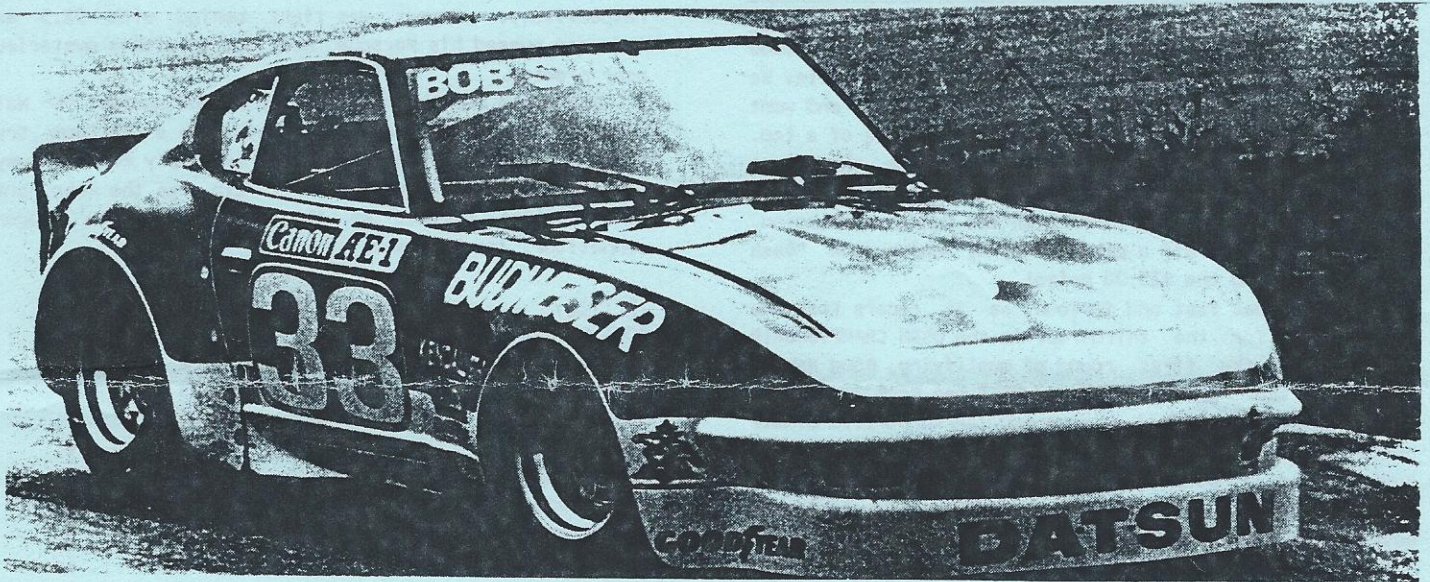


THE RACING NEWS

***** AN OSSM PUBLICATION ***** NO. 4

BEDDOW WINS BIG IN WILSONVILLE!!!



* DOUG BEDDOW TAKES EVERYTHING BUT THE DOOR PRIZE IN TOTAL SWEEP!! *

A maximum effort by Doug Beddow resulted in maximum points in his bid for the championship in the 1988-89 OSSM CHAMPIONSHIP SERIES. He won the third race in the series at LEE DUNDAS RACEWAY on December 10th. He also won the Concours, receiving ten big bonus points to bring his total for the event to a whopping 32! Beddow then polished off a perfect day by also winning \$25 in the "Dash for the Cash". A full report follows.

PACER

* FATHER & SON SHARE PACER WIN! *

Jerry Palfenier and Kenny Palfenier shared the glory in the highly competitive Euro-Toy class at McFARLAND SPEEDWAY in Aloha on December 16th. The father/son duo recorded identical scores of 56.5 laps!

Bob McFarland was the third different winner in three races in PACER's hot 1/24th NASCAR division and Dennis Dudley scored a decisive victory over a strong field in 1/32nd RTR.

A full report plus Official PACER 1988-89 Season Standings follow.

