kept everyone's attention focused on what was happening on the track.

Lap Counter Problems

The only problem that arose during Race Two occurred when the lap counter sometimes failed to record laps if a car chattered through the dead strip. It appears that the dead strip was originally located too close to the corner and some cars don't have a chance to settle back down in the slot in time to make a good contact. Since this was the first 1/32 RTR race at PELICAN PARK SPEEDWAY where a lap counter was used, this problem was totally unexpected by the track management. Although a few early qualifying heats may have been affected, visual confirmation of the lap counter was made throughout the balance of the event to avoid inaccuracies. PELICAN PARK SPEEDWAY is currently experimenting with possible solutions which will eliminate this problem before the next race.

***** NEW HO SCALE TRACK IN SPRINGFIELD! *****

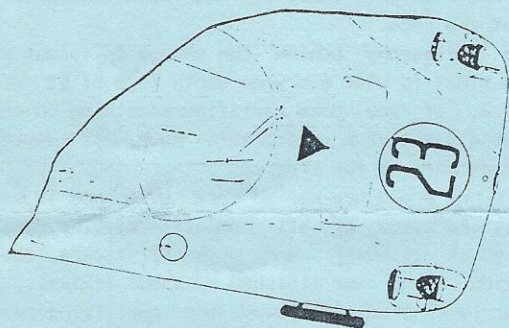
Mike Graves has announced the opening of his new HO track in Springfield. The new circuit is 46' long and has a 9'3" main straight. Mike built his layout using Tyco plastic track sections. He is currently working on a lap counter and plans to host HO races in the coming year. Anyone wanting to check out this new track, or more information about races, give Mike a call at 746-4178.

* RULES * RULES * RULES * RULES * RULES * RULES * RULES *

Rules Questions

The primary rules question that has been raised recently involves OSSM Rule B.4(a) regarding maximum width of the front wheels. The rule reads as follows: "The maximum width of the front wheels shall be 2 3/4 inches, provided however, the front tires shall not protrude more than the width of a front tire outside the plane of the front wheel opening of the body at any time." Apparently there is some question about what is meant by the "plane of the front wheel opening" and how the rule applies when some portion of the top of the fender has been removed.

Figure #1



The easiest way to explain this rule is through the use of illustrations. OSSM rules allow the front wheels to slide back and forth in the manner, currently preferred by most racers. Figure #1 shows a configuration where the front tire is completely outside the bodywork. Rule B.4(a) was intended to prohibit this type of set up. The rule, as it has been drafted, assumes that the side of the car is flat at the wheel well opening and the "plane" of the wheel well is an imaginary flat surface covering the wheel well. However, this assumption, is not always true and this appears to be the source of the ambiguity that generated the question. Figure #2 illustrates the legal front wheel set-up as the rule was contemplated.

Figure #2

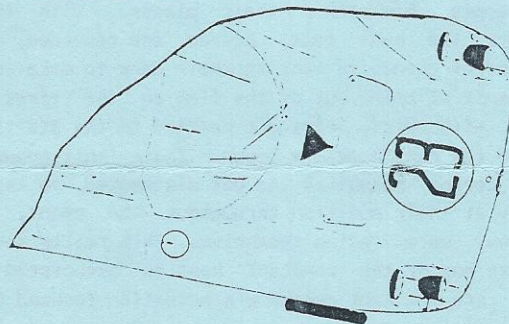


Figure #3 shows the configuration where the rule doesn't seem to make perfect sense. Because of the curvature of the fender, when the wheel well is cut higher up the side of the body in order to get it lower on the chassis, the wheel well opening is no longer flat. Notice that in Figure #3 the relationship between the front tire and the side of the car is exactly the same as in Figure #2. Therefore the question arises: If the front wheels are no wider in Figure #3 than in Figure #2, why isn't this legal? Shouldn't the "plane of the front wheel opening" in Figure #3 be the same as in Figure #2?

Figure #3

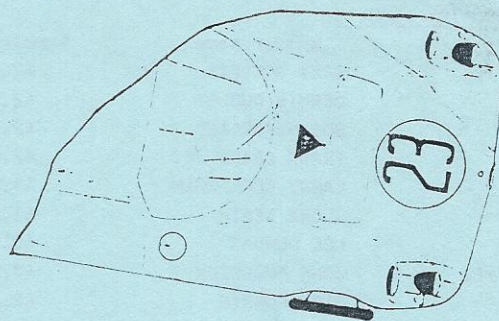
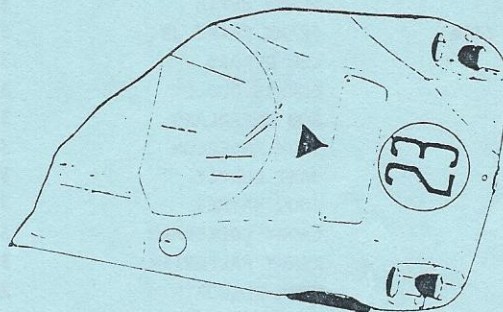


Figure #4 illustrates how the rule has been, and will continue to be interpreted when the wheel well has been cut into the curved part of the fender. The "plane of the wheel well opening" is located at the narrowest point on the fender when looking straight down on the body. This refinement of Rule B.4(a) will be incorporated into the OSSM Rule Book at the next revision.

Figure #4



It may not be obvious, but the purpose behind this interpretation of Rule B.4(a) has really nothing to do with the width of the front wheels. This interpretation is designed to prohibit racers from simply cutting off the tops of fenders to get the body as low as possible. If the set-up in Figure #3 was deemed to be legal under Rule B.4(a), what would prohibit racers from cutting away the tops of the fenders completely? See Figure #5.



Figure #5