

THE RACING NEWS

***** AN OSSM PUBLICATION ***** NO. 5

SUPERTEAM



DUDLEY AND BRUMWELL WIN SUPERTEAM!

Newly crowned SUPERTEAM Champions Larry Brumwell and Dennis Dudley celebrate victory over a strong field of challengers! Joe Bettis and Doug Beddow finished second in a "Battle Royal" for the OSSM SUPERTEAM CHALLENGE CUP.

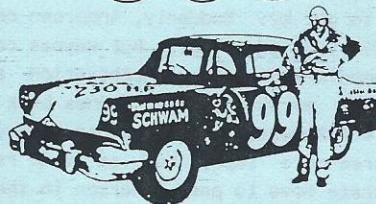


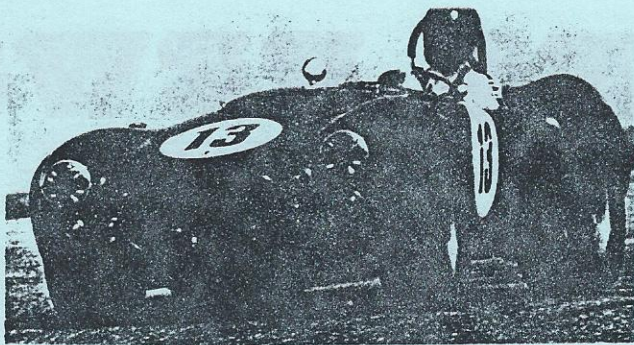
* HAYNES CAPTURES OSSM RACE #4 *

Doug Haynes won the fourth event of the OSSM CHAMPIONSHIP SERIES at LEE DUNDAS RACEWAY in Wilsonville on January 14th. Dennis Dudley took second place and maintained his advantage in the season-long points battle.

RACE FIVE of the OSSM series is set for February 11th at PELICAN PARK SPEEDWAY in Eugene.

1940-1957
**STOCKS
ARE
UP!**
**REBEL
500**





***** OSSM CHAMPIONSHIP SERIES: RACE FOUR *****

Fifteen minutes of crash-free racing was the key to victory for Doug Haynes in Race Four of the 1988-89 OSSM CHAMPIONSHIP SERIES, January 14th at LEE DUNDAS RACEWAY. Recording a perfect "A" Main run, Haynes upped the OSSM record for three five-minute heats with a score of 95.2 laps. This was eight-tenths of a lap quicker than the old mark set at Race Three by Dennis Dudley and Doug Beddow.

Eleven competitors took the green flag, as the first round of Qualifying began. After the first fifteen minutes of racing Haynes and Dudley topped the scoring chart with 93.6 laps and 91.8 laps, respectively. Frank Crane Jr. was third fastest with his red and white Miller March GTP at 91.2. John Andersen, the only other driver over 90 laps, was fourth with 90.7 in his red and white Texaco Corvette.

In the second Qualifying Round, Randy Troy improved his first round score by 2.3 laps, with a 92.1 lap effort. This propelled Troy and his new Nissan ZX into the "A" Main, while Andersen slipped back to fifth position. Haynes stayed on top of the qualifying with a 94.3 and Dudley improved to a 92.6. Frack Crane Jr. failed to improve, but his first round score was good enough to allow him to hang onto fourth and give him his first trip to an OSSM "A" Main.

By the "B" Main, John Andersen had found the speed and consistency that had been missing in qualifying. He cranked off a 92.7 lap run that would have been good enough for second place in the "A" Main! Behind him, Lee Dundas' Vette and Doug Beddow's beautiful Paul Newman Nissan ZX replica were having a tussle, although they were nearly three laps down to the flying "A-Man" Andersen.

Haynes was almost as dominant in the "A" Main as Andersen had been in the "B" Main. In one heat, Dudley battled Haynes to a tie score of 31.6 laps, but he couldn't match the speed displayed by Haynes' white and blue "Rath's" Corvette. Meanwhile, Crane and Troy were having one of the best dices of the day in their struggle for third. Troy was ultimately victorious by a narrow margin of just three-tenths of a lap, after more than 91 laps of flat out racing.

The "Dash for the Cash" turned out to be one of the best races of the day. "B" Main winner, Andersen had lane choice and chose red. He left the usually fast white lane to "A" Main victor, Haynes. At the drop of the green, Andersen shot out into the lead and held it for the first three laps of the ten lap showdown. Driving every inch of the track on the ragged edge, Andersen held off Haynes' repeated attempts to get by. Suddenly, Andersen crashed, giving Haynes a six foot advantage. But Haynes couldn't handle it and immediately lost concentration at the hairpin. Super corner marshalling had Haynes back in the action just inches off Andersen's rear bumper. They raced nose to tail for three more laps, but as time ran out, Haynes made a desperate move to pass Andersen in the tight

infield section of the track. It was his last chance, since this was the only portion of LEE DUNDAS RACEWAY where he could gain an inch on the red and white Corvette. A light tap to Haynes' left front fender was all that was required to send the "Rath's" Corvette into the wall. Andersen cruised the last lap and a half to the winner's circle with Haynes flailing along a dozen feet behind!

For the second time in four races, the "B" Main winner had beaten the overall event winner in a head-to-head sprint. This is a clear indication of just how competitive things are among the front runners! John Andersen chose a \$15.00 gift certificate for the EUGENE TOY & HOBBY as his reward.

Doug Beddow has clearly become "the man to beat" in the Concours competition, having won three of the four events. His Bob Sharp/Paul Newman Nissan ZX was another outstanding display of his talents. Randy Troy's Nissan and Dennis Dudley's Corvette were among the top contenders for the Concours d'Elegance trophy, but the entire field including some former Concours winners, was loaded with beautiful and authentic looking cars. The door prize, a Parma 4 ohm hand control, was awarded to Lee Dundas.

In four events Dennis Dudley has won twice and finished second twice. This remarkable consistency has resulted in a fat lead in the season points standings. If he can continue to record high finishes, Dudley is the clear favorite capture 1988-89 OSSM Championship and the \$250.00 prize that goes with it. However, "its not over 'til its over" and there's still another \$360.00 to be split up, as the OSSM SERIES CHAMPIONSHIP returns to PELICAN PARK SPEEDWAY on February 11th for Race Five.

