

# THE RACING NEWS

\*\*\*\*\* AN OSSM PUBLICATION \*\*\*\*\* NO. 8



## TEAM BLU-BYU CELEBRATES VICTORY IN THE 1989 REBEL 500 ENDURO!!

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Tired and happy, Dennis Dudley, John Andersen, Joe Bettis, and Corbin Dickinson enjoy the "thrill of victory" over a strong field of competitors from Portland, Eugene, and Bend. A full race report follows.

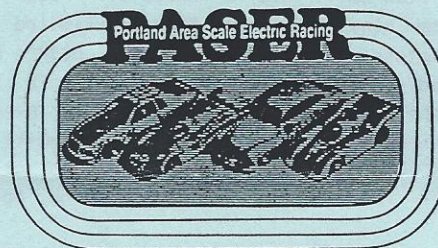
## SUPERTEAM

### \* TEAMS SET FOR SUPERTEAM RACE \*

Eight fast "Vintage Nascar" stockers and 16 drivers are scheduled to compete in the first SUPERTEAM event of the 1989-1990 racing season.

In memory of one of autoracing's true heros, the OSSM season-opening endurance event will be called the "TIM RICHMOND MEMORIAL 6-HOUR ENDURO". In addition to individual Trophies and a Concours d'Elegance prize, the winning team will get their names inscribed on the huge OSSM SUPERTEAM CHALLENGE CUP.

**\* NEWS FLASH!! \*\* NEWS FLASH!! \***  
**REBELS TAKE RICHMOND!!!**  
**2ND Thru 5TH Within 70 Seconds!**  
**Full report in next RACING NEWS.**



### PASER CONTINUES FRIDAY-NIGHTERS

Six Friday Night events and a SUPERTEAM enduro are on the new PASER racing calendar for fall of 1989. The season Championship starts September 29 at LEE DUNDAS RACEWAY in Wilsonville with a "sprint style" event for 1/32 and 1/24 Euro-Toys and OSSM Group 7 racers.

The next race is a six-hour SUPERTEAM enduro for 1/32 Euro-Toys on Saturday, October 7th. An official PASER entry form for the event follows.





# REBEL 500



\* \* \* FOR VINTAGE NASCAR \* \* \*



The second annual REBEL 500 endurance race was held on April 8, 1989 at PELICAN PARK SPEEDWAY in Eugene, Oregon. The event had taken on a new dimension with the announcement of "Vintage Nascar" as the class of car that would compete. American sedans and coupes from 1949 through 1957 would be quite a departure from the modern NASCAR stockers that had raced in previous PELICAN PARK enduros.

Promoted and sanctioned by OSSM, the race would be run according to OSSM's Group 7 car preparation rules. Specifications for "Vintage Nascar" called for 1/24-1/25 scale injection-molded bodies (common shelf-model kits) with primarily scratch-built inline chassis. Power for these racers from "The Eisenhower Era" was limited to "bone stock" 160 motors. The enthusiasm for OSSM's new racing division had really been growing during the 2 1/2 months between the announcement of the event and the day of the race. At least a dozen cars had been built by Oregon racers from Eugene, Portland, and Bend, and cream of the crop were ready to race Saturday morning, April 8th.

Although the Eugene and Portland teams had battled several times in prior 500 minute events, the addition of a Bend squad to the entry list added another interesting new element in the 1989 REBEL 500. This would be the first competitive confrontation between two groups of serious Oregon slot racers who had only become aware of the other's existence a few months before. Bend's "Over The Hill Gang" (hereafter, O-T-H-G), consisted of Tom Street, Dennis Wells, Randy Limbeck, Matt Soloman, and Chuck Smith. The weekend prior to the race, they made a six-hour journey from Bend to Eugene and back for a brief two-hour opportunity to test their new cars and become familiar with the circuit at PELICAN PARK SPEEDWAY. On race day morning, these hard-core racers were already on the road at 5:30AM with Tom Street's tan and white 1949 Ford Tudor carefully packed away, waiting for the eight hour and twenty minute battle to come.

Meanwhile, nearly 200 miles away to the North, a veteran Portland team, consisting of Lee Dundas, Bob McFarland, Glenn Heath, Gary Gossett, and Jerry Palfenier, was about to start a similar journey. Lee Dundas' burgandy and silver 1955 Chevrolet Bel Air was in his big box, ready for its chance to bring home glory for the PASER club and the "Ol' Slimers" racing team.