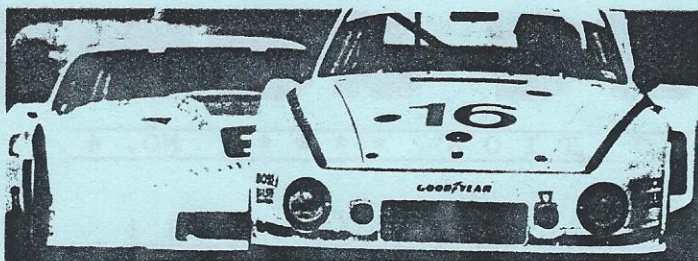
* OSSM RACE FOUR: JANUARY 14! *

The fourth event of the OSSM CHAMPIONSHIP SERIES will be at LEE DUNDAS RACEWAY in Wilsonville on Saturday, January 14th. Over \$600 in prizes and awards are up for grabs as the second half of the 1988-89 OSSM season begins.

SUPERTEAM

* SUPERTEAM GRID SET FOR RACE! *

Racers who have been looking for something different may have found it in the OSSM SUPERTEAM CHALLENGE scheduled for January 7, 1989 at PELICAN PARK SPEEDWAY in Eugene. The race is for 1/32 "Endurance Prototypes" as eight teams square off in an eight hour endurance event. A SUPERTEAM status report follows.

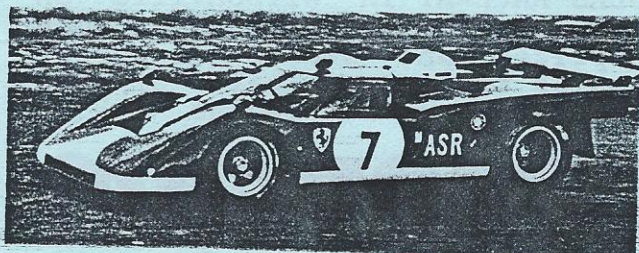


***** OSSM CHAMPIONSHIP SERIES: RACE THREE *****

You can't win an OSSM race any bigger than Doug Beddow did December 10th at LEE DUNDAS RACEWAY in Wilsonville. He tied with Dennis Dudley for top qualifier honors and went on to edge Dudley in the "A" Main by five tenths of a lap. By winning the Concours, Beddow became the first competitor to collect the ten point bonus offered by OSSM to any racer who wins an event with the Concours champion. Beddow then topped off a perfect day by taking the "Dash for the Cash" and the \$25.00 prize!

The pace was fast and furious as 14 racers took the green flag for the third race in the OSSM CHAMPIONSHIP SERIES. In the first round of qualifying, Doug Haynes topped the scoring chart with a 93.3 lap mark. Just one tenth shy of Dennis Dudley's record for three five-minute heats established at the first event on the long track, Haynes held a seemingly comfortable 1 1/2 lap advantage over next fastest qualifier, Doug Beddow. Languishing in seventh position was series points leader, Dennis Dudley. "All my motors are slow and all my tires are bumpy!", was the only printable comment heard coming from the Dudley pit compound.

After a furious lunch break thrash, Dudley was back on pace, breaking his old qualifying record with a 94.4 lap total. Beddow tied Dudley for top qualifier; however, in this case, the lap scores were somewhat deceptive. Dudley's car was strong, but it wasn't the "Dominant Dudley Unit" so familiar to racers young and old. Only heroic driving by Dudley put his "Bud" Corvette in the "A" main. On the other hand, it was almost a fluke that Beddow scored only a 94.4. He was on a 96.3 lap pace after two heats, but a ragged run in the blue lane held him back and he only beat the old qualifying mark by one lap! Beddow's efforts also produced a new single heat record of 32.2, bettering Lee Dundas' record by four tenths.



Glenn Heath was a welcome, and quite competitive, addition to the OSSM roster of racers. He drove his vintage Stingray to victory in the "B" Main in a close dual with Lee Dundas' white Corvette. Just four tenths separated them after ninety laps of cut and thrust racing. After a switch from his sanitary silver Firebird to his new red and white Nissan Z, Randy Troy was unlucky not to make the "A" Main at the pace he was capable of running. His bad luck continued in the "B" Main as mechanical problems dropped him to third place. Bob McFarland was beset with a variety of problems and eventually had to settle for fourth.