OSSM RACE RESULTS

Driver	Qualifying	Race	Points
DOUG HAYNES	1*	1	22
DENNIS DUDLEY	2	2	16
RANDY TROY	3	3	14
FRANK CRANE JR.	4	4	12
JOHN ANDERSEN	5	5	10
DOUG BEDDOW	6	6	8
LEE DUNDAS	8	7	6
HUGH BECK	8 (Tie)	8	5
GARY GOSSETT	11	9	4
BOB McFARLAND	10		
LARRY COCKERHAM	7		

* 2 Bonus Points

OSSM SERIES POINT STANDINGS

(After Four Races)

Position	Driver	Points
1.	DENNIS DUDLEY	78
2.	DOUG HAYNES	62
3.	DOUG BEDDOW	59
4.	JOHN ANDERSEN	42
5.	RANDY TROY	38
6.	LEE DUNDAS	28
7.	FRANK CRANE JR.	27
8.	BOB McFARLAND	20
9.	HUGH BECK	16
10.	JOE BETTIS	14
11.	GARY GOSSETT	13
12.	GLENN HEATH	10
13.	JON THOMPSON	4
14. (Tie)	CHRIS SNYDER	2
	GAYLON GROSCHKE	2
16. (Tie)	HUGH ELSWORTH	1
	BART CURRIE	1



ROAD NOISE

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

OSSM: Race Four

Tie Breaking Rules

The announcement of rules for determining the outcome of ties between competitors was just in time! Lee Dundas and Hugh Beck tied for eighth place in Race Four of the OSSM CHAMPIONSHIP SERIES with scores of 88.7 following both rounds of qualifying. In most cases, ties in qualifying only affect priority of lane choice. However, in this situation the impact was much more significant; the winner of the tie would be the last qualifier for the "B" Main and the loser would be finished racing for the day.

The following rules were announced in the last issue of THE RACING NEWS:

QUALIFYING ROUNDS

Ties for Top Qualifier will not be broken. Tied competitors will each receive Top Qualifier bonus points. A coin toss will determine who has first choice of lanes in the "A" Main.

In all other ties between competitors in Qualifying Rounds, the winner shall be determined as follows:

a) In Qualifying Round heats in which the tied competitors raced against each other, the winner of the greatest number of such heats; or if there is still a tie,

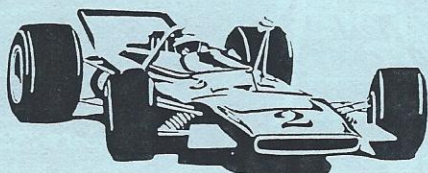
b) The tied competitor recording the highest single heat lap total during Qualifying Round heats; or if there is still a tie,

c) The tied competitor recording the highest combined lap total of all Qualifying Rounds heats.

Hugh and Lee did not race "head to head" in the first Qualifying Round; however, in the second Round they raced twice. Lee beat Hugh in both of those races, therefore Lee won the tie and moved up to the "B" Main. If they hadn't raced each other or if they had won one race apiece, the outcome would have been determined by who scored the highest single-heat lap total. Lee would have also won on this basis, since his best score was 30.8 to Hugh's 29.8. Rules Clarification:

Although this rule probably shouldn't have to be expressly stated, apparently there is a need for some clarification:

Only the entrant of a car may drive it during an OSSM event. If anyone other than the entrant drives a car during any heat race, the car shall be disqualified from that heat and removed from the track. No score will be given to the entrant for that heat. These rules will be incorporated into the OSSM GENERAL COMPETITION RULES at their next revision.



THE "COMPETITOR'S HEART"

Outside of our fairly small contingent of active racers, few people understand or appreciate the true competitiveness of serious slot car racing. Most outsiders are astounded when they realize the amount of dedication, in terms of time, money, and emotional energy, that is required to be seriously competitive at an OSSM or PACER event. As is true of many forms of competition, there is also a certain degree of mental toughness required to sustain a long term involvement with our hobby/sport. It takes a person with a lot of character to make a 100% effort to be successful, get beaten, and then come back trying even harder. Old timers have seen many enthusiastic new faces appear on the scene, but only a small percentage become familiar old faces, as the competitive process weeds out the talkers from the doers and the "just interested" from the hardcore. Only the one's with a taste for the challenge; those with a true "competitor's heart" ultimately survive.

Although these are good people, some might say the best, there are negative aspects to having people with "competitor's hearts" comprising the majority of the participants in an activity. For instance, the number of active racers stays fairly low (regularly finishing outside the top ten is something very few inflated egos can withstand for long!) and a person with a "competitor's heart" is typically not the type of individual who worries about abstract notions like: "the good of the hobby". In fact, the psychological profile of the serious slot car racer is probably much like his 1:1 scale counterpart: self-centered and aggressive; not a "team player". However, unlike a 1:1 scale club like SCCA (Sports Car Club of America), which has a strong non-racer division to conduct races, slot car events are typically organized by the racers themselves. Historically, in the inherent conflict between the selfish goals of an individual with a "competitor's heart" versus the long term "good of the hobby", the hobby/sport of slot car racing has quite obviously been the loser.

Recently, a few remarks have been made by competitors during OSSM events, belittling the technical challenge of the 1/32 RTR class. The typical comment is that the cars are unsophisticated and uninteresting, therefore the racing is "unimportant". Everyone is entitled to his/her own opinion and OSSM does not wish to keep anyone from expressing their views at the appropriate time and place, but the fact that these opinions are being discussed at the races, has made it obvious that there may be some misconceptions about the "purpose" of OSSM and the choice of 1/32 RTR as the class for the OSSM CHAMPIONSHIP SERIES.

From the very beginning, OSSM was intended to provide some balance in the conflict between the immediate desires of the individual and the long-range good of the group. OSSM's programs were designed to provide solutions to certain problems facing slot car racing in this area. One primary concern was the low level of participation at formal "Race Events".

(Continued)

ROAD NOISE

As the first phase in a long-term program intended to improve and promote the hobby/sport of slot car racing in Oregon, the 1988-89 OSSM CHAMPIONSHIP SERIES was established to provide an "entry-level" class for those just starting out in the hobby or for those becoming re-acquainted with it after fifteen or twenty years. Every form of competition needs a "grassroots" level to build from. There must be a training ground where newcomers can "test the water" on a low commitment basis; a class where the initial cost is low in terms of dollars as well as time.

1/32 RTR is an ideal start-up class. The cars are relatively inexpensive and, perhaps most importantly, complete cars and replacement parts are easily and readily available. But 1/32 RTR's aren't easy to race; in order to be even reasonably competitive, a racer must master the fundamentals of car set-up. In some of the higher-powered classes, the strength of the motor or the chassis design can mask a poorly set-up guide flag or tight gear mesh, but with a 1/32 RTR, the car will never be fast if all of the fundamentals aren't just right. This provides newcomers with a strong foundation of basic knowledge that they can apply in every other class.

Although the emphasis in the 1/32 RTR class is clearly on driving ability rather than design and construction skills, it is doubtful if any of the top OSSM competitors would agree with complaints about the lack of technical challenge. Tuning and developing a chassis/body/gear/tire combination that handles predictably, accelerates smoothly, and is fast enough to run at the front, is truly a challenge; one which only one OSSM competitor has been able to meet with consistency this season, and he's leading the series!