At a qualifying session ten days before the race, eight Eugene drivers were selected to defend the unofficial PELICAN PARK endurance racing crown. The top eight qualifiers were then divided into two four-man teams by random drawing. "Team Blu-Byu" was the name chosen by Dennis Dudley, Joe Bettis, John Andersen and the only endurance racing rookie among the Eugene racers, Corbin Dickinson. They were racing Dudley's white 1951 Chevrolet Bel Air, nicknamed the "Lil' Stovebolt". The other Eugene squad, the "Oregon Racin' Rebels", were running Doug Haynes' orange and white 1951 Chevrolet Fleetline. The "Rick's Snake-O-Rama" special was manned by Rebel regulars, Doug Beddow, Randy Troy, Steve Phillips, and Haynes.

Pre-race festivities included the 1988-89 OSSM Championship Series awards presentation. Trophies and \$630 in gift certificates from the Eugene Toy and Hobby were presented to the top ten OSSM series finishers. There was also a Concours d'Elegance for the four cars that would be raced in the 1989 REBEL 500 and a photograph session for the gorgeous group of about a dozen "Vintage Nascar" racers on hand. Gene Hogue, a museum-quality modeler from the Eugene area, judged the Concours competition. Doug Haynes' "Snake-O-Rama" Chevy, complete with dents in the door and rumpled fenders, took the trophy.

The green flag fell just a few minutes after 11:00AM and REBEL 500 was underway. Steve Phillips led off for the Racin' Rebels and took the early lead in a close battle with John Andersen in the "Lil Stovebolt". It was obvious from the green flag that the O-T-H-G's machine





was capable of offering formidable competition. Matt Soloman was keeping pace with the leaders, in spite of having less than two hours practice on the track.

The race was less than fifteen minutes old before the first mechanical problem slowed the leading car. The Racin' Rebels' '51 Chev Fleetline coasted to a stop with no power. A lead wire had broken at the motor and the team lost at least 20 laps in the pits before it could be reattached. Car-builder Haynes was at a loss to explain a mechanical failure so soon on a car set up to run for 500 minutes. At the end of the first 28 minute stint, John Andersen recorded 279 laps to Matt Soloman's 277. Lee Dundas was just one lap back with Portland's purple '55 Chev at 276, while Steve Phillips turned in a 254 as the Rebels fought to make up lost laps.

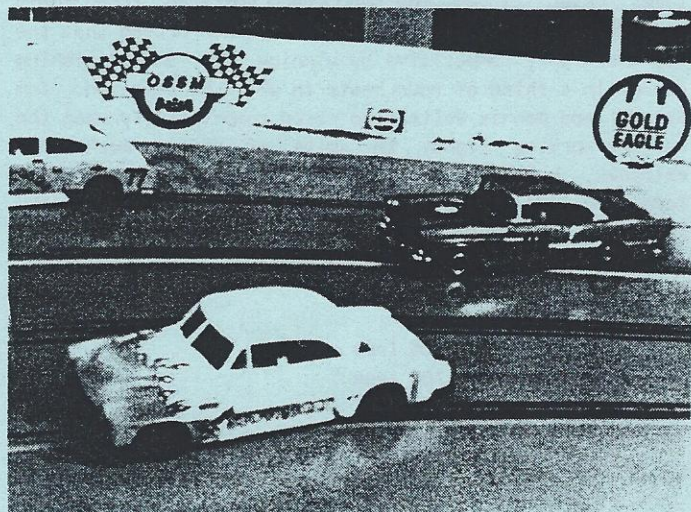
At the end of 90 minutes of competition, Team Blu-Byu held the lead with 830 laps. The Ol' Slimers were second with 819. The Racin' Rebels were back up to third with 810 laps, while the O-T-H-G held fourth with 779 laps. As the race settled in, Team Blu-Byu gradually extended their lead as the Rebs worked back up through the field to second place. It seemed as though a pattern was beginning to emerge, however, the situation would change dramatically during the next 28 minutes.