The "A" Main featured John Andersen and his black 914 Porsche, an excellent replica of the "Walt Maas" IMSA GTU Championship winning car. Doug Beddow was racing his beautifully detailed blue and white "Busch" Corvette, while Dennis Dudley's DeAtley Vette and Doug Haynes' black "Kammi" IMSA Vette filled out a fine looking field of authentically detailed machines. Consistently fast runs by Beddow and Dudley yielded scores of 93.5 and 93.2 respectively. Haynes was right behind with 92.5 and Andersen nursed his Porsche home fourth with a mysterious gear problem.

The "Dash for the Cash" pitted Beddow against "B" Main winner, Glenn Heath. Although Heath made a gallant try, this was truly Beddow's day and he simply motored away. The only prize Doug Beddow didn't win was the 4ohm Parma hand control awarded as the door prize to Eugene competitor, Jon Thompson.

OSSM RACE RESULTS

Driver	Qualifying	Race	Points
DOUG BEDDOW	1*	1**	32
DENNIS DUDLEY	1*	2	18
DOUG HAYNES	3	3	14
JOHN ANDERSEN	4	4	12
GLENN HEATH	7	5	10
LEE DUNDAS	6	6	8
RANDY TROY	5	7	6
BOB MCFARLAND	8	8	5
FRANK CRANE JR.	9	9	4
HUGH BECK	10	10	3
GARY GOSSETT	11	11	2
BART CURRIE	12	12	1
JERRY PALFENIER	13	13	
JON THOMPSON	14	14	

* 2 Bonus Points

** Concours Winner, Ten Bonus Points



OSSM SERIES POINT STANDINGS

(After Three Races)

Position	Driver	Points
1.	DENNIS DUDLEY	62
2.	DOUG BEDDOW	51
3.	DOUG HAYNES	40
4.	JOHN ANDERSEN	32
5.	RANDY TROY	24
6.	LEE DUNDAS	22
7.	BOB MCFARLAND	20
8.	FRANK CRANE JR.	15
9.	JOE BETTIS	14
10.	HUGH BECK	11
11.	GLENN HEATH	10
12.	GARY GOSSETT	9
13.	JON THOMPSON	4
14. (Tie)	CHRIS SNYDER	2
	GAYLON GROSCHKE	2
16. (Tie)	HUGH ELSWORTH	1
	BART CURRIE	1

PACER

***** ALOHA PACER EVENT A FAMILY AFFAIR *****

A change in the racing venue to McFARLAND SPEEDWAY caused some reshuffling of the top positions in all three classes competing in the PACER series championship.

Using his hometrack advantage to the fullest, Bob McFarland trounced the competition in 1/24th NASCAR. His margin of victory over second place finisher and season points leader Lee Dundas was a whopping 3.8 laps! Dennis Dudley took third and Jerry Palfenier finished in fourth.

Eugene racers Dennis Dudley and Doug Haynes took first and second in 1/32nd RTR, while the winner of the previous PACER RTR event, John Andersen finished fourth. Perennial Aloha winners, Bob McFarland and Lee Dundas came home in third and fifth.

Jerry "Gearloose Sr." Palfenier and Kenny "Gearloose Jr." Palfenier showed their abilities at McFARLAND SPEEDWAY, besting Euro-Toy kingpin Dennis Dudley by half a lap. As usual, this class featured extremely close competition between a number of racers. In addition to producing the second tie for overall victory in three races, this race found the top six finishers clustered within one lap of one another at the finish.

The PACER season has now reached the halfway point. The closeness of the point standings reflects the competitiveness of the 1988-89 racing season. Both the 1/32nd RTR and 1/24th Euro-Toy classes show Dennis Dudley with slim three-point leads, while Lee Dundas holds just a two-point edge in the 1/24th NASCAR class. Full season standings follow below.