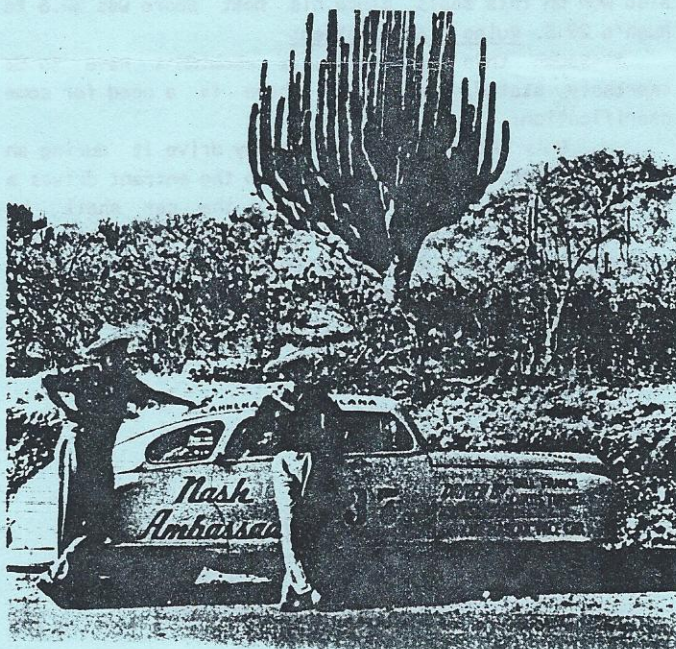
In addition to providing an entry-level form of racing 1/32 RTR also provides some of our more skilled racers with exactly the kind of challenge they crave. Stated bluntly, OSSM's 1/32 RTR is a "No Excuses" class. The financial commitment necessary to field a competitive entry is nominal. The rules are fair and everyone has an equal chance to win. And, even if you have the fastest car on the track, if you don't drive it well, you won't win! OSSM's 1/32 RTR provides serious racers a genuine test of their driving skills. The issue of whether or not this type of racing is "important" brings to mind a scene from the film "LEMANS", where the woman asks Steve McQueen, "What makes driving a car around a track as fast as it will go so important that you're willing to risk your life?" and, in essence, he replies, "To the ones who do it well, it's the only thing that really is important".

However, this isn't offered for the purpose of disputing the validity of the opinions some racers have expressed about 1/32 RTR. Highly restricted classes do not appeal to everyone and the OSSM CHAMPIONSHIP SERIES is not expected to satisfy everyone's desires. The series is primarily designed to attract new participants by demonstrating a form of competition where the "cost" of involvement, in terms of time and money, is far outweighed by the "benefits" of participation, in terms of fun, friendship, recognition of achievement, and awards. An

effort has been made to create a racing program that displays a positive, "squared away", image of our hobby. This isn't the Sixties; slot car racing has to compete with Radio Control, computers/video, Malibu Grand Prix, and various other activities, for the attention motorsport oriented hobbyist. Think about it. Without any commercial tracks in this area, the only opportunity anyone has to see what serious "big scale" racing is like is during PACER or OSSM events! These are our only opportunities to "showcase" our hobby/sport; let's work to make them upbeat, friendly, and a good time for everyone! Criticism of the cars and the "importance" of the racing during events, may seriously damage the only opportunities we have to present a positive image of our hobby to potential newcomers.

It's about time for each of us to set our "competitor's heart" aside, and take an objective look at the "big picture". What do we get from our participation in this hobby/sport; and what we have given back to it? If the 1/32 RTR class doesn't suit your personal slot car desires, why not look at involvement in the OSSM CHAMPIONSHIP SERIES as a means of doing something positive for the hobby? At a time when the group of potential racers is critically small, mere participation in as many races as possible is a valuable contribution; but is it enough? Isn't there someone you know that might get involved in slot car racing if they had a little encouragement and guidance on how to get started? Why not use these Saturday events to bring in some new people and give them a little coaching, rather than only worrying about your own racing program?

OSSM can only go so far in providing the balance necessary for the future success of our hobby. Each individual racer can take it one step further by simply being supportive of OSSM's and PACER's efforts and participating at their events. Who knows how far we might get if everyone put some real energy into actively promoting and developing the hobby/sport of slot car racing!



PACER

***** MCFARLAND SWEEPS ALOHA PACER EVENT! *****

Bob McFarland was in a class by himself Friday night, January 27th, at MCFARLAND SPEEDWAY in Aloha. He virtually dominated all three classes in the PACER series championship. "Wait 'til we get back to Wilsonville!" was about all the competition could say.

Another Aloha fast guy, Jerry Palfenier challenged McFarland, taking second place in both the 1/24 Euro-Toy and 1/24 NASCAR divisions. In a wild and woolly NASCAR shootout, only three tenths of a lap separated them after more than 50 laps of racing. But, McFarland held the advantage, giving him his second win in a row in PACER's premier scratchbuilding category.

Further back in the field, the competition was close and intense. There were exciting nose-to-tail battles throughout the evening. Almost all of the top-ranked drivers competed, however there were a few who were taking advantage of PACER's rule that only the best scores from five of the six races in the series, count toward the championship. Therefore, racers can afford to miss one race night without spoiling their chances in the championship points chase.

Gary Gossett had his beautiful Marlboro March GTP machine really flying in the super-competitive 1/32 RTR class. However, his efforts to beat Bob McFarland's gorgeous new yellow IMSA Vette fell short, as there was just no catching "Bad Bob" that night. The PACER series returns to LEE DUNDAS RACEWAY in Wilsonville on February 24th for the "PENULTIMATE" race of the 1988-89 season.

PACER: RACE FOUR (Unofficial Results)

1/24 EURO-TOY RESULTS

Position	Driver Name	Number of Laps
1.	BOB MCFARLAND	59.1
2.	JERRY PALFENIER	57.6
3.	GARY GOSSETT	56.3
4.	LEE DUNDAS	55.1
5.	KENNY PALFENIER	54.9
6.	JOHN ANDERSEN	53.2
7.	DOUG HAYNES	53.0
8.	BOB NOURSE	52.7
9.	GLENN HEATH	52.1

1/24 NASCAR RESULTS

Position	Driver Name	Number of Laps
1.	BOB MCFARLAND	50.8
2.	JERRY PALFENIER	50.5
3.	KENNY PALFENIER	46.9
4.	GARY GOSSETT	46.7
5.	CHUCK MCFARLAND	44.3
6.	GLENN HEATH	44.2
7.	JOHN ANDERSEN	44.1
8.	DOUG HAYNES	42.1
9.	BOB NOURSE	37.9
10.	LEE DUNDAS	32.7

1/32 RTR RESULTS

Position	Driver Name	Number of Laps
1.	BOB MCFARLAND	51.5
2.	GARY GOSSETT	50.2
3.	LEE DUNDAS	49.4
4.	DOUG HAYNES	49.2
5.	JOHN ANDERSEN	48.5
6.	JERRY PALFENIER	46.7
7.	GLENN HEATH	46.5
8.	CHUCK MCFARLAND	45.4
9.	BOB NOURSE	39.7

HO RACE



EVENT: ALPINE MEADOWS 6 HOUR ENDURO

DATE: SATURDAY, FEBRUARY 11th, 1989

RACE SCHEDULE: PRACTICE RACE FRIDAY, FEBRUARY 3rd 6:00 P.M.
TRACK OPEN: FRIDAY, FEBRUARY 10th 6 - 10:00 P.M.
SATURDAY, FEBRUARY 11th 8:00 - 11:00 A.M.
TECH.: 11:30 - 12:00 P.M.
QUALIFYING: 12:00 P.M. RACE TO FOLLOW.