Team Blu-Byu blew a lead wire and spent an agonizing 20 laps in the pits for repairs. The other teams seemed to grow inspired by this evidence of vulnerability in, what appeared to be, the strongest team. In this particular heat, all three teams recorded their best single-stint totals for the entire event! Doug Haynes turned in a 281 lap total (later matched by teammate Randy Troy), Lee Dundas set the high mark for the Ol' Slimers with 279 laps, and "Magical Matt" Soloman blew everyone off with an impressive 283 laps. By the end of the heat, Team Blu-Byu and the Racin' Rebels were tied with 1,641 laps apiece. The Ol' Slimers were just fifteen laps back with 1,626 laps and the O-T-H-G trailed with 1,561 laps. After three hours, the first three teams were separated by less than 90 seconds!

In the next stint, the Racin' Rebels moved out to a 13 lap lead over Team Blu-Byu, while the Ol' Slimers faded slightly. Dennis Wells demonstrated that the O-T-H-G wasn't giving anything away with an impressive 277 lap run. It looked as though the race might settle down as the teams neared the halfway point in the 500 minute event. But Lady Luck stepped in again and reshuffled the cards. As the "Lil' Stovebolt" charged down the main straight, the competitors just caught a whiff of comutator wire insulation beginning to melt. In less than a lap, the 1951 Bel Air ground to a halt with smoke realistically billowing from under the car. While the other teams were still celebrating their good fortune, Dennis Dudley pulled the motor and put in a back-up power plant. He finished in about four minutes and only lost about 35 laps in the process. The Racin' Rebels were also having mechanical problems of their own during this stint. The

"Snake-O-Rama" body mounts weren't holding properly and the body began to separate from the chassis. The Rebels lost nearly 30 laps during several unsuccessful attempts to effect repairs. The lap totals were 2,171 for the Rebs, 2,154 for Team Blu-Byu, 2,153 for the Ol' Slimers, and 2,079 for the O-T-H-G. Even though another hour had passed and the lead had changed, there was still only about 90 seconds covering the top three teams.

The Rebel's 17 lap lead over Team Blu-Byu shrank to six laps as John Andersen recorded a remarkable 288 lap total in the next heat. A regular contender for "Top Gun" honors at every enduro, Andersen's single-stint mark was five laps better than anyone had done at that point in the event. Joe Bettis followed Andersen for Team Bly-Byu and turned in another consistently solid performance. During his heat, he regained the lead and opened a 13 lap cushion. The Rebels faded slightly, allowing the Ol' Slimers to move within 10 laps of second place. The O-T-H-G was still less than 70 laps behind, however problems with a failing crown gear on their '49 Ford soon caused them to fall back even further behind the leading trio.



Another broken lead wire on the leading car cost Team Blu-Byu about six laps in the pits, but the "Lil' Stovebolt" was running so strong at this point, they still gained ground on the Rebels as Dennis Dudley scored 278 laps to Doug Haynes' 277 laps. The gap back to third continued to increase gradually as Jerry Palfenier posted a solid 270 for the Portland squad. At the end of six hours of racing, Team Blu-Byu led with 3,553 laps, the Racin' Rebels were in second place with 3,539 laps, the Ol' Slimers held third with an even 3,500 laps, and the O-T-H-G was hanging on with 3,337 laps.

The final dramatic moment of the race occurred in the next stint. The Rebels suffered a blown motor in their desperate bid to close the 14 lap lead margin. They fell 35 laps behind the leaders while the back up unit was being installed in the pits. The Reb's bad luck didn't cost them any positions, but it did allow the Ol' Slimers to close to within 19 laps, as Glenn Heath recorded a strong 272 lap total. With the final minutes of the event tickering away, Team Blu-Byu continued run strong. Dennis Dudley matched John Andersen's "Top Gun" mark with a 288 lap total in the last full 28 minute heat. The Racin' Rebels got the "Snake-O-Rama" Special back up to speed and were able to hold off the Ol' Slimers challenge for second place. They finished the race just 32.3 laps, or about three minutes and 31 seconds apart.





The final totals were 4,588.4 laps for Team Blu-Byu, 4,529.7 laps for the Rebels, 4,497.4 laps for the Ol' Slimers and 4,331.2 laps for O-T-H-G. The margin of victory was 58.7 laps. The winner's average lap time was 6.54 seconds. Therefore the lead was about six minutes and 24 seconds after 500 minutes of racing. The race was even closer than the final margin suggests. With both the first and second place cars breaking lead wires and blowing motors, the lead changed hands four times during the race and the gap between the leaders was never more than 20 laps until the very end.