PACER: RACE THREE (Unofficial Results)

1/24 EURO-TOY RESULTS

Position	Driver Name	Number of Laps
1. (Tie)	JERRY PALFENIER	56.5
	KENNY PALFENIER	56.5
3.	DENNIS DUDLEY	56.0
4.	LEE DUNDAS	55.7
5. (Tie)	GARY GOSSETT	55.6
	FRANK CRANE JR.	55.6
7. (Tie)	BART CURRIE	53.8
	BOB McFARLAND	53.8
9.	DOUG HAYNES	53.7
10.	JOHN ANDERSEN	52.9
11.	GLENN HEATH (DNF)	46.0
12	HUGH BECK (DNF)	30.9

1/24 NASCAR RESULTS

Position	Driver Name	Number of Laps
1.	BOB McFARLAND	52.8
2.	LEE DUNDAS	49.0
3.	DENNIS DUDLEY	48.7
4.	JERRY PALFENIER	48.4
5.	JOHN ANDERSEN	47.9
6.	KENNY PALFENIER	47.6
7.	DOUG HAYNES	46.9
8.	HUGH BECK	46.1
9.	GARY GOSSETT	45.9
10.	FRANK CRANE JR.	45.0
11.	BART CURRIE	43.7
12.	GLENN HEATH	41.9
13.	BOB NOURSE	41.6

1/32 RTR RESULTS

Position	Driver Name	Number of Laps
1.	DENNIS DUDLEY	52.2
2.	DOUG HAYNES	49.8
3.	BOB McFARLAND	49.4
4.	JOHN ANDERSEN	48.0
5.	LEE DUNDAS	47.6
6.	FRANK CRANE JR.	47.5
7.	GARY GOSSETT	46.9
8.	GLENN HEATH	46.8
9.	BART CURRIE	44.2
10.	BOB NOURSE	41.4
11.	KENNY PALFENIER	40.6
12.	HUGH BECK	37.2

PACER OFFICIAL POINTS STANDINGS (After Three Races)

1/24 EURO-TOY

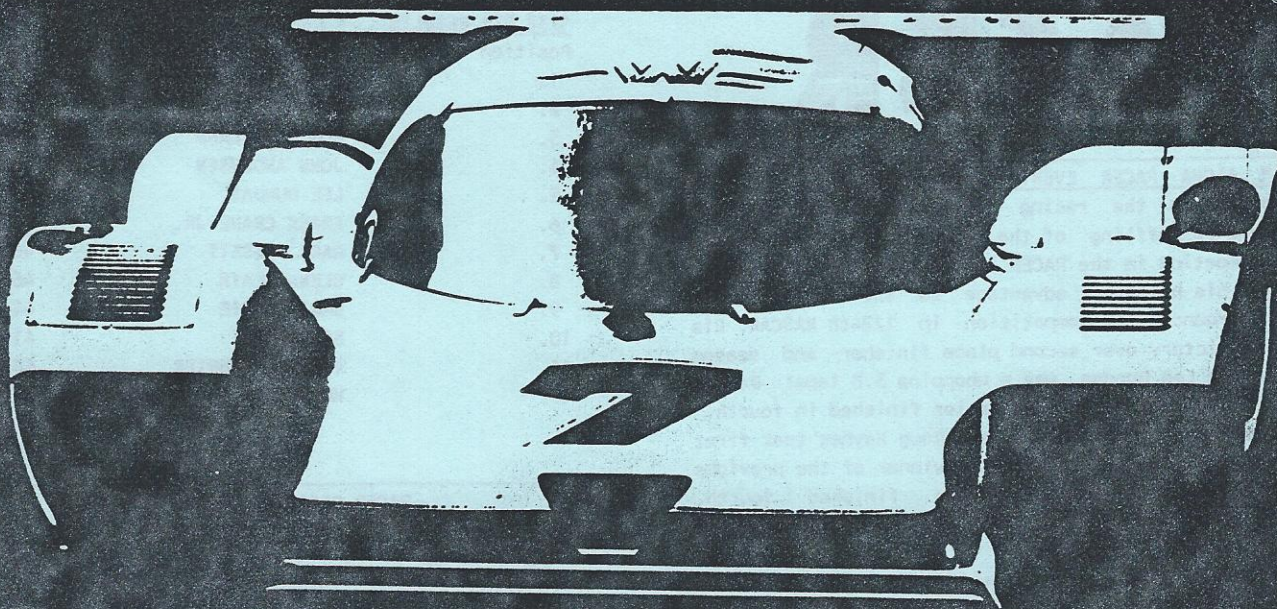
Position	Driver	Points
1.	DENNIS DUDLEY	44
2.	GARY GOSSETT	41
3.	BOB McFARLAND	37
4.	FRANK CRANE JR.	36
5. (Tie)	JERRY PALFENIER	31
5.	GLENN HEATH	31
6.	LEE DUNDAS	29
7. (Tie)	DOUG HAYNES	28
7.	BART CURRIE	28
8.	KENNY PALFENIER	22
9.	HUGH BECK	13
10.	HUGH ELSWORTH	12
11.	TIM RACKLEFF	11
12.	BERNIE KENNABECK	5