WHERE: JOHN & DENISE SJOSTROM'S GARAGE
5514 148th AVE. N.E.
BELLEVUE, WASH. 98007
(206) 885-4364

TRACK: 4 LANE TYCO (BRAND NEW) 68' FEET LONG. BATTERY POWER.

RULES: 1989 HOPAC (RULES ENCLOSED).

BODY CLASS: GT/PROTOTYPE OR TRANS AM (CLEAR BODIES ALLOWED).

ENTREE FEZ: \$ 15.00 PER TEAM (3 MAN TEAMS).

PRIZES: MERCHANDISE TO ALL ENTRANTS, TROPHIES TO TOP FINISHING TEAMS.

NOTE: THIS RACE IS FOR THREE MAN TEAMS. 1989 HOPAC RULES WILL BE IN EFFECT. CLEAR BODIES WILL BE ALLOWED. ARMATURES WILL BE PROVIDED BY BSRT. ARMATURES WILL BE PICKED AT RACE TIME BY ONE TEAM MEMBER PER TEAM. THIS WILL ALLOW ALL TEAMS A FAIR CHANCE. EACH TEAM WILL HAVE A " DESIGNATED QUALIFIER " WHO WILL BE ALLOWED TWO MINUTES TO CLOCK THEIR FASTEST LAP. "NO BYES" EACH TEAM WILL BE RESPONSIBLE FOR PROVIDING A CORNER MARSHALL EVERY OTHER HEAT. IF YOU'RE NOT ON A TEAM AND ARE INTERESTED IN RACING, PLEASE SHOW UP FOR POSSIBLE PLACEMENT ON A TEAM.



RULES FOR THE ALPINE MEADOWS 6 HOUR ENDURO

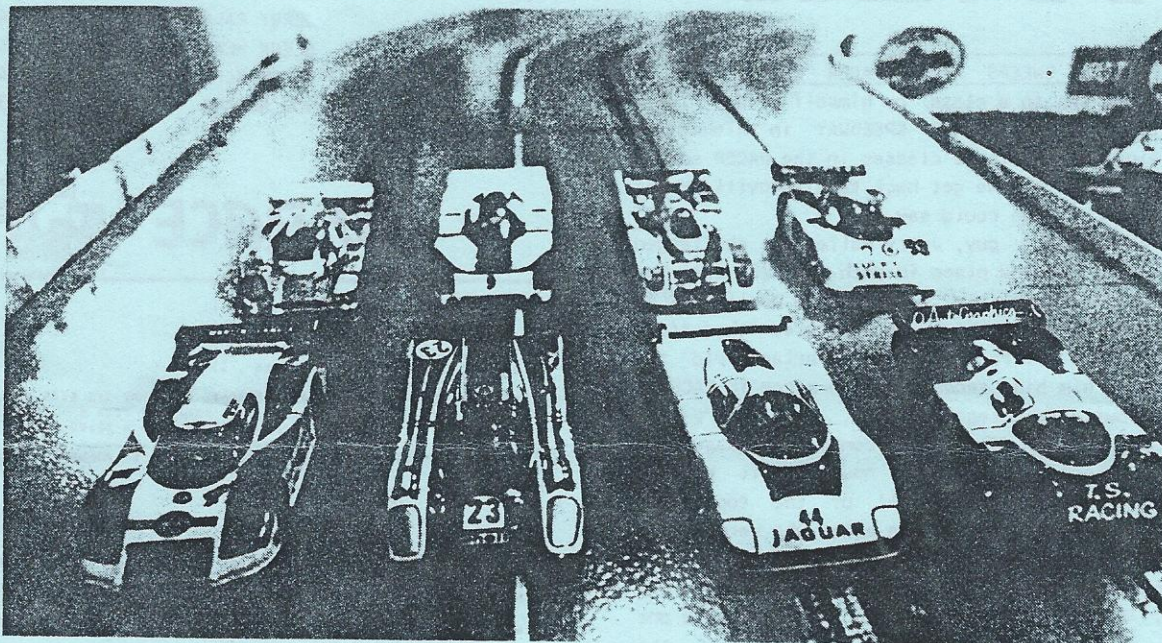
- 1) THE MAXIMUM ALLOWABLE WIDTH OF THE ENTIRE CAR IS 1-5/16 INCHES.
- 2) THE CHASSIS ENTERED CANNOT BE SUBSTITUTED, AND AFTER QUALIFYING THE BODY CANNOT BE SUBSTITUTED.
- 3) THE CHASSIS CANNOT BE CUT EXCEPT TO ADD BODY MOUNTS (NO SANDING OF CHASSIS ALLOWED). CLEAR BODIES MAY BE USED.
- 4) TRACTION MAGNETS MUST BE STOCK. THE USE OF GLUE ON THE MAGNETS OR CHASSIS SURROUNDING THE MAGNETS IS ILLEGAL.
- 5) IN ORDER TO MAKE THE RACING AS CLOSE AND FAIR AS POSSIBLE, BSRT WILL BE PROVIDING #130 ARMATURES FOR THIS RACE. ARMATURES WILL BE DRAWN OUT OF A HAT AND CAN THEN BE INSTALLED IN YOUR CAR.
- 6) GEARS MUST BE STOCK.
- 7) STOCK BRUSH BARRELS MUST BE USED. ALL OTHER ELECTRICAL SYSTEM PARTS MUST BE STOCK OR STOCK REPLACEMENT.
- 8) FRONT AND REAR TIRES, WHEELS, AND AXLES MUST BE STOCK OR STOCK REPLACEMENT.
- 9) AXLE AND ARMATURE BEARINGS ARE NOT ALLOWED.

DEFINITIONS:

- 1) CUT- SANDING, MELTING, TRIMMING, IE. TO REDUCE.
- 2) STOCK- ANY PART OR CONDITION THAT COMES WITH THE CAR.
- 3) STOCK REPLACEMENT- A READILY AVAILABLE PART THROUGH NORMAL HOBBY RETAIL OUTLETS.