The cars and the competition in the 1989 REBEL 500 were incredibly close. Solid performances by each team made this one of the most competitive events ever at PELICAN PARK SPEEDWAY. Depending on the lane and driver, it was hard to say which car was the fastest at any given time. Even though the Bend group suffered from their overall lack of track time, Matt Solomon proved that the car was highly competitive by winning two and finishing second in a third of four heats in which he competed. Tom Street and Dennis Wells also raced competitively when the car was working right. In spite of various mechanical setbacks, quick pit work and hard driving paid off for Team Blu-Byu. Joe Bettis, Corbin Dickinsen, John Andersen, and Dennis Dudley each contributed to their team's victory in the 1989 REBEL 500.

#### "Top Gun"

John Andersen 288 laps

Dennis Dudley 288 laps

#### Top Ten Individual Driving Performances:

(Average of top three stints)

1. John Andersen 282.6
2. Dennis Dudley 282.0
3. Randy Troy 279.6
4. Matt Solomon 278.6
5. Doug Haynes 278.3
6. C. Dickinson 278.0
7. Steve Phillips 277.0
8. Glenn Heath 274.0
9. Joe Bettis 273.6
10. Lee Dundas 270.6

#### REBEL 500 Highlights:

1. 11:00-11:30 Rebs break wire on motor -- lose 20 laps.
2. 1:30-2:00 Blu-Byu break lead wire -- lose 20 laps.
3. 2:30-3:00 Rebs have trouble with body -- lose 20 laps.
4. 2:30-3:00 Blu-Byu blows motor -- lose 20 laps.
5. 4:00-4:30 OTHG strips crown gear.
6. 4:30-5:00 Blu-Byu break lead wire -- lose 6 laps.
7. 5:30-6:00 Rebs blow motor-- lose 25 laps.



#### 1989 REBEL 500

#### SCORING CHART

TEAMS	OVER THE HILL		OL' SLIMERS		TEAM BLU-BYU		RACIN' REBELS	
	DRIVER NAME	LAPS	DRIVER NAME	LAPS	DRIVER NAME	LAPS	DRIVER NAME	LAPS
TIME:	R	277	W	276	Y	279	B	254
11:30	Matt Solomon	277	Lee Dundas	276	J. Andersen	279	S. Phillips	254
	W	267	B	274	R	274	Y	277
12:00	Dennis Wells	544	J. Palfenier	550	Joe Bettis	553	Doug Haynes	531
	B	235	Y	269	W	277	R	279
12:30	Chuck Smith	779	B. McFarland	819	C. Dickinson	830	Randy Troy	810
	Y	235	R	276	B	280	W	274
1:00	R. Limbeck	1014	Glenn Heath	1095	D. Dudley	1110	Doug Beddow	1084
	R	264	W	252	Y	278	B	276
1:30	Tom Street	1278	Gary Gossett	1347	J. Andersen	1388	S. Phillips	1360
	W	283	B	279	R	253	Y	281
2:00	Matt Solomon	1561	Lee Dundas	1626	Joe Bettis	1641	Doug Haynes	1641
	B	277	Y	258	W	266	R	279
2:30	Dennis Wells	1838	J. Palfenier	1884	C. Dickinson	1907	Randy Troy	1920
	Y	241	R	269	B	247	W	251
3:00	R. Limbeck	2079	B. McFarland	2153	D. Dudley	2154	Doug Haynes	2171
	R	269	W	274	Y	288	B	277
3:30	Tom Street	2348	Glenn Heath	2427	J. Andersen	2442	S. Phillips	2448
	W	276	B	265	R	274	Y	255
4:00	Matt Solomon	2624	Gary Gossett	2692	Joe Bettis	2716	Doug Beddow	2703
	B	228	Y	265	W	278	R	281
4:30	Chuck Smith	2852	Lee Dundas	2957	C. Dickinson	2994	Randy Troy	2984
	Y	256	R	270	B	278	W	277
5:00	Dennis Wells	3108	J. Palfenier	3227	D. Dudley	3272	Doug Haynes	3261
	R	263	W	273	Y	281	B	278
5:30	Tom Street	3337	B. McFarland	3500	J. Andersen	3553	S. Phillips	3539
	W	237	B	272	R	273	Y	252
6:00	R. Limbeck	3608	Glenn Heath	3772	Joe Bettis	3826	Doug Haynes	3791
	B	262	Y	265	W	279	R	274
6:30	Matt Solomon	3870	Gary Gossett	4037	C. Dickinson	4105	Randy Troy	4065
	Y	267	R	268	B	288	W	270
7:00	Dennis Wells	4137	Lee Dundas	4305	D. Dudley	4393	Doug Beddow	4335
	R	194	W	192	Y	195	B	194
7:20	Tom Street	4331	J. Palfenier	4497	J. Andersen	4588	Doug Beddow	4529
TOTAL LAPS: 4,331.2                      4,497.4                      4,588.4                      4,529.7								