1/24 NASCAR

1.	LEE DUNDAS	41
2.	BOB McFARLAND	39
3.	DENNIS DUDLEY	36
4.	HUGH BECK	35
5.	JERRY PALFENIER	34
6.	FRANK CRANE JR.	28
7.	DOUG HAYNES	27
8.	KENNY PALFENIER	23
9.	JOHN ANDERSEN	20
10.	GLENN HEATH	17
11.	BART CURRIE	13
12.	HUGH ELSWORTH	13
13.	ANDY PLUNKETT	1

1/32 RTR

1.	DENNIS DUDLEY	43
2.	BOB McFARLAND	40
3.	GLENN HEATH	37
4.	DOUG HAYNES	36
5.	LEE DUNDAS	33
6.	FRANK CRANE JR.	29
7.	JOHN ANDERSEN	27
8.	BART CURRIE	23
9.	GARY GOSSETT	22
10. (Tie)	HUGH BECK	19
10.	JERRY PALFENIER	19
11.	LARRY COCKERHAM	15
12.	HUGH ELSWORTH	12
13.	TIM RACKLEFF	7
14.	BERNIE KENNABECK	6
15.	DAVE STONE	4
16.	ANDY PLUNKETT	2
17.	KENNY PALFENIER	2



SUPERTEAM

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

The field for the OSSM SUPERTEAM CHALLENGE race on January 7th is full. Entries have been received for the following teams:

- | | |
|--------------------------|-----------------------|
| 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 |
| 6. "Ol Slimers" | Lee Dundas |
| | Bob McFarland |
| 7. "Team Possum" | Dave Stone |
| | Jon Thompson |
| 8. "Y R U Racing" | Frank Crane Jr. |
| | Dave Smith |

There is a possibility that "Currie & Heath" may have to withdraw their entry. Glenn is concerned that he may be unable to get the time off from work due to an illness/injury of one of his co-workers. Therefore, a position may become available if there are any teams wanting to race that haven't entered. Please call Doug Haynes at 344-2102 if you would like more information.

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

GENERAL RULES:

1. Each driver must drive a minimum of one and one half hours.
2. At least one team member must be the team's designated position at all times.
3. Cars must be placed in the Impound Area except when being raced or during designated pit stops.

CAR PREPARATION RULES:

All 1988-89 OSSM car preparation rules apply except:

1. Bodies must be "Endurance Prototypes": Closed cars only; no open cock-pit cars.
2. 2 1/2" maximum width.
3. Driver figure (head/shoulders) mandatory.
4. Tires/Wheels must be covered by the body at all times; tires/wheels may not protrude outside the plane of the wheel openings.
5. Rear bearing flange may be ground flush with frame.
6. Rear wheels/tires may be narrowed in order to meet 2 1/2" maximum width.
7. Front wheel wells do not have to be cut open, provided the area of the normal opening is left unpainted.