SUPERTEAM

* OSSM SUPERTEAM CHALLENGE RACE *
* * * FOR ENDURANCE PROTOTYPES * * *



* "TEAM SLIPPERY" SLIDES TO VICTORY IN SUPERTEAM RACE *

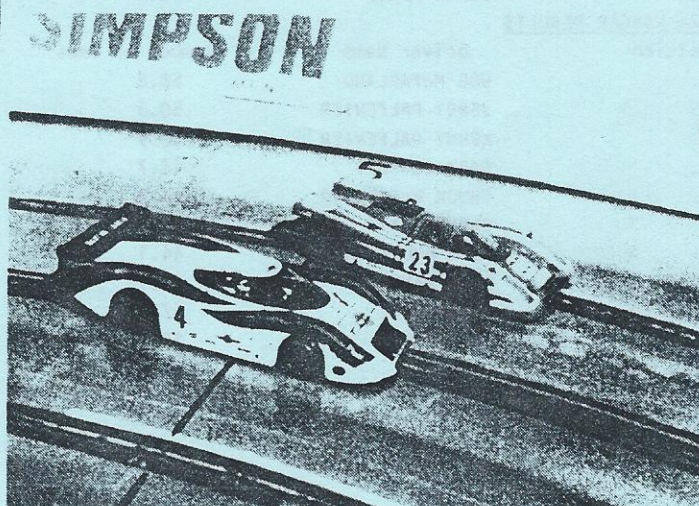
Sixteen of Oregon's top drivers gathered in Eugene on January 7th for the inaugural OSSM SUPERTEAM CHALLENGE event. Eight two-man teams squared off to fight it out over the next eight hours to determine who would be the first to hold the title of "SUPERTEAM". Work requirements had forced Glenn Heath to withdraw, but Jerry Palfenier volunteered to take Glenn's place and team up with Bart Currie. The final starting field looked like this:

- | | |
|--------------------------|---|
| 1. "Scuderia Rebelini" | Doug Haynes
Steve Phillips |
| 2. "J & B Racing" | Bart Currie
Jerry Palfenier |
| 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 |

The field of cars was one of the classiest ever assembled. Beautiful detail and authentic paint schemes were the rule, rather than the exception. Doug Beddow's Martini Lancia LC2 was wonderfully realistic and ultimately took the Concours d'Elegance trophy. But John Andersen's Group 44 Jaguar, Dennis Dudley's T. S. Racing Sauber, Doug Haynes' LeMans-winning Porsche 917 replica, Frank Crane Jr.'s unique splatter-blue Kremer CK5, and Bob McFarland's Lucky Strike Ecosse were all truly outstanding modeling efforts, as the accompanying photograph clearly reveals. Fortunately, OSSM had arranged for Gene Hogue, an extremely talented, museum-quality modeler, to judge the Concours competition and make the final decision.

At the drop of the green flag, Team Slippery, established themselves as the team to beat. Their red and white Sauber was smooth and fast, particularly in the big banked turn. YMI Racing was having gear problems right from the beginning, but after the first 13 minutes of racing they had fallen back only 1.9 laps from the leader. Scuderia Rebelini and Weiner Bros. were already locked in a battle that would last the entire race. Just 1.1 laps separated them after heat number one. Another race-long duel was beginning between the Ol Slimers and YRU Racing, as the Portland pair held a slim, one-half lap advantage over the Salem squad.

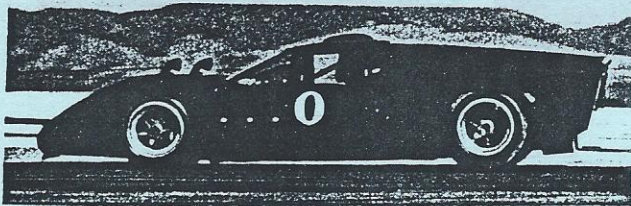
Team Slippery stretched their lead to 2.6 laps over YMI Racing during the next 13 minute stint. At the same time, Wiener Bros.' white and green Jaguar crept into third, leaving the red 1970 Porsche replica of Scuderia Rebelini nearly two laps in arrears. At this point only 7.6 laps covered the top four teams with over 260 laps completed. There was no doubt that this was going to be a "battle royal".



SUPERTEAM

The situation went from bad to worse for Scuderia Rebelini during the third heat, as an attempt to find more speed with some "tire gumbo" resulted in unpredictable handling and more crashing. They fell back almost nine laps in their duel with the Wiener Bros., while struggling to get the handle back on their vintage Porsche.

At the end of the first hour Dudley and Brumwell (Team Slippery) were in the lead with 536.6 laps. Beddow and Bettis (YMI Racing) were second with 526.6 laps. Andersen and Snyder (Wiener Bros.) held third place with 512.8 laps over Haynes and Phillips (Scuderia Rebelini), who were beginning their comeback with 506.2 laps. Crane and Smith (YRU Racing), with 482.9 were down almost nine laps to Dundas and McFarland (Ol' Slimers) who were fifth with 493.5 laps, but they were also starting to make a charge. Thompson and Stone (Team Possum) were fighting an ill-handeling chassis and holding on to seventh with 463.5 laps. Currie and Palfanier (J & B) spent a great deal of time in the pits during the first hour. Apparently some "special" rear bearings were seizing up and it wasn't until they were replaced with standard oilites before the J & B Lola was up to full speed.



Team Slippery put another ten laps on YMI Racing in the second hour to build a 20.1 lap lead after 1,076.5 laps of racing. Scuderia Rebelini had finally worked back up to third position with a score of 1,030.1 laps to Wiener Bros. 1,027.8. At the halfway point, with two hours of racing completed, these two teams were separated by about 15 seconds on the track! And, they were only 26 laps, or another 2 minutes and 40 seconds, out of second place! The gap between the Ol' Slimers with 994.2 laps and YRU Racing with 982.0 had opened to 12.2 laps, or about one minute and fifteen seconds.

Throughout the event there were great dices going on in each heat. Because of the SUPERTEAM format, everyone had an opportunity to race against everyone else, at one time or another. Nobody was stuck in a lane next to "the nerf king" for the whole day. Mechanical problems were few, and with the exception of J & B's bearing problems, they had little impact on the outcome of the event. Any gains that teams made on the track were usually a result of continued tuning during regular pit stops and improvements in driving performances.



The pace of the race picked up in the third hour, as just about every team improved on their earlier performances. Team Slippery's lead was stretched to 25.2 laps; still less than three minutes. Scuderia Rebelini had now moved out to an 11.6 lap margin over Wiener Bros. YRU Racing pulled back to within 3.2 laps of the Ol' Slimers. Three hours of racing and the gap between them was only 20 seconds!

The final hour of racing was intense as teams struggled to gain positions while there was still time. Again, Team Slippery pulled out just a little further in their race with YMI Racing. In the end, the margin of victory was 34.5 laps, or based on the winning team's average lap time of 5.7585 seconds for 2,167.2 laps, a lead of only three minutes and 18 seconds! Scuderia Rebelini took third place over Wiener Bros. by forty-three seconds. At the start of the fourth hour the gap between the Ol' Slimers and YRU Racing was 3.2 laps. At the end of the fourth hour the gap was 3.3 laps! A lead of just 20 seconds and it held steady for over 500 laps of racing!

Dudley and Brumwell truly deserved to be the first SUPERTEAM. Their car was fast and beautiful. Their driving was consistently fast. As a team effort, they set the pace before the race began with hours of practice and preparation. During the race, the pre-race dedication clearly paid off and they were the team to beat: THE SUPERTEAM CHAMPIONS!