#### \* TIM RICHMOND MEMORIAL 6-HOUR SUPERTeam CHALLENGE!! \*

A full field of 16 racers will compete in the "TIM RICHMOND MEMORIAL", a six hour endurance event scheduled for September 23, 1989 at PELICAN PARK SPEEDWAY in Eugene. Teams from Portland, Eugene, and Bend have entered OSSM's 1989-1990 season-opening race. The starting grid shapes up as follows:

TEAMS	CITY
1. OREGON RACIN' REBELS:	(Eugene)
STEVE "GUNSLINGER" PHILLIPS	
"DIALIN' DOUG" HAYNES	
2. TEAM DOUBLE TOUGH:	(Eugene)
JOHNNY "JUMP-UP" ANDERSEN	
"3-D TRIPLE THREAT" DUDLEY	
3. OVER THE HILL GANG:	(Bend/Eugene)
"KILLER CHUCK" SMITH	
"RAPID RICK" DODGE	
4. THE 49'ERS:	(Bend)
"TERRIBLE TOM" STREET	
"MAGICAL MATT" SOLOMON	
5. HOOVER (suck'em up!) RACING:	(Portland)
"SPEEDY LEE" DUNDAS	
"GONN" HEATH	
6. TEAM TURTLE:	(Portland)
"BAD BOB" MCFARLAND	
"GEARLOOSE" PALFENIER	
7. HAMMER RACING:	(Eugene)
"MIKE THE BIKE" NABER	
"BASIL" SNYDER	
8. THE FLYIN' SWEDES:	(Eugene)
CRAIG ISLES	
JON THOMPSON	



# SUPERTEAM

## \* \* \* PASER TRIES SUPERTEAM FORMAT \* \* \*

The short track is back in action at LEE DUNDAS RACEWAY in Wilsonville just in time for the first SUPERTEAM-style race to be sanctioned by the Portland club. The basic format for a SUPERTEAM event is as follows:

Each team will race one car. Teams will draw "position numbers" before the race. There will be one "position number" for each team competing. Assuming there are eight teams, positions 1, 3, 5, and 7 will begin the event at one of the four lanes. Teams drawing numbers 2, 4, 6, and 8 will begin at turn marshalling positions around the track.

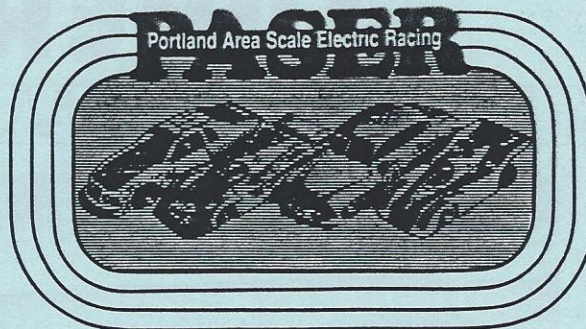
Each heat race will last for 13 minutes. After the first heat, the teams that have been racing will shift to turn marshalling and the teams that have been marshalling will race. When the next heat is finished, the teams will shift again, but they will also rotate to the next lane on the track. Therefore, if there are eight teams, as they rotate from one position to the next, each team's car will be on the track for every other 13 minute heat.

At least one member of each team must be racing or turn marshalling throughout the event. How individual teams divide up the duties is up to them as long as each driver races for a minimum of one hour. At the end of each heat race, lap totals for each team will be recorded and the lap counter will be zeroed.