Slippery	YMI	Rebelini	Wiener	Slimers	YRU	Possum	J&B
1. 536.6	526.6	506.2	512.8	493.5	482.9	465.3	312.6
2. 539.9	529.8	523.9	515.0	500.7	499.1	448.3	449.3
3. 546.8	541.3	522.5	513.2	500.4	509.3	457.0	466.8
4. 543.9	535.0	522.0	526.2	513.2	513.1	448.4	470.2
2,167.2	2,132.7	2,074.6	2,067.2	2,007.7	2,004.4	1,818.9	1,698.9

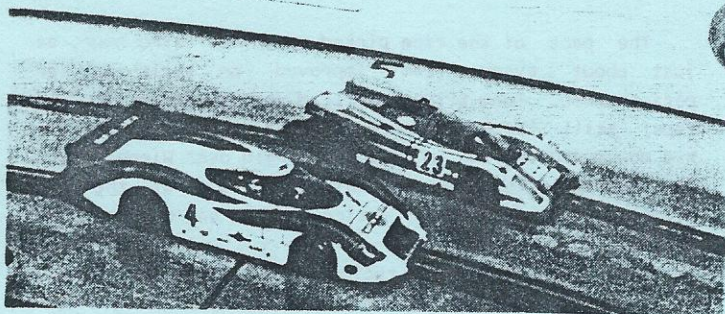


* * * TOP FIVE SUPERTEAM DRIVING PERFORMANCES * * *

DRIVER	LAP AVERAGE PER HEAT (8 Heats)
1. DENNIS DUDLEY	138.6
2. DOUG BEDDOW	134.6
3. DOUG HAYNES	132.4
4. LARRY BRUMWELL	132.3
5. JOE BETTIS	131.9

SUPERTEAM COMPONENT STATISTICS

TEAM NAME:	CHASSIS Brand/Type:	BODY Brand/Type:
1. Team Slippery	Parma/Brass	Betta/Sauber C9/88
2. YMI Racing	Parma/Brass	Betta/Lancia LC2
3. Scuderia Rebelini	Parma/Brass	Parma/Porsche 917
4. Wiener Bros.	Parma/Brass	Parma/Jaguar XJR 7
5. Ol' Slimers	Champion/Steel	Betta/Ecurie Ecosse
6. YRU Racing	Parma/Brass	Betta/Kremer CK5
7. Team Possum	Champion/Steel	Parma/Jaguar XJR 9
8. J & B Racing	Champion/Steel	Parma/Lola T530



SUPERTEAM

* RACE REVIEW * SUPERTEAM * RACE REVIEW * SUPERTEAM *

There is no question that the first SUPERTEAM race was a successful event at just about every level. The race itself turned out to be a real battle, however as stated in the original announcement of the event in Issue #2 of THE RACING NEWS, the event was also designed to test a number of new ideas. The results of these experiments will undoubtedly have an effect on classes, procedures, and schedules for the 1989-90 racing season. The following is a summary of the various experiments.

Pre-registration by mail was an unqualified success. All teams were entered prior to the deadline. Glenn Heath's forced withdrawal at the last minute was quickly and easily remedied with the substitution of Jerry Palfenier. Mail-in registration will be used for all OSSM SUPERTEAM races as well as Enduros from now on.

The value of having eight teams wasn't tested since all teams made the race. But, if one team just hadn't showed up, it's doubtful if anyone else would have even noticed; the event itself would not have been affected.



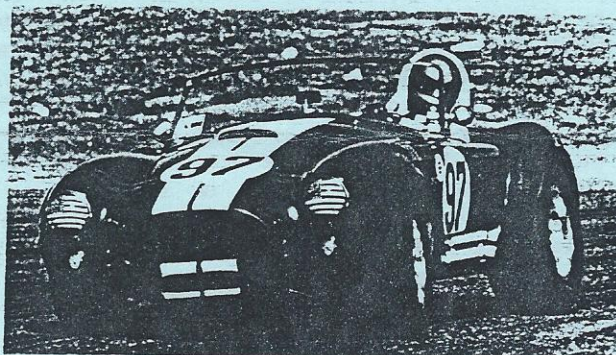
The eight-car field was probably the best looking and best prepared group of racers in recent history. As a class, the 1/32 "Endurance Prototypes" were fast, smooth, and beautiful. It was a rare opportunity to see a uniform class of cars and some of the most outstanding 1/32 Lexan bodies available today. As a result of the positive response to these cars, OSSM is currently experimenting with an equivalency formula where 2 1/2 inch "Endurance Prototypes" will be eligible to compete and will be competitive with currently legal OSSM 1/32 RTR's.

The actual race day format was generally well received by most racers. Thirteen-minute heats with two-minute scheduled pit stops seemed to keep the action constant throughout the day. One comment was that the event was too long. After a two-hour drive, eight hours of race action is a bit draining. The SUPERTEAM format, described in detail in Issue #2, makes shortening or lengthening the race program a simple procedure. It is OSSM's intention to allow the racers entering the next SUPERTEAM CHALLENGE

to decide the length of the event themselves. Pre-registration by mail now makes this possible. Several alternative event lengths will be offered to competitors on the official entry form. Teams entering will be asked to indicate which alternative they prefer. All teams entering the race get one vote and the majority preference will determine the length of the event.

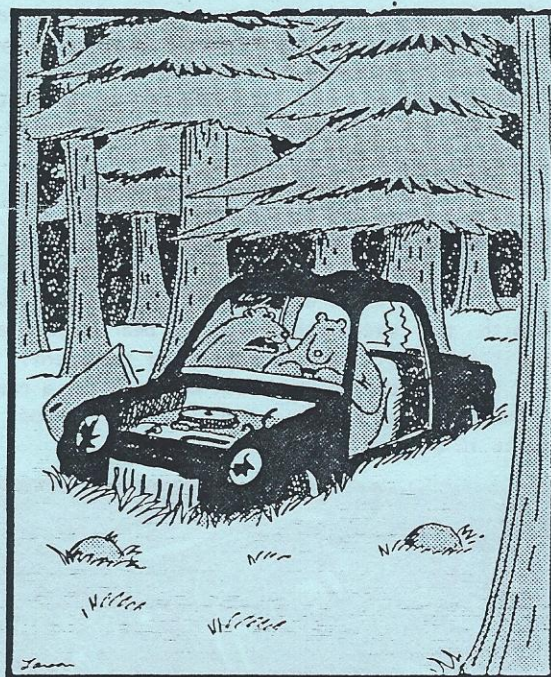
There was a certain amount of confusion during the race among competitors about the rotation from one position to the next. This was a fairly minor problem that really didn't affect the day's racing at all. Unfamiliarity with the new format had something to do with the problem, but a better pre-race explanation of how the rotation works will probably eliminate future problems.

All in all, it was an excellent race. Look for at least three SUPERTEAM CHALLENGE races on next year's OSSM schedule!