At the end of each heat, cars will remain on the track. After all scores have been recorded, a signal will be given for pit stops to begin and all teams may work on their cars. Two minutes after the signal has been given, the next heat will begin. The teams not racing in the heat must place their cars in the impound area. They cannot be worked on until the signal is given for the next two minute pit stop. Cars belonging to teams that are racing may be worked on, if necessary, however all cars must begin the heat at the Start/Finish line, even if they are late for the start of the next heat. After each car has completed one hour of "Race Time" (one full rotation through all positions), position numbers will be drawn again. This will prevent drivers from having to race against the same cars for the entire event.

The rules and event schedule for the October 7th race are as follows:

1. TIME: Practice: 9:00-11:00 AM  
Tech Inspection: 10:00-10:30 AM  
Race: 11:00- 5:00 PM
2. LOCATION: Lee Dundas Raceway Park, Wilsonville, Oregon.
3. RULES: Cars: One 1/32 Scale Euro-Toy.  
Stock Chassis. Group 12 Motor.  
.055 inch minimum track clearance.  
2.5 inch maximum width, except body pins.  
Beta or scale-looking Parma/Champion bodies.  
Cars must have three numbers and driver figure.  
Teams: Two-Person Teams Only. Each Driver Must Drive A Minimum Of One Hour.
4. DEADLINE: Entries must be received by October 1, 1989
5. AWARDS: \* Individual Trophies For Winning Team Drivers.  
\* Concours d'Elegance Trophy.



## \* \* \* PASER SETS FALL 1989 RACING SCHEDULE!! \* \* \*

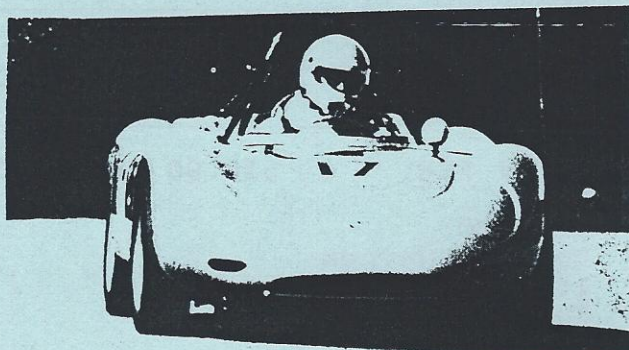
The short track at LEE DUNDAS RACEWAY in Wilsonville is back in action for the 1989-1990 PASER season. PASER will hold races for 1/32 Euro-Toy and 1/24 Euro-Toy classes together with a "hard plastic" class consisting of OSSM'S combined Group 7 Racing Divisions, GRAN SPORT and TRANS AM '70.

DATE	LOCATION	CLASSES
9-29-89	DUNDAS RACEWAY, WILSONVILLE	1/32 Euro-Toy, 1/24 Euro-Toy, & Gran Sport/Trans Am '70.
10-07-89	DUNDAS RACEWAY, WILSONVILLE	1/32 Euro-Toy SUPERTEAM.
10-20-89	DUNDAS RACEWAY, WILSONVILLE	1/32 Euro-Toy, 1/24 Euro-Toy, & Gran Sport/Trans Am '70.
11-03-89	DUNDAS RACEWAY, WILSONVILLE	1/32 Euro-Toy, 1/24 Euro-Toy, & Gran Sport/Trans Am '70.
11-17-89	DUNDAS RACEWAY, WILSONVILLE	1/32 Euro-Toy, 1/24 Euro-Toy, & Gran Sport/Trans Am '70.
12-01-89	McFARLAND SPEEDWAY, ALOHA	1/32 Euro-Toy, 1/24 Euro-Toy, & Gran Sport/Trans Am '70.

## \* \* \* TIPS \* AND \* TECHNIQUES \* \* \*

An excellent source for injection molded driver figures and scale-looking front wheels has been found with E J'S HOBBIES, 7017 CASCADE ROAD S.E., GRAND RAPIDS, MI 49506. 1/25th scale driver figures with modern full face helmet cost \$1.50 each. Front tires and wheels, referred to as "Hoosiers", due to raised white letters on one side, sell for \$3.50 per set. E J'S catalog also contains many other useful and interesting items.