1988-1989 OSSM/PACER COMBINED SCHEDULE

DATE	LOCATION	SANCTION/CLASS
2-11-89	PELICAN PARK, EUGENE	OSSM: RTR
2-24-89	DUNDAS RACEWAY, WILSONVILLE	PACER: RTR, NASCAR, EURO-TOY
3-11-89	DUNDAS RACEWAY, WILSONVILLE	OSSM: RTR
3-24-89	DUNDAS RACEWAY, WILSONVILLE	PACER: RTR, NASCAR, EURO-TOY
4-8-89	PELICAN PARK, EUGENE	OSSM: "REBEL 500" ENDURO



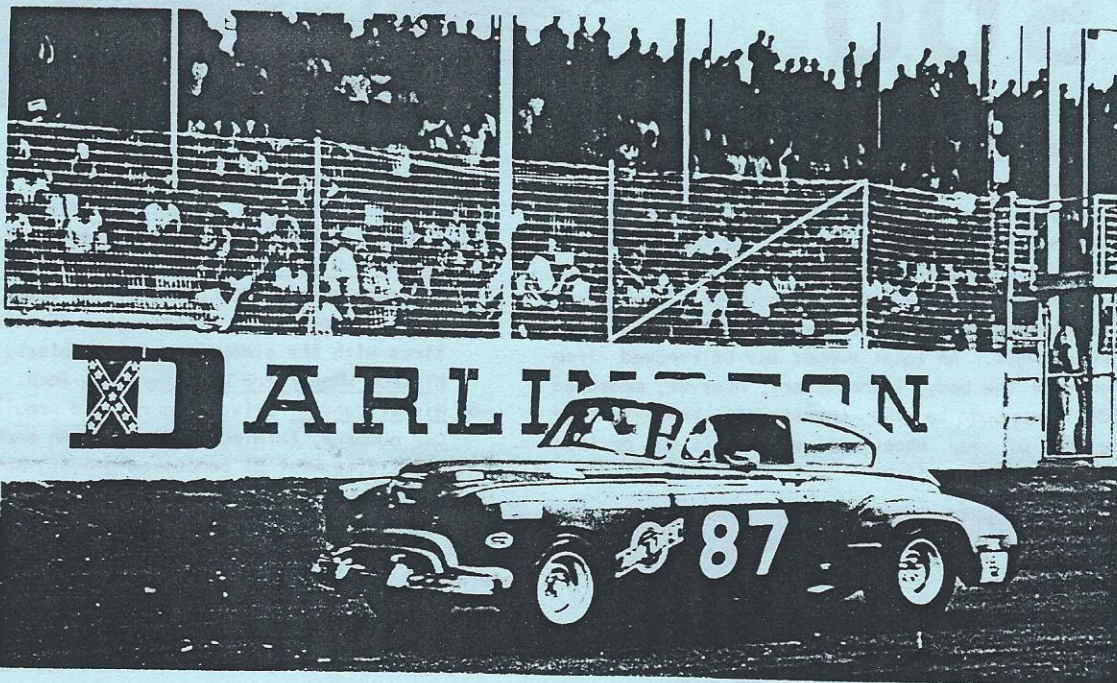
"Think about it, Murray... If we could get this baby runnin', we could run over hikers, pick up females, chase down mule deer—man, we'd be the grizzlies from hell."



REBEL 500



* * * FOR VINTAGE NASCAR * * *



***** THE REBEL 500 *****

Even if you consider yourself a diehard stock car fan, names like Buck Baker, Joe Weatherly, Fonty Flock, and "Fireball" Roberts may still only conjure up vague images. Memories of rare moments of old film footage of Hudson Hornets and flathead Fords sliding through clouds of dust come to mind. For some of us it was an amazing revelation that people actually raced cars as big and cumbersome as American stock cars of the Fifties. But it wasn't just oval tracks where these behemoths competed! Did you know that a stock Cadillac Coupe finished 10th at LeMans in 1950? In fact, and as a prank, the Caddy's drivers wore business suits and ties throughout the 24 hour event!

Many local race fans may know that Oregon stock car legend Hershel McGriff won the 1950 Mexican Road Race, the "Carrera Panamerica", driving a 1950 Oldsmobile. Did you know that five-time World Driving Champion, Juan Manuel

Fangio began his driving career racing a 1948 Chevrolet through the mountains of South America? Unfortunately there is not much written or on film about the racing exploits of the cars of "The Eisenhower Era".

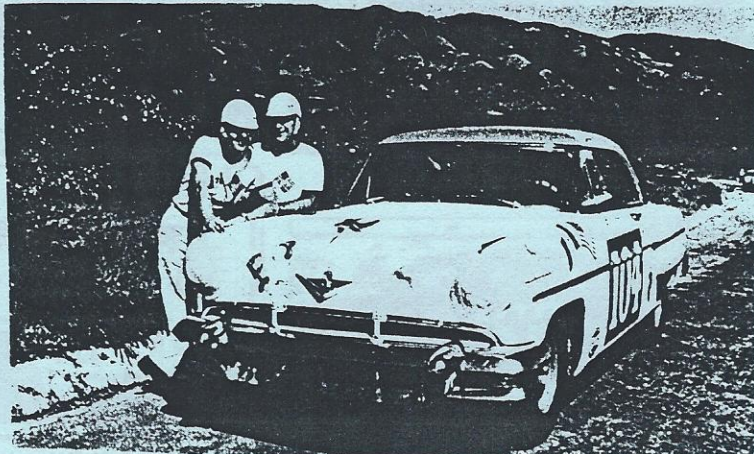
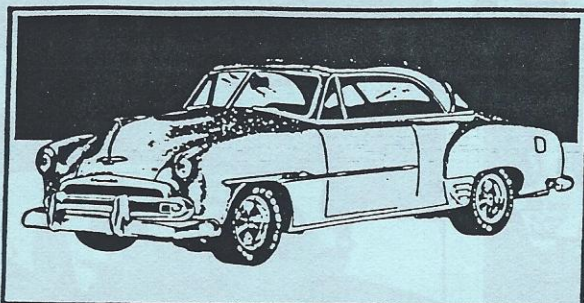
Re-live the past in scale! OSSM presents the 1989 REBEL 500. The 500 minute endurance race is scheduled for April 8th at PELICAN PARK SPEEDWAY and will feature 1/24 plastic bodied 1949-1957 American sedans: "VINTAGE NASCAR".

The event will be run on a traditional endurance race format with four teams consisting of three to five members. Driving stints will be 28 minutes with 2 minute scheduled pit stops. Two team positions are reserved for "Racin' Rebel" teams. The two remaining team positions are available for teams from outside the Eugene area. PRE-REGISTRATION BY MAIL IS REQUIRED. DEADLINE FOR ENTRY IS MARCH 10, 1989. If the grid is not full by the deadline, remaining team positions may be taken by Eugene teams. Individual trophies for team members will be awarded along with a team trophy and a Concours d'Elegance trophy. Car preparation rules follow below. Please read them carefully.

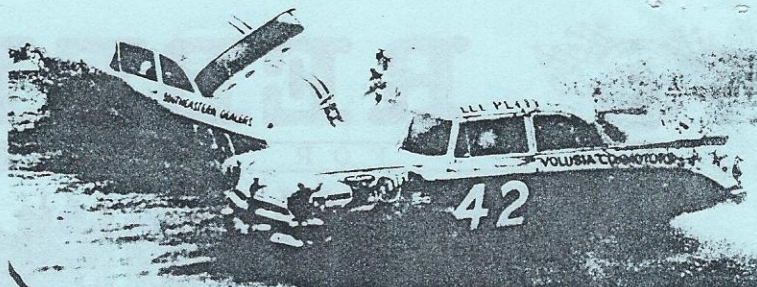
1951 CHEVROLET BEL AIR H.T.

Stk. no. 6607

Form no. 099-0589



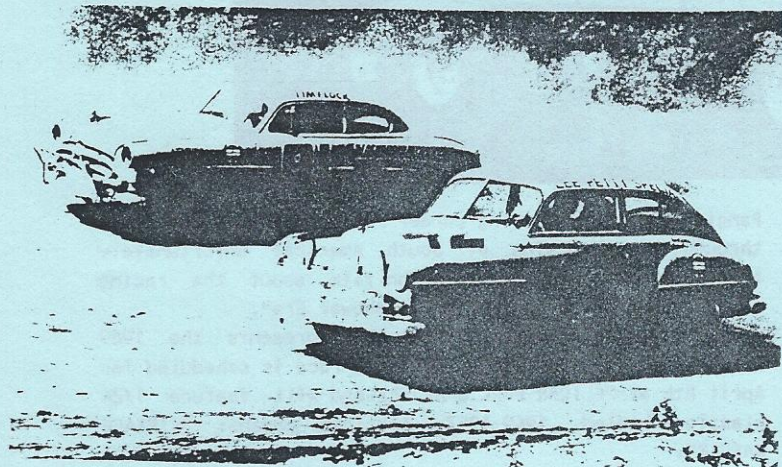
REBEL 500



CAR PREPARATION RULES:

1. Bodywork: Any brand or type of 1/24 or 1/25 injection-molded plastic shelf model. 1949-1957 American Sedan or Coupe. Basic body configuration and roofline must be production-stock. Stock front and rear bumpers and grillwork. Stock front and rear windows. Stock front wheel wells, however rear wheel wells may be "radiused" to match the shape and fender location of the front wheel well. An equal amount may be removed from the bottom edge of the body, if necessary; however, measured with the body mounted to the chassis in ready-to-race condition, the top of any wheel well arch shall not be less than 7/8 inch above track surface.

2. Chassis: Inline Style Chassis Only.
3. Motor: Stock 160 motor. No modification.
4. Track Clearance: .055 inch, including crown.
5. Maximum Width: The wheels/tires shall not protrude outside the plane of the wheel wells.
6. Wheels/Tires: Only black-rubber tires or tires with the sidewalls stained black.
7. Minimum Wheel/Tire Diameter: 3/4 inch.
8. Miscellaneous: Driver figure/head required.
Car numbers, (minimum: 3/4 inch) on each side.
Guide flag must be concealed beneath body.



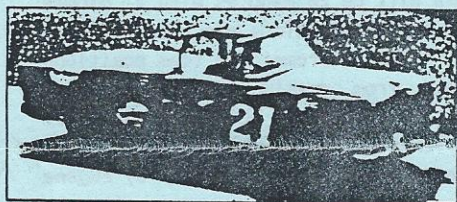
***** "VINTAGE NASCAR": MANY CHOICES *****

A quick survey of the AMT, Monogram, and Revel catalogs at EUGENE TOY and HOBBY shows that there are more choices of brands and body styles for the 1949-1957 time period than one might expect. Fred Cady Design is a wonderful source for 1/25 or 1/24 scale decals. There are decals sets available for just about every type of race car in existence. Fred Cady sells by mail order only, at the address below.

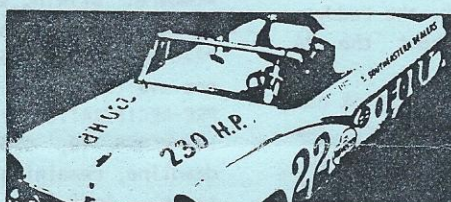
AMT	Monogram	Revel
1949 Mercury	1953 Chev Belair	1954 Chevrolet
1949 Ford	1956 Chevrolet	1955 Chev Sedan
1951 Chev Belair	1957 Chevrolet	1956 Chev Coupe
1956 Ford Victoria		1957 Chevrolet
1957 Chev Belair		
1957 Ford		

FRED CADY DESIGN
P.O. BOX 578 MT PROSPECT, IL 60058
1/25 SCALE DECALS FOR MODEL CARS

STOCK CARS Reference Sheet 9



134 1956 or 1957 FORD - Glen Wood
red car/black wheels 1 car



135 1956 FORD - Fireball Roberts
white car/red wheels



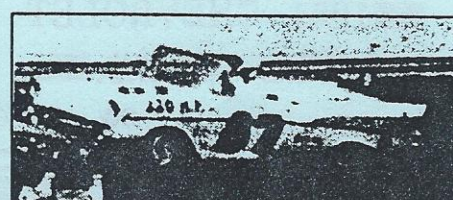
136 1956 FORD - Curtis Turner
white car/orange sides/orange wheels



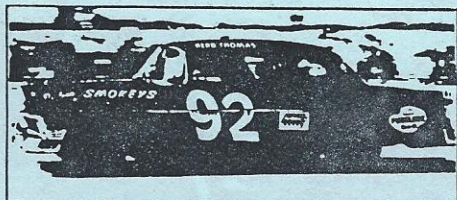
137 1956 CHEVROLET - Marshall Teague
light blue car/white top/black wheels



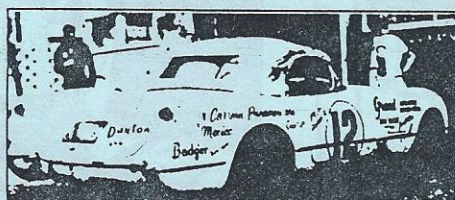
CHEVROLET Reference Sheet 1



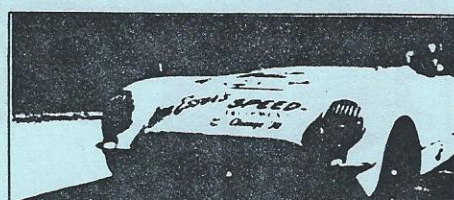
138 1957 or 1958 CHEVROLET - Buck Baker
white car/white wheels 1 car



139 1956 CHEVROLET - Herb Thomas
black car/black wheels
Smokey Yunick car



1. 1953 CORVETTE MEXICO ROAD RACE
(Von Esser's Speed Shop/Chicago)
white car/decals black/red wheels 1 car



1.