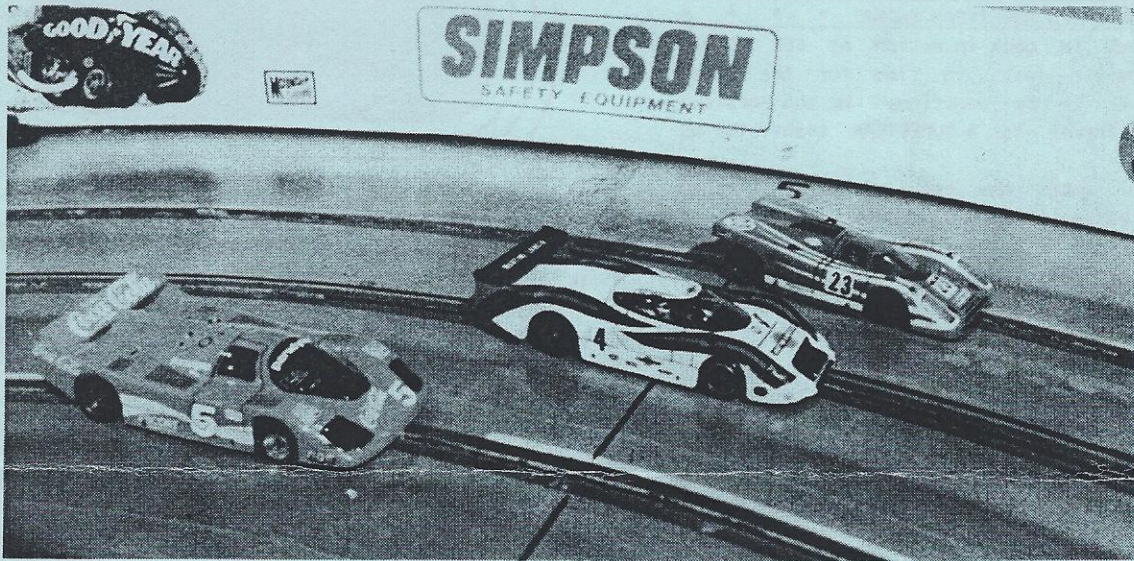
For assembly of OSSM Group 7 injection-molded racers, it's hard to beat the new "hot melt" glue. A combination of adhesion and resiliency makes hot melt glue perfect for attaching bumpers and reinforcing multi-piece bodies. However, caution should be used as too much hot glue in one place can cause the plastic to melt and deform. This problem can be avoided by applying the hot glue in layers.





# SUPERTEAM

\* PASER SUPERTEAM CHALLENGE RACE \*  
\* \* \* FOR 1/32 SCALE EURO-TOY \* \* \*



DATE: Saturday, October 7, 1989.  
TIME: Practice: 9:00-11:00 AM  
Tech Inspection: 10:00-10:30 AM  
Race: 11:00- 5:00 PM  
LOCATION: Lee Dundas Raceway Park, Wilsonville, Oregon.  
RULES: Cars: One 1/32 Scale Euro-Toy.  
Stock Chassis. Group 12 Motor.  
.055 inch minimum track clearance.  
2.5 inch maximum width, except body pins.  
Beta or scale-looking Parma/Champion bodies.  
Cars must have three numbers and driver figure.  
Teams: Two-Person Teams Only. Each Driver Must  
Drive A Minimum Of One Hour.  
ENTRY FEE: \$5.00 Per Driver. YOU MUST PRE-REGISTER BY MAIL!!  
PRE-REGISTRATION: Use Form Below.  
DEADLINE: September 30, 1989.  
First Eight Teams To Enter Are Eligible.  
AWARDS: \* Individual Trophies For Winning Team Drivers.  
\* Concours d'Elegance Trophy.

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We Want To Enter The PASER SUPERTEAM race!

DRIVERS: 1. \_\_\_\_\_

2. \_\_\_\_\_

TEAM NAME: \_\_\_\_\_

ENTRY FEE: \$10.00 Enclosed. (Checks Payable To Douglas Haynes Only).

SEND TO:  
Douglas Haynes  
1673 Riverview  
Eugene, Or 97403

We Want To Race On October 7, 1989,

\_\_\_\_\_  
Entrant Signature

**PASER**  
Portland Area Scale Electric Racing